

Bosham Village Design Statement

November 2011

**Assisting the Management of
Development**



This Village Design Statement was adopted by Chichester District Council on 6th December 2011 as a material consideration when considering planning applications. It has also been endorsed by Bosham Parish Council and the Bosham Association.

Amendments to paragraphs 3.6.2 and 5.9 were endorsed by Bosham Parish Council and approved by the Bosham Village Design Statement Team on 17th April 2012.

These amendments have been accepted by Chichester District Council.

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Bosham has always changed, sometimes quickly, sometimes very slowly, sometimes for the better, sometimes not. An Edwardian writer noted the following observation published in 1904.

*"Boshamwhat is now a quiet abode of fishermen and the tarrying-place of yachtsmen and artists... has been in its time a very factory of history." E V Lucas (1904) *Highways and Byways in Sussex**

We may have few expectations that the village would contribute as significantly to history nowadays, but everyone who visits and especially those who can chose to live there are very conscious of its historical legacy embodied in it spaces, buildings, form and location.

The purpose of this Design Statement is for it to be formally adopted by Chichester District Council as a material consideration in determining applications for planning permission and to see it used within the planning system.

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Village Design Statement – Objective and Aims

A team of 8 local people including 5 Parish Councillors and 3 from the Bosham Association, supported by the Chichester District Council's Design Team and the Chichester Harbour Conservancy, were involved in the overall drafting and co-ordination of the work. Public consultation was launched at the beginning of April 2011 and took the form of notices in the two village magazines, parish council notices, and shop notices pointing people to the draft document and maps, together with illustrative images displayed on the Parish Council pages of the Village website (<http://www.bosham.org/parishcouncil/index.html>) and on the Bosham Association (<http://www.boshamassociation.org.uk/>). All responses were acknowledged and have been taken into account in this current draft.

The work programme began in December 2009 and continued through to November 2011 following on from the period of public consultation in May 2011.

To those of us who have worked on this draft document it has been a fascinating journey. Whilst understanding our village in greater depth we have gained a deep appreciation of how fortunate we all are to live in such a favoured place. Indeed it has highlighted the countless development decisions made over past generations that have bequeathed to us the place we love.

We have attempted to describe what we have found in order to give some guidance of what we expect from the future. This is not easy – many decisions of the past we would now call reprehensible, but nonetheless form an integral part of the village of today. There is no rigid style of what is right or wrong, no colour, shape or form but there is, we believe, a feel of what is quintessentially Bosham in its various character areas. It is that we are so keen to retain when future developments are discussed. We have tried not to criticise but we hope we have made plain our objections to grossly inappropriate additions to our village scene.

This village design statement will assist the management of change and give detailed design guidance based on the distinctive character of the Parish of Bosham. Change is not only brought about by large-scale developments, but also by smaller-scale developments and alterations which still have an impact on the character of the parish, particularly the cumulative effects of incremental change, such as domestic extensions or replacement dwellings. It shows the shape of our settlement, the landscape and the nature of the buildings themselves.

Within this primary objective the following aims have been identified:

1. It will outline the types and details of the buildings in the parish so that it will be possible to draw up design parameters based on our local character.
2. It aims to foster good working relationships with the Chichester District Council by a) the partnership approach in producing this statement and b) having available a published statement of policy on design for the parish and village of Bosham.
3. It aims to influence future public policies particularly of the parish and the district but more widely in the context of the county and the region.
4. It should help to improve understanding of current planning policies at a parish level through the process of public involvement in developing the design statement and having a published document that 'signposts' to other adopted policy documents.
5. It aims to influence local developers by:
 - 5.1 describing the visual qualities and character of the village as an inspiration for design,
 - 5.2 describing the character of the village as perceived by local people,
 - 5.3 expressing our concerns over the design of recent applications,
 - 5.4 outlining the pressure on the local infrastructure especially sewage, utilities and surface water flooding,
 - 5.5 describing the increasing volume and congestion of traffic in the village.
6. For the benefit of local authority planners, it aims:

- 6.1 to represent the view of the whole village community,
 - 6.2 to complement the existing planning and development control system and strengthen the local planning authority's position when advising or negotiating on design and at appeal.
7. It is hoped that lessons can be learned from examples of good design in recent years and thus avoid repeating cases of poor design.

Introduction

The Parish of Bosham embraces a number of distinct areas which this study has called 'character areas'. The whole parish derives its essential character from its landscape and coastal setting, its historic core which is marked by the existing conservation area, its listed buildings (see maps page 54) and its patterns of growth since Roman times to the present day.

The overall distinctive features of the parish that gives it its coherence are as follows:

- Its southern boundary is formed by being a peninsula within Chichester Harbour
- Its northern boundary is formed by the ancient spring line at the foot of the dip slope of the South Downs
- The spire of Bosham Church dominates most views across the open farm land
- The mixture of building styles and materials reflect the development of the settlement since Roman times
- The importance of mature trees within and beyond the settled area emphasizes the seasonal changes
- The relative absence of light pollution.

This village design statement rests upon the distinctiveness of six character areas, some of which form a single contiguous area and others are separated from each other by the rural area. The character areas are as follows:

- A. Rural parts of the parish beyond the settlement policy areas with dispersed farm-related buildings set in open landscape fringed by Chichester Harbour and views of Chichester Cathedral and the South Downs.
- B. Settlement Policy Area north of the A259 – built largely in the 1920s and 1930s.
- C. Settlement Policy Area within the Conservation Area containing most of the listed and 'positive' buildings – the historic core.
- D. The Settlement Policy Area surrounding the Conservation area – to the north and east – largely inter and post-war.
- E. Linear clusters of settlement along Chequers Lane, Shore Road, Lower Hone, Smugglers Lane and the shore line of Windmill Fields and Westbrook Field – largely inter and post-war with some newer replacement buildings.
- F. Dispersed settlement on Bosham Hoe - largely inter-war with some newer replacement buildings.

This village design statement takes each character area by turn, describing the essential features, identifying points for future action and cross referencing other local planning policy of particular relevance. See map over page.








Parish development pressures

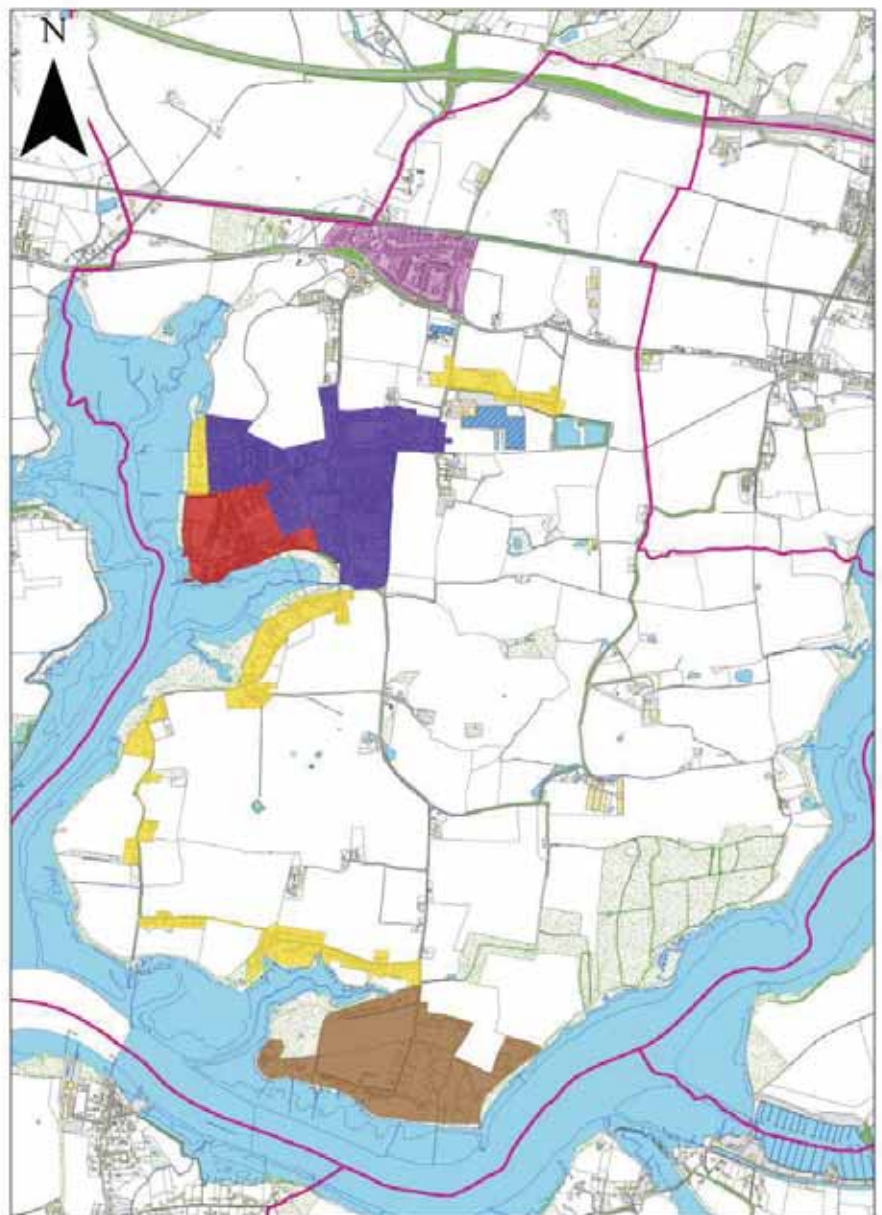
1. Bosham Village has seen pressure to expand and develop over a number of years and in discrete periods. For example it appears that little occurred to disrupt the tranquillity of the village until the 1930s when sailing became a popular recreation with the increasingly affluent middle classes, resulting in an increase in small houses to provide holiday homes.
2. After World War II there was another burst of building activity and the village expanded further. In the last two decades of the 20th century pressure on development again increased, this time as the village became seen as a highly desirable place to live or own a second home. This latter expansion was fuelled by greater amounts of disposable income and the availability of inexpensive loans.

3. Today there is little room for further development as the Settlement Policy Areas (SPA); both south and north of the A259 are effectively full. However there is continual pressure to extend or replace existing houses and a threat to the quality of the townscape by the desire to sub-divide existing plots. At this period in Bosham's history this pressure should be resisted where harmful to the Village's character. The infrastructure has not kept pace with the growth of new dwellings. This has led to increased pressure on public recreational space such that sporting clubs compete to find space to play matches. There is a potentially serious situation developing with regard to sewerage and foul drains with several recorded releases of untreated sewage into Chichester Harbour each year. The road network in the village has not been improved in 100 years and traffic and parking congestion are reaching a critical point. As pressure for parking increases we see increased threats to front gardens which become off-street parking. Whilst only Delling Lane has extensive street lighting, albeit intrusive and over-engineered, the rest of the village (with the exception of Marcuse Field), is mercifully spared widespread light pollution allowing the night sky to be enjoyed when cloud cover permits. The increase in 'private' lighting over entrances which spill over into public realms is a continuing cause for concern by villagers.

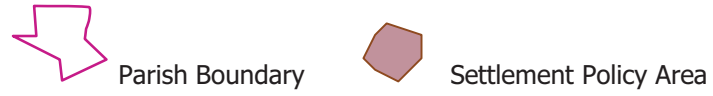
Map of the Character Areas of the Parish of Bosham

LEGEND

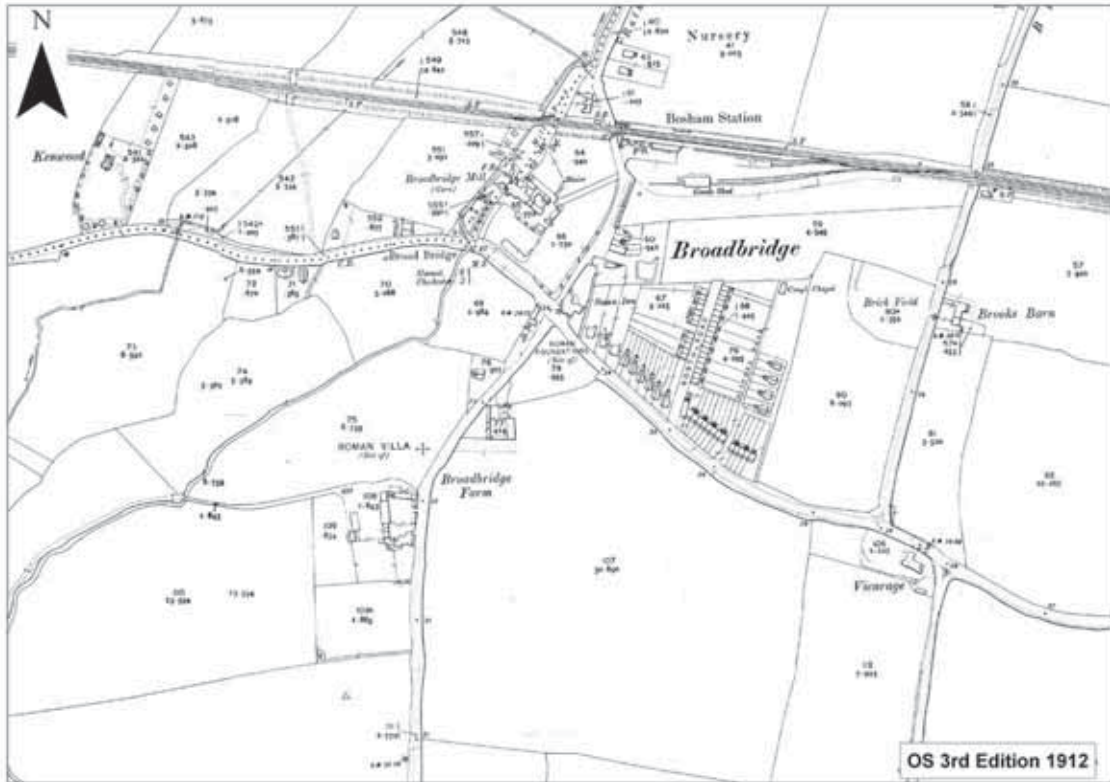
-  Parish Boundary
-  Character Area A: Rural Area
-  Character Area B: Broadbridge
-  Character Area C: Conservation Area
-  Character Area D: Rest of Bosham
-  Character Area E: The Lanes
-  Character Area F: The Hoe

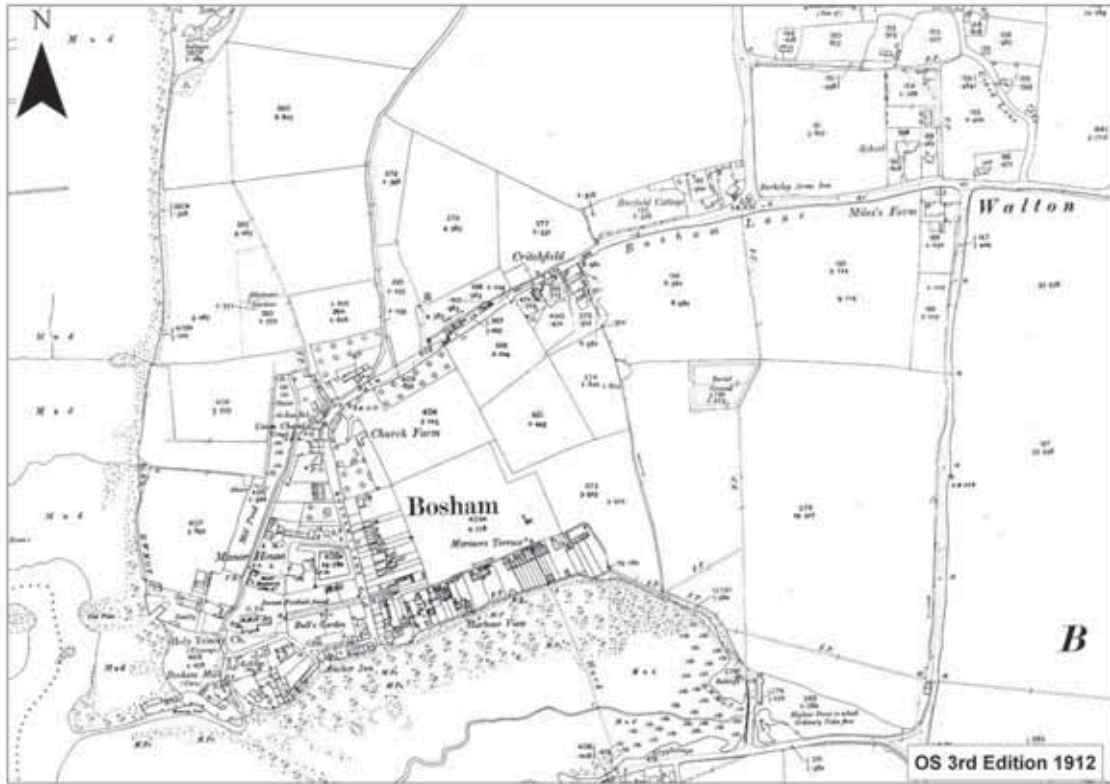


Map of Parish of Bosham and Existing Settlement Policy Areas



See maps overpage of Broadbridge and the old village of Bosham comparing 1912 and today. These are geo-corrected to match modern geographical data as are other historic maps which may be found in the appendix.





4. Now in 2011 Bosham Village presents a complete mixture of architectural styles so that it is difficult to describe a 'vernacular' unless that description is prefaced by reference to a specific Character Area.
5. There are pressures to do the following, all of which need to be closely scrutinised and may be resisted where harmful, in order to protect the Village's character, when determining the outcome of planning applications for development proposals:
 - a. increase the size of agricultural buildings/glasshouses
 - b. redevelop boatyards for residential uses
 - c. enlarge other buildings but particularly dwellings
 - d. bring about suburbanisation through unsympathetic design and materials
 - e. jeopardise the continued vitality of trees and hedgerows
 - f. compromise the natural drainage of the land through increased areas of hard-standing and glasshouses etc; the continued use of impermeable materials rather than sustainable drainage systems
 - g. sub divide plots to provide new building land in desirable parts of the village (garden-grabbing)
 - h. overdevelop plots and increase hard-standing resulting in severely reduced garden area
 - i. compromise existing views of the landmark spire of Bosham Church, which dominates most views across the open farm land and the harbour itself, and of the Church Nave and Chancel from footpaths, the harbour and other public spaces.

With the creation of the South Downs National Park it is anticipated that there will be close control of planning applications within the Park. There are fears that this means that there will be increasing pressure for further development in the coastal strip south of the Park. It should be borne in mind, however, that the National Park and the Area of Outstanding Natural Beauty (AONB) are accorded the same status in terms of the protection that these designations bestow. As a settlement within the AONB the time has come when building development in Bosham must be carefully examined. In particular, any attempt to expand the SPA to the south or east should be resisted as this would intrude into the rural areas of Bosham and upset the delicate balance of the remaining rural areas of landscape.

Similarly, proposals to expand the existing areas of industrial, business or horticultural development should be resisted where it is detrimental to the AONB.



Recreational Space

Bosham is poorly supplied with recreational space. There is the National Trust meadow adjacent to the Quay, the Old Bridge Meadow and the Recreation Ground. Both meadows are limited in the possibilities for recreational use and the Village Recreation Ground juggles competing organisations for its use. The Primary School, with no sports ground, needs to have use of the field and the Football Club are continually trying to get more use out of the ground for their teams. The local resident comes a poor third and regularly finds the ground occupied.



Further sites are required for the Football Club, Cricket Club and allotments. It is understood that in the past negotiations to find another football pitch have taken place with a view to acquiring land to the north of Green Lane, with access onto Delling Lane and this possibility should be re-examined. The cricket club have for the moment found a site off to the west of Delling Lane. Visitors (including an increasing number from overseas) and residents' desire to picnic, play, fly kites, kick a ball about and exercise their dogs on Quay Meadow. At only one third of a hectare, this space generously given to the National Trust by Earl of Iveagh in 1931, now experiences considerable overcrowding at certain times.

The public consultation and subsequent soundings by a developer indicated there is a demand for both additions to public footpaths/permissive paths and for the creation of cycle paths throughout the peninsula.

Protective Designations

The Bosham peninsula has several designations which help to conserve its unique qualities. The areas covered by some of the major designations are shown on the accompanying map, and a brief explanation given below.



Area of Outstanding Natural Beauty (AONB)

Chichester Harbour was designated as an Area of Outstanding Natural Beauty in 1964 under the National Parks and Access to the Countryside Act 1949, because of its unique blend of land and sea, its wooded shoreline and the combination of large open water areas and intimate creeks, and views through to the Cathedral and the South Downs. The flatness of the landform, unusual among AONBs, accentuates the significance of the sea and tide and of distant landmarks across land and water.

Inappropriate development intrudes into the landscape, seen from long distances, and detracts from the historical features of interest. The naturalness that creates a sense of wilderness is very dependant on maintaining natural processes and avoiding the dominance of man-made influences and structures. Refreshed and shaped by the flow of the tide, Chichester Harbour is a rare example of an undisturbed natural coastline on the built up south coast. The harbour has strong historic character and associations, which can be used to highlight the importance of protecting the landscape which provides their setting.

Our Parish of Bosham is a wide, flat to gently sloping peninsula, bounded by the Bosham, Itchenor and Fishbourne Channels. Key characteristics include its tranquil, rural character with arable fields divided by lines of hedgerow oaks, low hedgerows and occasional shelterbelts, including complex irregular and regular field patterns, sunken lanes and drainage ditches. There is a concentration of woodland around Bosham Hoe on the south end of the peninsula, including the ancient woodland of Old Park Wood on the southeastern side, with its distinctive low growing and gnarled oaks at the water's edge.

The area includes remnant parkscapes and historic farmhouses, and twentieth century harbourside houses set in large garden plots. On the western side of the peninsula is the picturesque village of Bosham itself, with flint and brick cottages clustering around the 'School Rythe' inlet and the main Bosham Channel, with the historic church tower and spire rising above. Classic views of the historic village are experienced from the south side of School Rythe and the wider Harbour. Distinctive long views to the South Downs and Chichester Cathedral are also a common feature. The primary purpose of the AONB designation is to conserve and enhance the natural beauty of the landscape. In pursuing this primary purpose, account should also be taken of supporting sustainable forms of rural industry to meet the economic and social needs of local communities, where these are consistent with the landscape and nature conservation designations.

The AONB designation covers the majority of the parish area, extending up to the A259, and slightly north of this above the head of the Bosham Channel. Development proposals should reinforce and respond to the distinctive character and special qualities of the area, and planning policies at the National, Regional and Local Plan level aim to ensure that the impact of individual proposals and their cumulative effect are carefully assessed so that this character is conserved and enhanced for future generations.



Planning policy of particular relevance to the AONB

- A) The Landscape Character of Chichester Harbour AONB has been defined in the 2005 Landscape Character Assessment, which emphasises the special qualities of the landscape and those forces that threaten them. Of particular relevance to the Bosham Parish are character areas G4 (Bosham Peninsular), D1 (Bosham Channel), D2 (Itchenor Reach), D3 (Fishbourne Channel), and part of H1 (Havant to Chichester Coastal Plain). Find: ~ http://www.conservancy.co.uk/assets/assets/landscape_2006.pdf
- B) Planning Policy Statement 7 paragraph 21. Find: ~ <http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicystatements/>
- C) South East Plan Policy C3,
- D) Saved Local Plan Policy RE4. Find: ~ <http://www.chichester.gov.uk/index.cfm?articleid=5080>
- E) AONB Management Plan 2009-2014 policies L1, BD1, BD3, F1, F3, CD1. Find: ~ http://www.conservancy.co.uk/assets/assets/manplan_web.pdf
- F) AONB Landscape Character Assessment 2005. Find: ~ http://www.conservancy.co.uk/assets/assets/landscape_2006.pdf

SSSI, SpPrAr, SAC and Ramsar

In addition to its AONB status, Chichester Harbour is of international importance for its wintering bird populations, marine and coastal habitats and species as designated under EC Directives and the Ramsar Convention. The combination of tidal water and low-lying arable farm and woodland that surrounds the harbour provides a suite of valuable habitats for wildlife in Southeast England. The whole of the tidal area of the Harbour and some of the surrounding land is recognised as being of huge significance for nature conservation.

The mudflats, saltmarsh, grasslands, dune and shingle support substantial populations of overwintering waders, wildfowl and breeding seabirds, and other flora and fauna. For this reason, Chichester Harbour carries a number of international, European and national designations. At the national level the intertidal area and some of the land is designated as a Site of Special Scientific Interest (SSSI) which is designated under the Wildlife and Countryside Act 1981 as a national network of areas with the greatest value to wildlife or geological conservation.

There are also Ancient Woodlands, which are sites that have been continuously wooded since at least 1600. Due to this they generally have a high diversity of flora and fauna, and can be considered irreplaceable. The Ancient Woodland Inventory is a non-statutory inventory of the Ancient Woodland sites in the UK, ancient woodland is a UK Biodiversity Action Plan (BAP) priority habitat. The inventory has recently been revised for Chichester District and it notes the following sites as ancient woodland: Old Park Wood, Black House Copse, Trews Copse, Fletchers Copse, Wolves Copse and Churchfield Copse.

At the European level the intertidal area and some of the land is designated under the 'European Birds Directive' as a Special Protection Area (SpPrAr), to protect habitats used by migrating birds. Many of the inland fields within the Parish area are important wader roosts and provide supporting habitat for the internationally important Dark-bellied Brent Goose.

The intertidal area is also designated as a Special Area of Conservation (SAC) under the European Habitats Directive to protect habitats, flora and fauna of EC interest. At the international level, Chichester Harbour is also designated a Ramsar site under the Ramsar Convention (held at Ramsar in Iran) as an internationally important wetland.

Bosham also includes a locally designated Notable Road Verge (NRV) on Smugglers Lane, designated for its flora, and in particular the presence of Green Winged Orchids.





The Solent Wader-roost and Brent Goose Strategy 2010 (SW&BGS) and the Chichester Harbour Conservancy's Goose Watch scheme has recorded the use of inland fields by Brent Geese and areas used as Wader roosts, furthermore the SW&BGS categorised areas into important, uncertain (where there were insufficient records) and no recorded use. The maps indicate fields and roosts where use was recorded during the period 2005-2010; however, additional fields have been used in the past. The annual use of fields by Brent Geese is highly dependent on the Brent Goose population size, crop type and availability of fields; daily use will take in a further raft of factors (weather, disturbance etc). Change of land use of these areas would preclude against the site being used in the future. Sites that have been used in the past, probably when a combination of factors have made it suitable, will probably be used in the future when that combination of factors occur again.

Examples of sites in and around the parish

Mudflats and fringing saltmarsh surround the Bosham Peninsula, exposed at low tide, provide invaluable feeding and roosting grounds for waders and wildfowl, and the relatively undisturbed areas at the heads of the channel are particularly important. The coastline includes discontinuous strips of middle and upper saltmarsh and some larger areas, such as near the entrance to Furzefield Creek. The saltmarsh on the west shore east of Old Park Farm is one of the largest middle and upper saltmarshes in the Harbour, and in the absence of a sea defence the habitats grade from open water to coastal woodland.



Old Park Wood is an extensive area of ancient woodland within the Chichester Harbour SSSI. It is oak/ash woodland with hazel coppice and the site contains numerous veteran trees and interesting ride side vegetation. A number of smaller areas of ancient woodland are found on the Bosham Peninsula mainly to the west of Old Park Wood: these include Oak Copse and also Churchfield Copse, which is an isolated patch of woodland in the centre of the parish. Lighter's Field at Bosham Hoe is an area of species rich grassland containing species such as Green Winged Orchid, Twayblade, Adder's-tongue Fern and Pepper Saxifrage. The southern edge of the field starts to show the influence of the sea with species such as sea lavender, thrift and sea plantain becoming more dominant.



Scattered farm ponds (as long as the water quality is suitable) often contain a huge diversity of life especially plants, invertebrates, Water Voles and amphibians, but very little is known about the natural history of ponds in this area. Historic records of Great Crested Newts, a species that utilises a network of small farm ponds, are recorded for Bosham, but the current status of the species is unknown.



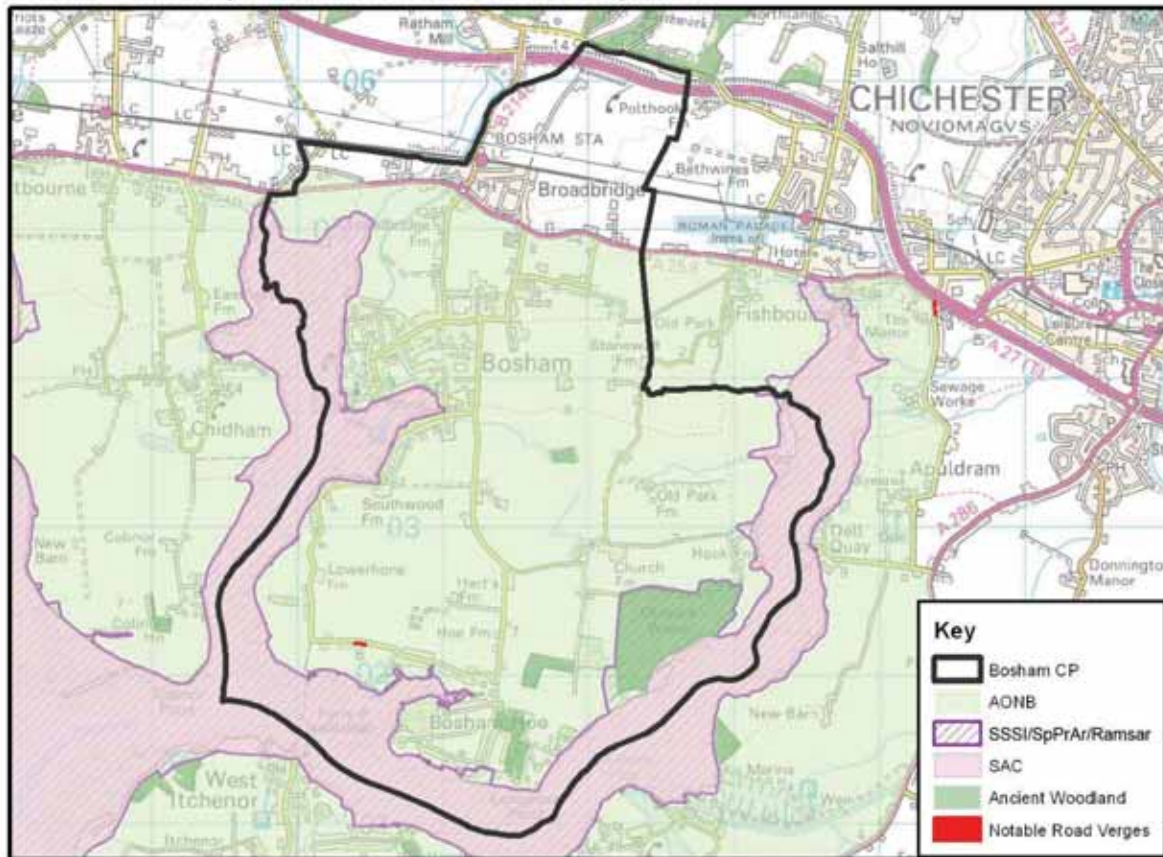
Arable fields and particularly their headlands are important for farmland wildlife, including farmland birds such as Corn Bunting, Grey Partridge and Lapwings, but also mammals such as the Brown Hare, of which there is a healthy population. Recent field work for the new Bird Atlas recorded the presence of a number of farmland birds in the breeding season

including Skylark, Yellowhammer and Grey Partridge, although breeding was not confirmed for any of these species.

Planning policy of particular relevance to the SSSI, SpPrAr, SAC and Ramsar

- A) *South East Plan Policy NRM5*
- B) *Saved Local Plan policies RE7 and RE8;*
- C) *AONB Management Plan 2009-2014 policies BD2, NC1, NC2, NC3, N6, NC7;*
- D) *UK Biodiversity Action Plan (BAP);*
- E) *Solent Waders and Brent Goose Strategy 2010;*
- F) *Solent Disturbance and Mitigation Project (ongoing).*

Bosham - Landscape and Nature Conservation Designations



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Abbreviations used in this legend.

- Bosham CP: The boundary of Bosham Parish Council
- AONB: Area of Outstanding Natural Beauty
- SSSI: Site of Special Scientific Interest
- SpPrAr: Special Protection Area
- RAMSAR: Internationally important Wetland Protection Area
- SAC: Special Area of Conservation
- NRV: Notable Road Verge

Strategic Gap

This designation envelops both the Broadbridge settlement policy area (SPA) and the Bosham SPA to its north and east and is intended to prevent the coalescence of existing settlements into a continuous urban sprawl.

Planning policy of particular relevance to the Strategic Gap

A) *Saved Local Plan policy RE6. Find: ~*

<http://www.chichester.gov.uk/index.cfm?articleid=5080>

Find maps of its extent in relation to the settlement

policy areas of Broadbridge and Bosham and the AONB at http://www.chichester.gov.uk/local_plan/



Conservation Area and Listed Buildings

The Bosham Conservation Area is the subject of a detailed policy document entitled the Conservation Area Character Appraisal (CACA) which is reviewed in our treatment of Character Area C with which it completely coincides. Listed buildings are concentrated within the Conservation Area, but where they exist outside it, are largely noted in our treatment of each character area. (See maps p54)

Planning policy of particular relevance to the Conservation Area and Listed Buildings

A) *Planning Policy Statement 5,*

<http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicystatements/>

B) *SE Plan Policy BE6,*

C) *Chichester District Council Local Plan, Saved policies relating to historic buildings and conservation areas are policies BE4 and BE5 (historic buildings) and BE6 (conservation areas). The Bosham Conservation Area was first designated in October 1969. The Local Plan insert map which is relevant is no. 6. Find ~*

<http://www.chichester.gov.uk/index.cfm?articleid=5080>

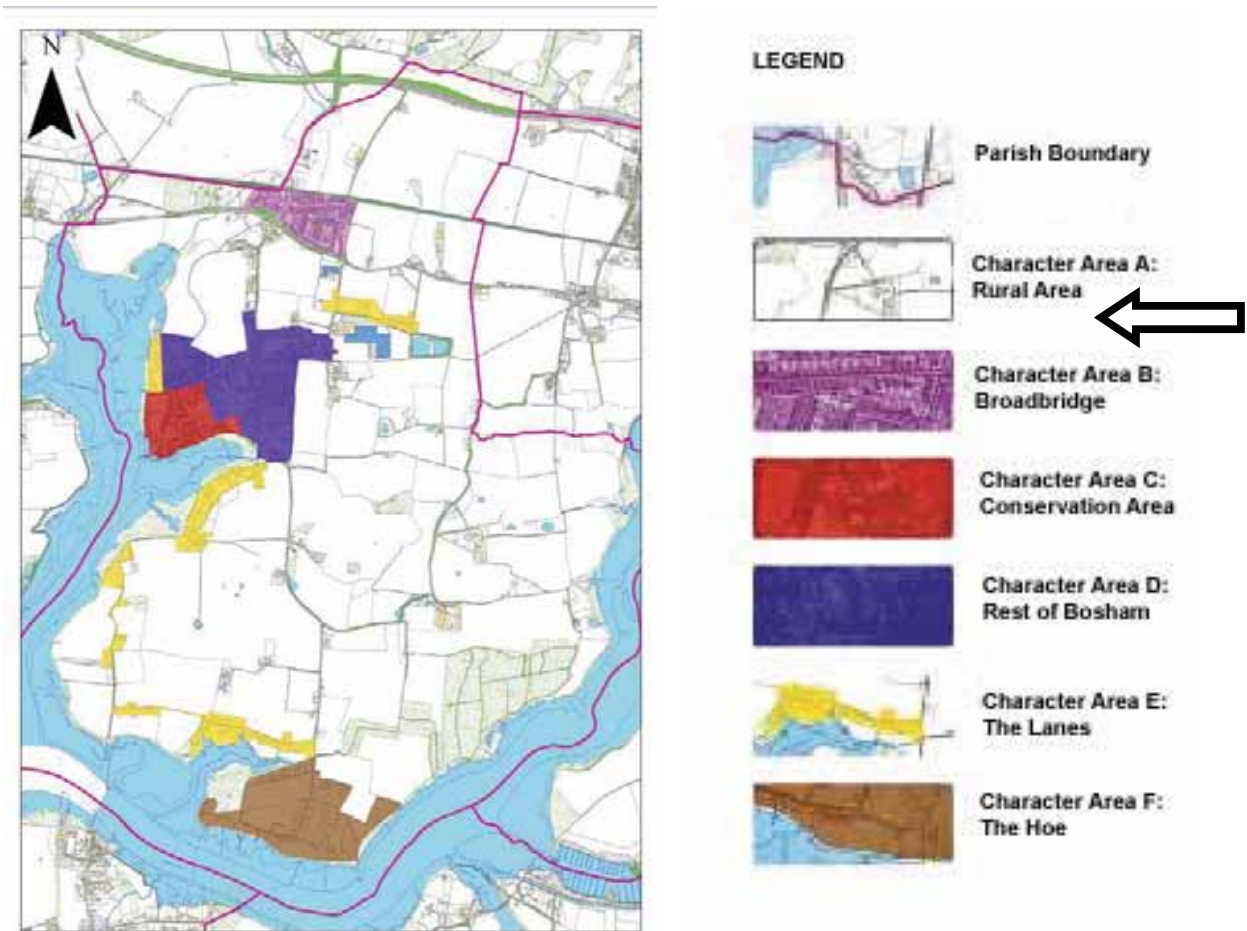
D) *The Bosham Conservation Area Character Appraisal and Map may be found at: ~*

<http://www.chichester.gov.uk/index.cfm?articleid=5614>

We have tried to capture some of the setting of the parish photographically and our efforts if viewed on line may be found via the link [here](#)



Character Area A – Rural parts of the parish beyond the Settlement Policy Area



1. Geography

1.1 The Parish of Bosham sits astride a wide, flat peninsula forming part of the Coastal Plain at the foot of the South Downs, bounded broadly by the South Coast railway line to the north and Chichester Harbour to the south, west and east. Throughout, the Chichester Cathedral spire is a dominant landmark, as prominent today as it was when first completed in the Middle Ages as is, to a lesser extent, the fine Mediaeval wooden spire of Bosham. The land is predominantly arable with isolated clumps of trees, hedged fields and woods to the south of the area.

1.2 Roads are winding lanes developed from farm tracks and small settlements have grown up along the edges. A network of foot-paths crisscross the area and give access to much of the shoreline except in the area of Bosham Hoe, where all the land is private.

2. Environment

2.1 Land in this area is broadly flat, vistas are long, bounded only by the bulk of the South Downs to the north and the



© Countryside Agency Photo: Terry Heathcote 10/1992

- occasional wooded copses and the major wood to the south of Old Park Farm.
- 2.2 Trees are a mixture of old oak, beech, ash and birch, all native species but with an unfortunate preponderance of *Macrocarpa* in the north part of the area around Delling Lane.
- 2.3 Most fields are large by Sussex standards and are bounded by hedgerows which provide good wild life habitats. Tranquillity increases as one moves south from the A259.



3. Farming and Business Development

- 3.1 There are more than 10 separate farming and light industrial enterprises in this area. A few are still engaged in arable farming but many have diversified into other activities. Prominent are the two small business parks on Delling Lane, south of the A259, and the major lettuce packing sheds on the eastern border of the Parish at Ham Farm. An unused turkey farm north of the railway has joined the list of small business parks.
- 3.2 In addition to farming there are two significant areas of glass on Walton Lane; one a derelict tomato farm, the other an active forcing house for the retail market combined with a tree farm.
- 3.3 A further agriculture related investment in the area has been the creation of two major reservoirs to store water to irrigate the areas salad crop fields. These are situated off Chequers Lane and are fed by an aquifer licensed by the Environment Agency. These have attracted water fowl to the area.



4. Industrial Buildings

- 4.1 These fall into 2 distinct categories. First are those at Broadbridge Business Park and Brooks Lane Business Park (north of the railway line) where old farm buildings have been replaced with modern modular construction. The majority of other enterprises use farm buildings of various construction types which have been converted for light industrial use. There is no clear denominator for the design of farm buildings. They range in construction from a few early flint and brick, through corrugated iron storage sheds to post 1950 steel beam and metal clad buildings. A recent proposal is a traditional barn with shiplap siding, clay tile hung roof and Sussex hips.



5. Domestic Dwellings

- 5.1 Broadly speaking domestic development has taken place near to farms and along the old farm lanes. A distinctive feature of this area is a number of older farm houses and associated cottages, constructed with brick or flint and brick. Half a dozen or so of these date from the Georgian period of agricultural prosperity [e.g. the farm houses of Hook, Old Park, Church, Crede, Rectory, Stonewall, Hoe, Hart's and Sturt's Croft (all Grade II listed), and Lower Hone]. Over the years permission has been granted for further domestic dwellings generally in strip development spreading out from the older farming associated buildings. There is little architectural similarity in these houses, which have largely been built in the period 1930 to the present day. All forms of building are



represented from traditional brick and tile hung exteriors, through cement render to cedar shingles and dark shiplap. Roof forms tend towards the traditional double pitch with many examples of the Sussex hip and roof coverings are evenly split between clay tile and slate.

- 5.2 Generally these houses which have spread out from the original farm associated houses have more generous plots than those in the Settlement Policy Area. There are a few cul-de-sac developments and these houses have smaller plots and are mostly semi-detached in style.

6. Planning/Design Guidelines for Character Area A

- 6.1 Whilst the residents of Bosham understand the pressures for development in the South East Region, in general care should be taken to accommodate this sensitively. Currently this area lies outside of the Settlement Policy Area as defined in Policy BE1 SPA of the saved Local Plan. In general the area is covered by Policy RE1. In addition Policy RE4 lays down strict guidance for any development in the Chichester Harbour AONB.
- 6.2 Of particular concern is the need to avoid extra pressure on a sewerage system which periodically (7 recorded instances in 2010) discharges excess sewage into Chichester Harbour (under licences from the Environment Agency to Southern Water).
- 6.3 Where applications for additional residential development or individual dwellings are considered the primary aim should be to oppose rather than support such development.
- 6.4 Any proposal for further industrial or business development outside of the AONB must meet the conditions laid out in local planning policy B5, whilst any proposals for such development within the AONB will be resisted if it would damage the special character of these areas.
- 6.5 Planning applications for expansion of the existing areas of glasshouses must meet the conditions set out in local planning policy RE11b.
- 6.6 The street lighting in Delling Lane is out of scale with the road and out of character with the rural location lying between the two principle settlement areas. Opportunities should be sought to reduce the height of the concrete columns, to replace with a more sympathetic material and to refocus the illumination more narrowly on to the pavement.
- 6.7 In general, domestic extensions and other incremental additions to existing dwellings should be kept within sensible limits and in particular should aim to restrict the increase in the 'footprint' and the 'silhouette' of any elevation visible from the wider landscape in accordance with the Design Guidelines for New Dwellings and Extensions; Chichester Harbour Area of Outstanding Natural Beauty
- 6.8 There is an urgent need for a pavement along Walton Lane as set out in the 2003 Traffic Report. Children have to walk to school along it and are at real risk. Alternatively a separate footpath route but suitable for baby buggies etc should be identified. This would also have the benefit of retaining the ditches in Walton Lane as important water storage and drainage flows in flood conditions.
- 6.9 The drainage system in Walton Lane is a mixture of ditches and culverts. The ditches perform not only the function of drainage, but also storage and should not be compromised in any new development.
- 6.10 Encourage native woodland and hedgerow species and discourage non-native species (e.g. *Macrocarpa*).
- 6.11 Encourage the use of locally distinctive materials and architectural styles (e.g. brick, flint, shiplap and tile hung elevations, Sussex hips and clay tiles).

7. Other local planning policy of particular relevance

- A) *Chichester District Council Local Plan*: Policy RE1 for developments in the Rural Area; RE4 – policies relating to the AONB and BE 1 – dealing with the Settlement Policy Areas. But also, RE4, RE6, RE7, RE8, RE11B, RE14, RE17, RE19, C1 - C12, H9, H12, B5, B8, R2, R3, R4, R6, T3, T4, T6, T7, T9, T10. Find: ~ <http://www.chichester.gov.uk/index.cfm?articleid=5080>
- B) *Design Guidelines for New Dwellings and Extensions; Chichester Harbour Area of Outstanding Natural Beauty, Revised August 2010, Terra Firma Consultancy on behalf of Chichester Harbour Conservancy, Havant Borough Council and Chichester District Council*. Find: ~ http://www.conservancy.co.uk/assets/assets/CHC_Planning_Guidelines_January2011.pdf

- C) Chichester Harbour AONB Landscape Character Assessment 2005 (LCA). Policies G4, D1, D2, D3 and H1. Find: ~ http://www.conservancy.co.uk/assets/assets/landscape_2006.pdf
- D) The AONB Management Plan is an important document and contains valuable guidance. Find: ~ http://www.conservancy.co.uk/assets/assets/manplan_web.pdf

More illustrative photographs of this character area if viewed on line may be found via the link [here](#)



Character Area B – Broadbridge: Centred upon the Settlement Policy Area north of the A259.**1. The form of the settlement and its evolution.**

- 1.1 The area forms a compact settlement bounded by the railway to the north, the modern A259 to the south, the newer developments of Stanbury Close and Broadbridge Mill to the west and the Parker-Morris standard houses of Brooks Lane to the east. The shops in Station Road and the roundabout on the A259 are in different senses hubs of the parish. The Victorian railway station and pedestrian iron bridge have presence but require enhancing: the station area offers limited parking for railway users.
- 1.2 Although the railway came to Bosham in 1847, the settlement in the Broadbridge area did not develop until the establishment of a larger goods yard in the Edwardian period, when North Road (terraced housing) and Gifford Road (both terraced and semi-detached) and latterly Penwarden Way (the semi-detached houses of South Villas and South Terrace) were developed with the congregational chapel (now redeveloped in a similar style as a cottage) on a back alley off Gifford Road.
- 1.3 By the late 1920s, the distinctive side-on detached houses along the north side of Williams Road were built and with the electrification of the railway came further building on the south side of Williams Road (terraced houses with slate roofs and brick and render elevations). By the time of the outbreak of World War 2, other terraced and semi-detached houses had been built speculatively in M'Tongue Avenue. After the war Brooks Lane and Broadbridge Drive were developed as Council Housing to Parker-Morris standards, with the modernist St Nicholas Hall performing community functions and with additional semi-detached houses in Gifford Road. These streets developed in the early part of the twentieth century invariably have on street parking with North Road and Williams Road particularly affected.
- 1.4 The area was therefore comprehensively developed in the first half of the twentieth century in a series of coherent styles with only very few in-fill housing that interrupt the regularity of street frontages formed earlier. The goods yard was re-developed in the early 1970s with Arnold Way consisting of



short terraces and semi-detached houses, whilst Barnside was developed by the District Council as 'sheltered housing' for the elderly.

- 1.5 Station Road on its east side has a viable parade of shops with slate roofs built in the Edwardian period. This parade has provision for 10 vehicles parking and forms a vibrant hub to the locality.
- 1.6 Ribbon development took place to the east of Broadbridge (along the present A259) and added to some existing housing plots north of the railway line in Ratham Lane in the interwar period and although outside the Settlement Policy Area (SPA) are both included in this character area.
- 1.7 The most recent significant addition to this SPA is the Broadbridge Mill development characterised by hipped roofs, flint wall, hung tile, wood cladding providing variety within a coherent development containing public and semi-private spaces around the Millstream flowing south through the midst of the development. Adjacent are three new terraced houses next to The Swan with curtilages close to the road, but contributing to the sense of a compact settlement with convenient local shops.



2. Notable Buildings

- 2.1 Enveloped by the housing of the twentieth century and recent years are some charming old cottages and large houses. Some are thatched (Meadow Arch Cottage and the Old Thatch which is Grade II listed) and others are land-mark buildings: the Grade II listed Swan Public House (which by November 2011 had been extensively renovated) and the Vicarage "Walton House" at the junction of Walton Lane and the A259. See map p54.

3. Public Open Space

- 3.1 Apart from the generous grass verges of Brooks Lane, this compact settlement area is lacking in public open space. The historic loss of allotments in Brooks Lane and Williams Road to housing and the distance from the village recreation ground in Walton Lane has meant that for a period it was ill-served by amenity and public open space. In this context, the addition of Old Bridge Meadow (0.4 hectares) is a triumph for local initiative and provides a focal point for activities and a place where people from across the parish enjoy its benefits. The issue of allotment gardens for the village remains to be addressed.



4. Notable Details

- 4.1 The milestone Chichester 3, Havant 6 miles at Broadbridge.
- 4.2 Views to the north of the railway up the dip slope of the South Downs and across towards the spire of Chichester Cathedral.

5. The shape and relationship of public and private spaces – Spatial Patterns

The townscape of Broadbridge can be analysed in terms of the spatial conditions arising from the layout of streets and the way buildings address these and intervening open spaces. The following patterns have been identified:

- Village high street
- Residential streets on perimeter block layout
- Cul-de-sac.

5.1 *Village high street*

Station Road, between the junction with the A259 and Bosham Station, has the character of a village high street. There are three focal points along this street, the station, parade of shops and The White Swan Pub. Apart from these and the new terrace of houses to the immediate north of The White Swan, the street is quite consistently bounded by detached properties with large set backs of greater than 10m in wide plots of 15-20m and these contribute most to its distinctive character. Front gardens and boundary treatments therefore have a substantial impact on the character of the public realm. Hedging and trees soften the transition between public and private areas. Some boundaries have been defined with timber palisade fencing, which is less successful.

Some of the older properties to the north of the railway lines (although outside the SPA) offer excellent examples of this locally distinctive building pattern and the appropriate relationship between properties and the public realm, divided by hedging, shrubbery and trees. Parking and hard standing is most successfully kept away from the street, screened by front garden planting.

The quality of this space is diminished by a number of factors which conflict with the distinctive building pattern:

- a. The disposition of 'Memories of India' on the corner between Station Road and Old Bridge Road
- b. The car parking which dominates the front of the parade of shops
- c. The lack of enclosure to the West Winds plot to the north of the shops
- d. The west end of Arnold Way, which conflicts with the pattern of properties with their front elevations facing the principal street
- e. The dominance of hard standing at the entrance to the railway station car park.

5.2 *Residential streets on perimeter block layout*

For its main part, Broadbridge is laid out as a series of streets arranged in quite large blocks. These may be considered to be the dominant spatial pattern in the village and contribute most to its overall spatial character. These consist of:

- a. Williams Road
- b. Penwarden Way
- c. North Road
- d. M'Tongue Avenue
- e. Gifford Road
- f. Broadbridge Drive
- g. Brooks Lane (with minor extensions as Rockall Way and Barnside).

The shortest dimension of any block is 100m with the longest being around 365m. Plot widths tend to be regular along any block side. These range from c.7m to c.13m. Set backs from the back of the pavement are also quite regular along any block side. These range from terraces with no set backs (North Road) to generous set backs of c.15m (Penwarden Way). Most streets have all buildings oriented with their fronts facing the street. But interestingly Williams Road north side are end-on detached houses and Penwarden Way houses are off-set chevron frontages. Hierarchy and legibility is communicated by the buildings facing those streets taking priority, i.e. front elevations make up the whole street elevation. Streets of secondary status therefore have the side elevations of properties at their ends.

Williams Road and North Road are the most unadorned examples of this spatial type. The others are different in being provided with more generous green space within the public realm. Gifford Road has a green space of 8m width between the road and the pavement. This is carried round to Broadbridge Drive at a reduced width but the presence of greenery is maintained by the c.13m belt of planting separating it from the Main Road (A259). The south end of Brooks Lane widens to provide a considerable green space (89m long by 25m wide). The arrangement of houses around this space gives it something of the character of a village green.

5.3 *Cul-de-sac*

Broadbridge has a number of cul-de-sacs that are not considered to contribute to local distinctiveness and are therefore not considered worth emulating in any future development or village expansion.

6. Types of Building

Broadbridge has a quite limited range of building types that may be considered to contribute positively to its identity and local distinctiveness. These may be categorised as follows:

- Village detached
- Village terraced
- Suburban detached
- Suburban semi-detached
- Suburban terraced.

6.1 *Village detached*

Thatched cottages on Old Bridge Road & Williams Road: Two Edwardian Villas to north of railway line: Although few in number, these buildings express the locally distinctive vernacular style (in the case of the thatched cottages) or are of sufficient architectural quality to serve as precedents or models for building within the Village High Street spatial type. The implication is that, at the core of Broadbridge is a small historic settlement built in the local vernacular idiom. If Broadbridge were ever expanded, it would be beneficial to enhance the environment of the village centre and this building type could be the most appropriate.

6.2 *Village terraced*

Watergate House, to the north side of the railway line, appears to have originally been a terrace of cottages. Like the village detached, it could serve as a model for future development within the Village High Street Spatial Type.

6.3 *Suburban detached*

The small end-on detached houses on the north side of Williams Road are by far the most numerous and prominent buildings of this type in this character area. They are quite distinctive to Broadbridge and of sufficient quality to serve as a model.

A typical plot is 8m wide and 29m long. The buildings are c.4.5m wide and 9.8m deep. They are mostly positioned against their eastern boundaries with 1.8m set backs from the back of the pavement. Two storeys tall, gable end on, roof c.40 degree pitch, single bay wide with bay window at ground floor, single sash above, entered from the side, small front garden with parking provided rear of the building.

There are 32 buildings of this type in a row on Williams Road. There are a few other Suburban Detached houses within the character area but their influence is limited. The most notable examples are the two Edwardian villas on the west end of Penwarden Way.

6.4 *Suburban semi-detached*

This building type asserts a strong influence on the character of Broadbridge. Semi-detached houses tend to be grouped in streets of mixed building types. In Penwarden Way, Gifford Road and Brooks Lane, pairs of semi-detached houses are arranged in groups (typically 4-6 pairs in a row), whereas in Williams Road the distribution is sparser.



There are distinct similarities with the range of semi-detached house types used in Broadbridge. A plot (one unit, half of the building) is usually c.8-15m wide and 30-40m deep. Set backs vary from around 4.5m to 7.5m. Front gardens are often enclosed by low brick or plastered walls.

The rendered Gifford Road semis are related in style to the narrow detached houses described above and so should be given special status as being particularly characteristic of Broadbridge. The others are all symmetrical, well-composed, simply detailed buildings that convey a slightly utilitarian quality typical of mid twentieth century local authority housing. This is by no means a pejorative description and is perhaps a special quality of Broadbridge to be valued and enhanced.

6.5 *Suburban Terraces*

Broadbridge has significant quantities of terraced housing that contribute to its distinctive character. These are located on Williams Road, North Road, Penwarden Way, Broadbridge Drive, Gifford Road, M'Tongue Avenue and Brooks Lane. North Road is wholly terraced.

Plot widths are generally around 5-6m. Some of the terraces on North Road are as deep as 67m. Set backs vary from 0m on North Road to 15m on Penwarden Way.

The rendered buildings on North Road and Williams Road share a clear lineage with the detached rendered buildings on Williams Road and the semi-detached ones on Gifford Road. This family of building forms is considered important in expressing Broadbridge's distinctive character and serves as a useful precedent.

Similarly, the other terraces on Penwarden Way relate to the detached and semi detached houses on that road and are similar to the brick terraces on North Road.

The other terraces illustrated all have semi-detached counterparts. Taken as a whole, these create a built environment of quite consistent character that may be regarded as being a defining quality of Broadbridge.



7. **Materials Analysis**

Of the buildings of character, it is possible to summarise the mix as being composed primarily of the following:

- Wholly rendered
- Rendered with brick dressings
- Ground floor brick, first floor rendered
- Wholly brick (with a limited break down into different brick colours, mainly blue/grey/with predominant russets).

This choice of materials can be used to inform the mix in future developments.

8. **Planning/Design Guidelines for Character Area B**

8.1 Care should be taken to safeguard the existing perspectives of the locally distinctive terraced semi-detached and detached housing and the visual rhythm of the streets to which this gives rise (North, Gifford and Williams Roads). The rendering of houses in these streets should be afforded particular protection as contributing to the local distinctiveness.

8.2 The Swan roundabout perimeter is a disappointing gateway to all sections of the village; it is an area which is ugly, commercial and conspicuously untidy. The roundabout site is a possible site for the erection of a Bosham Village Sign. The rationalisation of other signs at this location will thereby be possible. The development of modern methods of navigation is an opportunity to remove a plethora of signpost clutter.

- 8.3 Small front gardens or direct street frontages adjacent to the streets and lanes are precious and need to be retained and enhanced.
- 8.4 On-street parking continues to be a feature.
- 8.5 The row of shops in Station Road lack character and should be enhanced by co-operative efforts to improve the overall design through the re-introduction of architecturally sympathetic fascias, stall risers, signs and the addition of floral displays.
- 8.6 The provision of allotment gardens and additional public open space is urgently needed. It is important in this crowded area that all designs for new build should include gardens at least as big as the CDC guideline.
- 8.7 Following the refurbishment of the footbridge in 2010, and the resurfacing of the station car-park in 2011, the whole Railway Station and its environs should be considered for further renovation as an important public transport gateway of the village.

9. Other local Planning policy of particular relevance

- A) *Chichester District Council Local Plan: RE4 – policies relating to the AONB and BE 1 – dealing with the Settlement Policy Areas. Find: ~ <http://www.chichester.gov.uk/index.cfm?articleid=5080>*
- B) *Chichester Harbour AONB Landscape Character Assessment 2005 (LCA). Policy H1. Find: ~ http://www.conservancy.co.uk/assets/assets/landscape_2006.pdf*

More illustrative photographs of this character area if viewed on line may be found via the link [here](#)



Character Area C - The Conservation Area laying mainly within the Settlement Policy Area and containing most of the listed and 'positive' buildings – the historic core.

"When every straggling arm of the harbour is brimming full, when their still surfaces reflect the sky with a brighter light, and the fishing boats ride erect, Bosham is serenely beautiful and restful. But at low tide ... the withdrawing floods lay bare vast tracks of mud and the ships heel over into attitudes disreputably oblique and stagnation reigns."

E V Lucas (1904) Highways and Byways in Sussex



This section constitutes in part a review of the ***Bosham Conservation Area Character Appraisal and Management Proposals*** (CACA) which had been undertaken by The Conservation Studio, on behalf of Chichester District Council and formally adopted as policy for the Conservation Area of Bosham in March 2007. This review is therefore taking place in 2011 and is due for completion by 2012, thus fulfilling the recommendation by English Heritage for a quinquennial review. Character area C is hence currently the subject of an existing detailed policy document which will be referred to subsequently as CACA. The Bosham Conservation Area Character Appraisal and Map may be found at: ~

<http://www.chichester.gov.uk/index.cfm?articleid=5614>





1. The form of the settlement and its evolution.

This area has enjoyed continuous occupation since Roman through mediaeval and modern times. The Parish Church of the Holy Trinity, the Millstream, site of water mills and the Manor house site form the heart of this area of historic settlement.



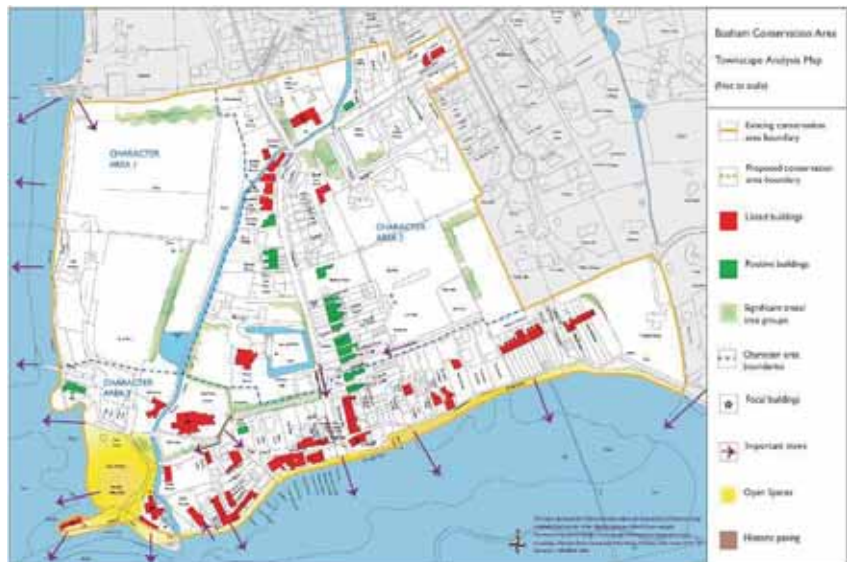
The High Street provides some of the densely developed historic housing, whilst the spine of the Conservation area is the southern section of Bosham Lane and the Trippet (Shore Road) which have a significant proportion of the parish’s nineteenth century terraces.

2. General Description

2.1 This area of the village is composed of historic groups of buildings clustered at higher densities than elsewhere in the parish, served by the open space of Quay Meadow (0.35 ha), a major public space used by residents and thousands of visitors and enveloped by a tidal water rising and falling by three to five meters and overlooked by the 30metre tower and spire of Bosham Church. To the north of the church lies open land consisting meadow and a dinghy park (1.5ha). This historic core contains 70 grade II listed buildings and one grade I listed building (the Parish Church of the Holy Trinity).

2.2 The CACA summarises the key characteristics of this area as an “historic marine settlement overlooking the Bosham Channel” with the following features:

- Outstanding collection of listed buildings,
- Church, Manor House and Mill forming a unique group,
- Groups of mainly small scale cottages and a narrow twisting High Street,
- Rural qualities reinforced by fields to the north,
- Significant wild life habitats,
- Tidal shoreline with stunning views across Bosham Channel to Chidham,
- Mixed uses including housing, some shops, a public house and the sailing club,
- Use of imported stone, local Sussex sandstone, brick, clay peg tiles or natural slate,
- Some Post-War development but this is largely unobtrusive.



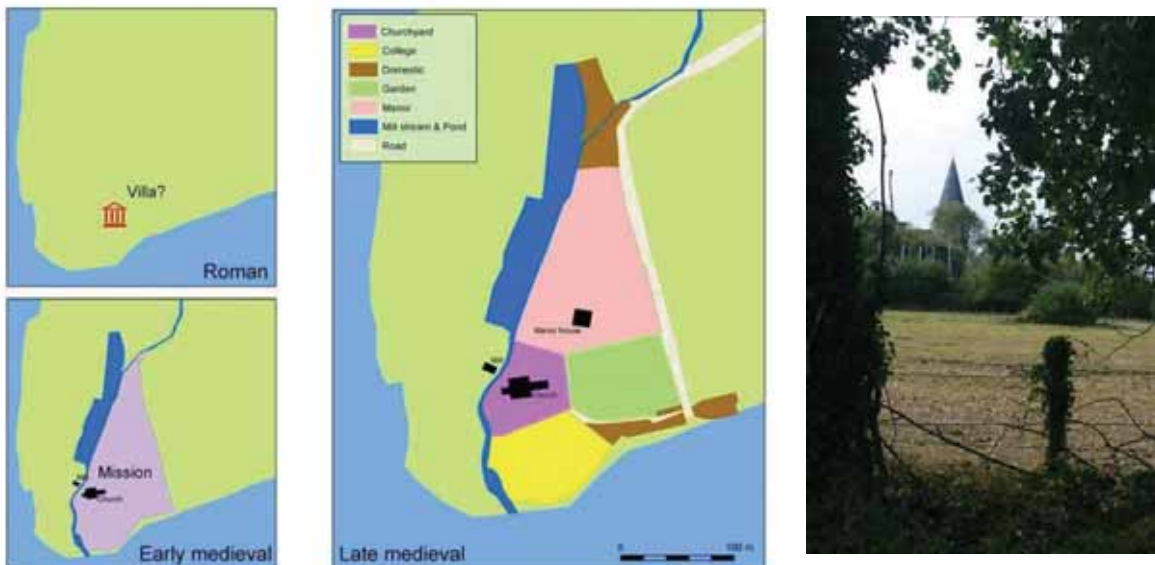
2.3 Part of the CACA is a map entitled Bosham Conservation Area Townscape Analysis Map (see previous page) which identifies the sub-divisions (character areas 1-3), listed buildings, significant buildings, significant trees and tree groups, focal buildings, important views, and public open space and a stretch of historic paving. Within the historic core identified by the designation of the area of conservation status, three distinct sub-divisions were recognized – and 'negative features' were identified which the CACA required to be addressed. However, positive features also need to be identified in this design statement.

2.4 Since the publication of the CACA, the Archaeology Officer for Chichester District Council James Kenny, following more recent research, has noted significant aspects of this area as:

- The presence of a Roman building of high status, perhaps a villa (but certainly *not* a 'basilica'),
- The presence of an early Christian Irish mission (already in existence at the time of Wilfrid's arrival in the 680s),
- The fact that the millstream seems to be an early manmade feature (and therefore too the mill itself, now occupied by Mill House); the Irish missions were noted centres of technological advancement, with particular reference to water management - mills, fish traps, etc,
- The presence of a large, triangular area which seems to be almost entirely allocated to 'special' ownership (the manor, the church, the college and ' Bull's Garden'),
- The apparent absence from the above of ordinary domestic residences, streets, etc. until the later medieval period (or later) with the development of the row of fishing cottages along the waterfront, presumably accessed either on foot or by boat from the harbour side.

James Kenny would (tentatively) associate the mill and the triangular area with the Irish mission, itself founded on the old site of a Roman villa (another common occurrence). This enclave was later divided between the ecclesiastical and secular authorities (the college of canons and the king). The fishing village as we think we know it seems to be a development following the dissolution of the college (1548) and of the 18th and 19th centuries.

See below historic characterisation maps and aerial photographs of the historic core.



3. Planning/Design Guidelines for Character Area C

- 3.1 Opportunities for more public open space need to be sought as Quay Meadow becomes increasingly a destination area for visitors to the village and residents alike.
- 3.2 The opportunity for footpath connections during high tide periods to the north of Quay Meadow need also to be sought. However vehicle access including boat movement between Hope Cottage and Mill House cannot be jeopardised. A permissive path may be the option rather than a right of way.
- 3.3 The CACA also recognises that Bosham is an important centre for sailing and other boating activities (p 17). The only space available for storing and working on boats is in the main village car park with boats being hauled the short distance from the public hard at Street End. With the additional parking pressure being experienced in the village there is evidence of a conflict of interests in the car park. The former Burnes Shipyard site (just outside the Conservation Area) is the last possible chance in Bosham for a water-side marine business.
- 3.4 The CACA noted the procedure for a Conservation Area Boundary Review (para 2.7). The art-deco façade of the WRDC* sewerage pumping station in the lane adjacent to Clifton House merits consideration for the whole building to be included within the Conservation Area. This would necessitate the re-adjustment of the CA boundary by 15m eastward over a length of 40m southward which would also bring Clifton House into the CA, but make for a continuous boundary that links with the existing inclusion of Leat Cottage.
(* Westbourne Rural District Council administered the village's sewerage systems from August 1872 until March 1933.)
- 3.5 Currently satellite dishes are covered in the CACA (p34 Good Practice Guidance para 10) as required by current legislation but solar and photovoltaic panels are not. Guidance is given in Planning Policy Statement 22 (issued 2004) (pp11-12) and its companion guide (pp146-147) and is unlikely to change the suggestion that owners may benefit from acquiring a certificate of lawful use when contemplating the installation of solar and when located in Conservation Areas unless relating to a listed building where they require a formal planning application.
- 3.6 Notwithstanding the errors and omissions of the CACA as noted in the separate review of CACA submitted to CDC, the good practice guidance set out on pp32-34 of the CACA remain valid today and for the foreseeable future.
- 3.7 Additionally the more recent work by the senior District Archaeologist shows the context of the settlement development through to the Late Medieval period, demonstrating the relationship of open meadowland to the Church, Manor House and Mill as well as the millpond. An additional pedestrian access from Quay Meadow northwards would enhance and better reveal the significance of this historic grouping. The new Draft Planning Policy Framework (July 2011) places considerable emphasis on the protection of heritage assets, which includes the setting of an asset (p.5, 50-52) and the importance of revealing its significance: this is a reiteration of Planning Policy Statement 5: Planning for the Historic Environment.
- 3.8 The policy of the National Trust not to add to the number of benches on Quay Meadow is welcomed as a means of preserving the essentially open nature of this particularly important space.
- 3.9 Opportunities should be sought to reduce the amount of signage in the conservation area.



4. Other local Planning policy of particular relevance– see appendices 1 & 3

- A) The Bosham Conservation Area Character Appraisal and Map may be found at: ~
<http://www.chichester.gov.uk/index.cfm?articleid=5614>
- B) *Chichester District Council Local Plan - First Review* (April 1999). RE4 – policies relating to the AONB. Saved policies relating to historic buildings and conservation areas are *policies BE4 and BE5 (historic buildings) and BE6 (conservation areas)*. The Bosham Conservation Area was first designated in October 1969. The Local Plan insert map which is relevant is no. 6. Find: ~
<http://www.chichester.gov.uk/index.cfm?articleid=5080>
- C) Design Guidelines for New Dwellings and Extensions; Chichester Harbour Area of Outstanding Natural Beauty, Revised August 2010, Terra Firma Consultancy on behalf of Chichester Harbour Conservancy, Havant Borough Council and Chichester District Council. Find: ~
http://www.conservancy.co.uk/assets/assets/CHC_Planning_Guidelines_January2011.pdf
- D) Chichester Harbour AONB Landscape Character Assessment 2005 (LCA). Find: ~
http://www.conservancy.co.uk/assets/assets/landscape_2006.pdf
- E) The AONB Management Plan Policy RB2, specifically action 7-RB - pages 45-47. Find: ~
http://www.conservancy.co.uk/assets/assets/manplan_web.pdf
- F) Planning Policy Statement 5. Find: ~
<http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicystatements/>

More illustrative photographs of this character area if viewed on line may be found via the link [here](#)



Character Area D - The Settlement Policy Area surrounding the Conservation Area – to the north and east – largely inter and post-war.



1. The form of the settlement and its evolution.

This area is characterised by developments that extended the core of the village during the twentieth century. This development initially formed a ribbon following the established entry roads (Delling Lane, Walton Lane, Bosham Lane and Taylors' Lane) in the interwar period and linking isolated nineteenth century habitations. But fields were taken in the early twentieth century for the development of the Drive, Harbour Way and Sunnyway. Critchfield Road was laid out in the period immediately following World War II. In the second half of the twentieth century, more fields were taken for development and building style reflect those of the 1960s-1970s (Church Meadow, Moreton Road, Stream Close, the Holdens, and Fairfield). Further infill took place through the 1970s and 1980s at Stumps End, Crede and Green Lanes alongside much older properties.

Houses are set back from sunken roads, often hidden by trees, hedges and well tended gardens. The eye is drawn upwards to the roofscape which is, in general, pleasingly harmonious. The roofs of the expanding village echoes the various whims of the 1900's, many adhering to the Sussex style of flat tiles and hips but a scattering of thatch and slate mix with the pantiles and gables of the 60's and 70's. There is a harmony formed by the disparate shapes, sizes and greenery - the discord of post-war estate building is easily subsumed.

2. Entry Roads

2.1 Delling Lane

A partly sunken lane caused by erosion from cart traffic before macadamised roads. The main gateway to the village is the A259 (Swan) roundabout with a disappointingly industrial feel about it. The road runs south through arable farmland with entrances to the



west to the Farmshop complex (now the Co-op), some fine traditional houses set well back and the Southfield Industrial Estate. Until the entrance to Green Lane the road is bordered by farmland to the east, followed by a composite group of white chalet bungalows with matching rooflines, a continuation of large plots and barely visible brick and flat tiled houses to the west.



2.1.1 The Berkeley Arms junction forms another and more pleasing gateway, greeting visitors from the south (Bosham Hoe) and east along Walton Lane.

2.1.2 The modern looking RC church is viewed from the pub through a fringe of mature trees and the end of Delling Lane is punctuated by a matching pair of tall houses.



2.2 Walton Lane

Another partly sunken lane. This entry to the village from the direction of Chichester starts on the west side with an untidy agricultural complex (known as 'Turnbulls'), with a few large houses well set back but then an imposing entrance is formed by two very grand houses on either side – the thatched Normandy to the west and Stillwaters in its park like grounds to the east.



2.2.1 To the east the road skirts Walton Farm passes two converted barns, a row of modern dwellings and the charmingly thatched Parkers Pound and Laurel Cottage (both Grade II listed).

2.2.2 Rectory Farm, (also Grade II listed) a large flint building is visible along the straight forming a backstop to the north/south section of the road.

2.2.3 To the west a succession of large imposing homes in large grounds, generally of traditional design (hung tiling, hipped roofs) complete a very attractive road to the corner. The whole road is sunk below the levels of the properties and fields and has open ditches, important for drainage and water storage in winter months.



2.2.4 There is no pavement from the A259 southwards to the Blacksmiths Cottage and thence to Taylors Lane which puts children going to school at risk. Blacksmiths corner has pavement.

2.2.5 Turning to the west the hung tiling theme continues to Crede Lane, facing open arable fields.

2.2.6 Thereafter the road towards the Berkeley Arms (Grade II listed) and roundabout becomes less aesthetically successful. Modern houses of 1960's design are juxtaposed with old thatched terrace cottages (2 and 2a - both Grade II listed) and the school and village hall vie for an undistinguished dominance to the north. To the south, after Taylor's Lane a row of suburban villas in small plots and whitewashed semis leads to the junction.



2.3 Taylor's Lane

Another partly sunken lane. At the entrance to the village from the south at Stump's Lane the cottage Byways, of flint construction facing open arable fields adjoins the black wooden clad Eastfield Cottage.

2.3.1 There follow a number of large slate roof houses, whitewashed and set well back from the road. There are agricultural views to the east and generous views toward Fishbourne, the City of Chichester and the Cathedral.

2.3.2 Approaching Walton Lane white/cream painted pebbledash houses lead to Britannia Court, a large 3 storey block not in sympathy with its



surroundings. Near the corner a row of garages form a disappointing end to the road, improved only by the short terrace, of modern construction, which stands well with its complex roofline, mellow brick and dark shiplap.

2.4 Bosham Lane

Completing the junction area next to the pub is a large white Edwardian house with well maintained Chestnut trees opposite, which precedes a number of large houses set well back – thatch and mock Tudor vie with pleasing disharmony. This stretch is endowed by mature hedges and trees.

- 2.4.1 The garage site marks a style change – to the south the proposed flint faced townhouses will adjoin the existing cream painted terrace leading to Critchfield House, with its attractive Georgian facade. To the north, leading to Critchfield Road, a row of similarly styled small bungalows and houses, mostly with loft conversions form a relatively harmonious whitewashed façade and roofline.



2.5 Shore Road

From Stump's End to the edge of the Conservation Area, the final approach from the south presents iconic views of the church and the village conservation area. On the north shore large inter-war and 50's houses share the sought-after views of the harbour and winter sunsets with, to date reasonably harmonious styling. Between shore road and the Trippet is a small area of open green with three benches and lays outside the SPA. The Amenities Committee has resolved not to issue any more licences for seats until an existing site becomes vacant.

- 2.5.1 The unsightly and degraded gabion wall (also outside the SPA) joins the established wall system in the conservation area.



3. **Byways**

3.1 Green Lane

Another partly sunken lane. With houses clustered close to and gardens integral with the unadopted narrow road the enclave has an intimate feel.

- 3.1.1 Hung tiling and flat tile roofs contribute to a feeling of unity despite disparate styles. At the end the thatched "Tremlyets" is the second oldest house in Bosham.



3.2 Crede Lane

Another partly sunken lane but which has lost some of its character through widening and grading the embankments. At the first bend of this windy road the handsome Crede Cottage overlooks a number of 60's gable ended houses.

- 3.2.1 At further bends pantiled, whitewashed bungalows surround the old brick farm buildings and an impressive barn conversion forms a back stop to this charming road.



3.3 Leander Road and connecting roads.

A housing estate of similarly designed one and two storey buildings, brick built and gable ended.

- 3.3.1 There is some multiple garaging but on-street parking predominates.
3.3.2 The estate has an open feel with no garden walls or fences.

3.4 Fairfield Road and connecting roads.

This is a coherently designed housing estate. Mostly bungalows, brickfaced with flat tiled, hipped roofs; the gardens are open and extremely well tended.



3.5 Stumps End

This is another coherent development as a self-contained housing estate with a 1970 "executive home" feel. Half hipped and hipped flat tiled roofs sit on mellow brick houses and bungalows. The privately owned open space is well maintained.

3.6 The Drive and Canute Road

The initial houses in this private road match the colour (brick) and style of Stump's End. A row of similar, whitewashed houses to the east form a pleasing perspective enhanced by grass verges towards Canute Road.



3.6.1 At this point, flat tiles give way to slate, which theme is continued along Canute Road with a row of whitewashed terrace bungalows. Hidden behind high hedges are large houses in extensive grounds.

3.6.2 Although lower than other houses locally, and of similar size to surrounding properties, and of a colour requested by the Harbour Conservancy and having received planning permission with no objections, a recently built property in The Drive is now considered inappropriate in size, height and colour



3.7 Moreton Road and connecting roads.

This is a 60's style housing estate. Pantiled, gable ended roofs (out of step with the rest of the village) sit on white clapboard two storey houses.

3.7.1 A lack of garages requires on-street parking made worse as not restricted to residents.



3.7.2 The small open play space is a welcome feature as are the landscaped birch trees.



3.8 Spindrift Mews

This is a recently built housing estate by an up-market builder. Although high density, the two storey houses are well built in mellow brick with stone lintels and windowsills, and hipped roofs. With their small but well tended gardens there is a pleasing coherence.

3.8.1 No pavement but adequate off street parking.

3.8.2 No open space.



3.9 Brook Avenue

This is a barely passable unadopted gravel road with a charming jumble of houses with disparate styles from late Victorian through Lutyens style and periods spanning 100 years or so. All the houses border the Millstream which gives an intimate feel to this almost secret area.

3.10 Sunnyway

The on street parking by non-residents detracts from the otherwise spacious feel of houses set well back.

- 3.10.1 Notable for its Cherry Tree lined verges this is a mixture of small bungalows and medium sized houses built in the 1920s. Mostly flat tiled, there remains one original thatch roof to the white and cream colour-washed walls.
- 3.10.2 Terminating in a wooded roundabout the road has a pleasing and intimate feel.



3.11 Critchfield Road

This housing estate comprises some 40 houses, mostly semi-detached, brick built with flat tiled, gable ended roofs set well back from the road with no front garden fences.

- 3.11.1 The extensive grassed area gives a very open feel although the lack of garages requires on-street parking.
- 3.11.2 The former fire station dominates the entrance to the estate and the site may become an opportunity for housing or other community facilities. Merryweather Road continues on but with a less open feel.



3.12 Marcuse Field and Westbrook Field

This is a housing estate of bungalows, brick and whitewashed, with pantile roofs. Density of some 30 per hectare. Street lighting is present and some residents have expressed a preference for its removal.

- 3.12.1 Adequate off street parking.
- 3.12.2 The lack of boundary fences enhances the well tended gardens.
- 3.12.3 Westbrook Field is an unadopted road. The adjoining area of Windmill Fields have houses of brick and white façade and black weather boarding.

3.13 Viking Way

The Georgian 'Critchfield House' is the gateway to this small enclave of half a dozen houses hidden down a short lane. Extensive grounds and distance from any roads promotes a peaceful ambience.



3.14 Harbour Way

Approached from Taylors Lane up a slight slope from the partly sunken lane. A mixture of styles. Some large houses and also cottages. A pleasant private cul-de-sac developed largely in the inter-war period.



4. **Open Spaces**

- 4.1 Burial ground (0.9 hectares). Begun at the turn of the last century this substantial area is a peaceful haven for wildlife and visitors. Well tended, it contains several war graves from each of the global conflicts.
- 4.2 Recreation Ground (1.1 hectares). Administered by the Parish Council and perhaps not the ideal location as it can be noisy for the neighbouring houses which were built around it. But where can such a useful sports ground size be found within the village with the necessary infrastructure to support competitive football and in the summer track and field sports for the Primary school?



- 4.3 Private land to the north of the Berkeley Arms PH and adjacent houses on Bosham Lane outside the settlement policy area is used for bowls, tennis and now cricket and accessed from Delling Lane.

5. Planning/Design Guidelines for Character Area D

- 5.1 There is an urgent need for a pavement along Walton Lane as set out in the 2003 Traffic Report. Children have to walk to school along it and are at real risk. However the open ditches perform vital drainage functions during wet periods and so an alternative eastern footpath between the settlement of Broadbridge and Old Bosham would be desirable.
- 5.2 The need for restricted parking along Walton Lane to the west of Taylors Lane has now been addressed in 2011.
- 5.3 The signage along Walton Lane and Bosham Lane is excessive and needs to be reviewed.
- 5.4 There needs to be a continuous footpath from Stumps End north along Taylors Lane to meet the existing one. Again the present situation puts walkers, children and pram-pushers at risk from the fast flowing traffic along Taylors Lane and Walton Lane which frequently ignores the 30mph limit.
- 5.5 There is a need for more public open space – both informal space as well as grounds for organised/competitive sports and the accompanying parking for visiting supporters and players.
- 5.6 The unsightly gabion wall along Shore Road needs to be replaced with a wall in keeping with that in the Conservation Area.
- 5.7 The recent trend towards grey buildings within the SPA and in sight of the harbour seems to be a misreading of Chichester Harbour AONB guidelines that houses should blend in with their surroundings. This does not preclude the use of a variety of colour and styles that complement each other within the SPA which would indeed be preferable. The August 2010 Design Guidelines for New Dwellings and Extensions in the Chichester Harbour AONB notes under General Guidelines (p.134) that "... the use of lighter colours and render can be appropriate in some areas, where they reflect the general character of the surroundings, for example in the historic core of a village."
- 5.8 The August 2010 Design Guidelines for New Dwellings And Extensions in the Chichester Harbour AONB notes under General Guidelines (p.134) "The use of traditional, natural (preferably locally sourced) materials is generally more appropriate than man-made synthetic/pre-coloured materials as these lack the variation in colour and texture found in natural materials. Painted or pre-coloured cladding such as the increasingly popular grey/blue 'New England' style cladding is unlikely to be appropriate in relation to the more traditional local styles and materials found within the AONB, and can be highly visibly intrusive and 'alien' in a natural landscape setting."
- 5.9 'Infill' developments especially which lose garden or wildlife areas should be firmly discouraged due to the threat to the existing townscape and to avoid pressure on a periodically stressed sewerage system. Careful consideration should be given to the volume of 'replacement' buildings which affect the ratio between the built area to the unbuilt land and the rhythm of the existing perspectives. The style and siting of housing should be appropriate to the immediate environment as indicated by scale, shape, proportion and colour. In essence, the quality of streetscape should be maintained. There are developments locally which are now considered to be out of proportion with the area. This kind of 'massing' should be prevented in future developments.
- 5.10 Lack of off street parking causes real problems and needs to be addressed in future developments and modifications. Consideration should be given in Moreton Road to restricting parking for residents only.
- 5.11 The replacement of front gardens by hard-standing for vehicles should be resisted and the requirement for planning permission should be enforced.
- 5.12 The proliferation of signs in Bosham Lane needs to be severely reduced.
- 5.13 The railings of the footbridge that extends the path from the Trippet over the central watercourse and continues towards the Old School on Shore Road were originally painted white and hence the bridge was known as 'the white bridge'. This colour should be restored.
- 5.14 For properties overlooking the harbour or open land, domestic extensions and other incremental additions to existing dwellings should restrict the increase in the 'footprint' and the 'silhouette' of any elevation of the original building visible from the wider landscape in accordance with the Design Guidelines for New Dwellings and Extensions; Chichester Harbour Area of Outstanding Natural Beauty. Equally boundary walls and fences should respect the open views across fields and harbour.

5.15 Requests and applications for licences to erect further seating in the form of benches along the shore lines should be resisted.

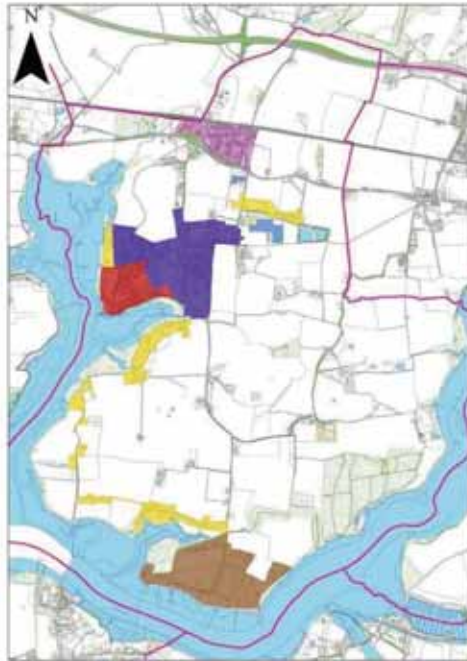
6 Other relevant local Planning policy

- A) *Chichester District Council Local Plan: RE4 – policies relating to the AONB and BE 1 – dealing with the Settlement Policy Areas.* Find: ~ <http://www.chichester.gov.uk/index.cfm?articleid=5080>
- B) *Design Guidelines for New Dwellings and Extensions; Chichester Harbour Area of Outstanding Natural Beauty, Revised August 2010, Terra Firma Consultancy on behalf of Chichester Harbour Conservancy, Havant Borough Council and Chichester District Council.* Find: ~ http://www.conservancy.co.uk/assets/assets/CHC_Planning_Guidelines_January2011.pdf
- C) *Chichester Harbour AONB Landscape Character Assessment 2005 (LCA).* Find: ~ http://www.conservancy.co.uk/assets/assets/landscape_2006.pdf
- D) *Bosham Traffic Report 1996 ref CN8.3*
- E) *Bosham Traffic report 2003 ref 2.8*

More illustrative photographs of this character area if viewed on line may be found via the link [here](#)



Character Area E - Clusters of dwellings outside the SPA along the parish's minor roads on sites developed before the 1940s ~ The Lanes.



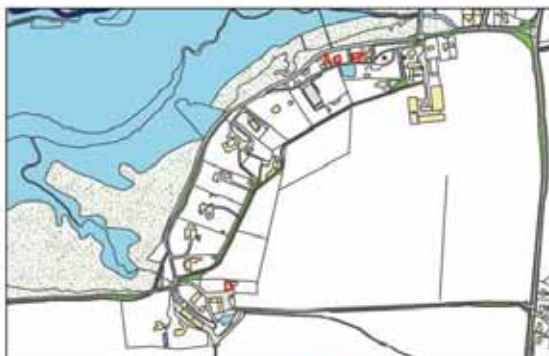
LEGEND

-  Parish Boundary
-  Character Area A: Rural Area
-  Character Area B: Broadbridge
-  Character Area G: Conservation Area
-  Character Area D: Rest of Bosham
-  Character Area E: The Lanes
-  Character Area F: The Hoe



Key to inset maps of settlements clustered in the lanes – see below

- | | | | | | |
|-------------|---|----------------------------|--------------|---|--------------------------|
| Top left | - | Chequers Lane | Top right | - | North of Burnes shipyard |
| Bottom left | - | Shore Road ('Gosportside') | Bottom right | - | Smugglers' Lane |
| Page 42 | - | Lower Hone | | | |



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1. The form of these discontinuous settlement extensions and their evolution.

- 1.1 Although outside of the SPA, the eastern end of Shore Road forms part of the historic village and its maritime traditions and was traditionally referred to as 'Gospportside'.
- 1.2 Chequers Lane (the road sign misspells the original name) is also a virtual hamlet with enveloping fields now given over to intensive horticulture.
- 1.3 Smugglers Lane lost its boatyard in the 1990s and has seen new housing, but otherwise all the plots were established for housing in the inter-war period with some recent re-builds.
- 1.4 Lower Hone is a dispersed hamlet comprising houses grouped at intervals and separated by field edges including former farm buildings some of which are now barn conversions. Virtually all can be glimpsed from the Bosham Channel.
- 1.5 A distinction may be made between the group at the east end of Shore Road (part of the historic village) and the rest of Character Area E which are set in more rural landscapes for the purposes of interpreting guidelines on waterside development.
- 1.6 The western part of Shore Road and all of Lower Hone and Chequers Lane are much more embedded within the rural area and more of its buildings are associated with farming traditions.
- 1.7 The former Burnes Shipyard is currently derelict, whilst to its north there are a variety of interwar and much newer replacement (2010-11) houses in their own grounds all of which can be easily seen from Colner Creek.

2. Chequers Lane

- 2.1 Chequers Lane is a sunken narrow farm lane which runs west/east and then south/north between Walton Lane and the A259.
- 2.2 On entering from the west the north side of the road is dominated by a very large traditional brick and tile house built around 1960/70 and set in large park like grounds. To the south side of the road is Walton Farm, a busy plants nursery which is visited by very large lorries on a regular basis. A ditch runs each side of the road in front of both properties, culminating in a small pond on the northern side.
- 2.3 From here on the houses, some 10-12 in total, are a mixture of styles and sizes dating from the 1920s to the present day, including brick and render under tile and slate roofs all sitting in well stocked gardens of a medium size. The most dominant house is a mock Tudor style which sits just as the road turns north and faces westward down the lane. There is no particular vernacular and styles range from flint and brick through wooden 'Colt' type houses to mock Tudor.
- 2.4 Turning north there is one house built around 1960 of brick and tile, and a pair of semi detached farm workers' cottages, also of brick and tile, both of which have been significantly extended.
- 2.5 The road is now bordered by fields on both sides with a small track on the left leading to farm buildings.



3. Smugglers' Lane

- 3.1 This lane is largely an area of inter-war development with some newer replacement buildings.
- 3.2 It runs west to east for 0.8 miles, 1.06 miles south of Bosham village. It is a leafy lane with a diverse mixture of large single, double and 2½ storey buildings all in generous plots. Buildings are of brick, render and timber, ranging in age from around 1930 to modern day. The lane is formed of two distinct halves, with a chicane at the mid point that previously formed the entrance to Combes Boatyard (now replaced with residential properties). The highway is generally about 17 feet wide, and only provides one-way access and exit at high tide.
- 3.3 The western end joins the southern end of Lower Hone Lane for the tidal road to the village. It also links with the path to the jetties serving the summer-time ferry service to Itchenor.

- 3.4 The eastern end joins the southern end of Hoe Lane for the dry road to the village via Taylors Lane, or Fishbourne via Old Park Lane. The Hoe Lane junction also provides the only entrance to the Bosham Hoe private housing estate.
- 3.5 The western half of Smugglers Lane is characterised by open fields to the north and south. To the north are extensive views of the South Downs, with the Bosham Holy Trinity Church spire in the foreground. There is only one small property on this side. To the south there are glimpses between distant hedging and oak trees of the Harbour, with views of the Itchenor Hard and the Harbour Office, Itchenor Sailing Club, Northshore boatyard, and moored boats. There are six detached properties grouped to the western end of the lane, mainly of traditional design and of varying size, all with waterside access around 200 yards to the south.
- 3.6 The eastern half of Smugglers Lane is characterised by the mature oaks and hawthorn hedge enveloping the lane from both sides. To the north side there is a continuous line of detached properties, apart from at the eastern end of the lane, where hedge-lined fields intersperse. At the extreme eastern end there are only two small chalet-bungalows on the north side, one a 1930s modernist and the other of traditional design. The properties are generally mature and of traditional designs, from semi-bungalows to two storey houses. To the south side there is a continuous line of detached properties, all but a few of which have direct access to Furzeffield Creek, Chichester Harbour, at high tide. Most of them were originally thatched cottages with foundations sometimes unable to cope with movements in the clay soil. So over many years the unique character of this part of the lane has been eroded as modern replacements of varying design, suburban styles and materials and increasingly large footprints and heights have taken their place. The area is very vulnerable to visual intrusion from large replacement dwellings or unsympathetic extensions.
- 3.7 The Bosham Waste Water Treatment Works situated 300 yards north of the centre of Smugglers Lane and surrounded by fields and shielded with mature trees, is an example of unobtrusive infrastructure. The only access is through Harts Farm from Hoe Lane. The works outflow is into Furzeffield Creek.
- 3.8 Views of the Smugglers Lane houses from the Harbour especially those in Furzeffield Creek, and particularly in the western part of Smugglers Lane are quite exposed, as the majority of the trees and planting (mature oaks and the wooded gardens) tend to be behind the houses as viewed from the Harbour.



4. Lower Hone



- 4.1 Lower Hone is a twisting hedge lined lane linking Shore Road with Smugglers Lane with few houses. The four houses to the west of the lane border the shore on their western boundaries.
- 4.2 The first is a brick and tile bungalow amongst mature trees and set back from the road and harbour. It has been significantly altered and extended and now incorporates an expanse of glass to take advantage of the harbour views.

- 4.3 The second house is relatively modern having been built in 1970/80 in the garden of the third house and with brick and tile construction in a chalet style.
- 4.4 The third is a large imposing house copying a Lutyens style and is built of brick and tile.
- 4.5 The last in this section is a modern construction of brick with white boarding to the upper parts all under a tile roof.
- 4.6 The first of the two houses situated on the east of the road is situated on a bend and is well hidden from the road by trees and shrubs. This is a modest house of brick and tile.
- 4.7 The second house is a listed farm house set right on the road and with various farm outbuildings. This is a large two storey white rendered house under a slate roof.
- 4.8 A pair of semi detached cottages is situated on the west side abutting the road, most probably originally farm cottages, now extended and of flint with black boarding upper parts under tiled roofs.
- 4.9 The last house in Lower Hone is set on the western side. This is again well screened from the road and has been the subject of considerable alteration and extension.
- 4.10 The final stretch of the lane is bordered both sides by hedges and fields.



5. Shore Road - from Stumps Lane to Lower Hone ('Gosportside')

- 5.1 Due to its harbourside setting and views of the village, this is a very desirable area in which to live, consequently the originally listed cottages have been significantly enlarged and most of the houses have been the subject of extensive alterations and additions. Their high visibility from the village requires particular care in all future development. The overall appearance of some of the historic sea walls has been compromised by screens, garden paraphernalia and ad-hoc additions.



- 5.2 The road floods twice daily and can be divided into 4 sections:

- 5.3 The first section runs east-west and to the north are unrivalled views of the village over School Rythe. On the south side the properties are set above the road with walls to stop the sea from flooding. Almost half of the houses are listed but the majority were built from the 1920s onwards. All are individually styled in brick, render and flint under tiled roofs with small front gardens in comparison with the size of the houses. There is a public footpath giving access at high tide which runs behind the properties and in some cases separates the houses from their gardens. To the western end of this stretch the footpath emerges from behind the houses and travels over the road for a short distance.
- 5.4 The second section runs south: here the houses are larger and set in more generous plots. Only two properties in this section are listed, one being a converted barn and the other the farmhouse. The remainder having been built between 1920 and present day. Two are replacement properties. All are individually styled and built of traditional materials using brick, flint, render and shiplap, under pitched roofs of tile or slate with the exception of one which is of glass and steel. These houses have the benefit of a private road which affords them access at high tide. The footpath here is raised above the road and skirts the frontage of the properties. Near the end of this section the path moves to the western side of the road and courses across the top of the sea defence wall to meet up with the road after it has turned west.
- 5.5 The third section runs east-west: fields border the southern side of the road and the footpath moves over the sea defence bank to skirt the field on its northern edge. On the shore side of the bank a number of memorial seats are situated towards the western end. The footpath turns south to run behind the houses on the last section.
- 5.6 The fourth section runs south: two more large houses are set on the left before the road becomes Lower Hone. These were both built around the 1920's of brick, under pitched and tiled roofs and are set in large gardens. The footpath runs behind these houses and emerges onto the road as Shore Road becomes Lower Hone. It is unfortunate that the view of the village when looking northward on entering Shore Road from Lower Hone is framed by 2 large 20mph signs.



6. The former Burnes shipyard and northwards including the shoreline parts of Windmill Field and Westbrook Field.



- 6.1 This shore line area comprises seven houses, one chalet bungalow, four two storey and two most recent re-builds or replacements of 2.5 storeys - largely inter-war with two new buildings.
- 6.2 The houses are set well back from the shore, slate and tile pitched roofs, white woodwork, brick faced or white clad look well from the water. A recent enlargement and makeover has significantly increased the mass of the original dwelling and is the most conspicuous viewed from the water.
- 6.3 This string of twentieth century original dwellings and twenty first century replacement houses on the harbour side are separated from the historic groups within the conservation area by the large meadow known as Second Meadow as well as the shipyard site.

- 6.4 Burnes Shipyard is scheduled in the Local Plan as employment land (p 26 CACA) and is outside of the settlement policy area. Boatyards are also subject to special policy under Local Plan Policy C7. The only public space available for storing and working on boats is in the main village car park with boats being hauled the short distance from the public hard at Street End. The Burnes Shipyard site is the last possible chance in Bosham for a water-side marine business.



7. Planning/Design Guidelines for Character Area E

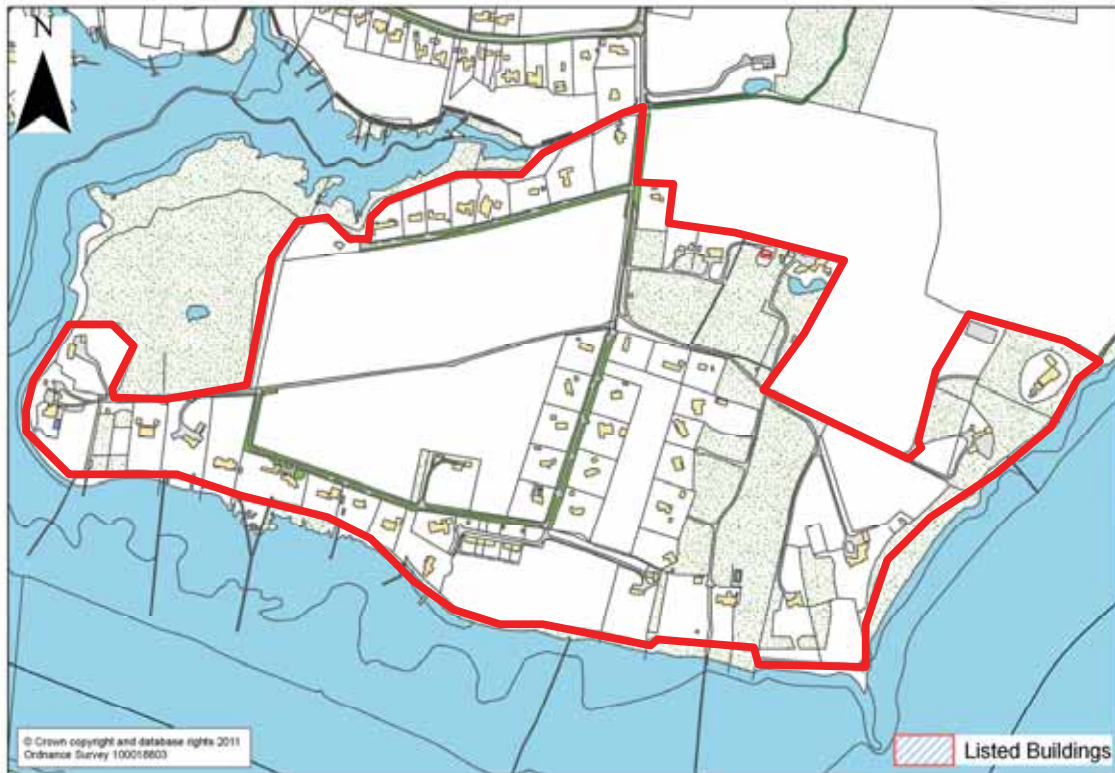
- 7.1 These areas are in the rural area. As such they are outside settlement policy areas where development will be restricted to proposals complying with saved local plan policies RE10-RE12, RE14-RE24, RE29, C2 (Intertidal zones), C7 (Boatyards) and C9 (Sea Defence and Coastal Protection works), TR13, H9, H12-H13, B4-B6 and B9, S8 and S9, R5-R8, T1 and T3-T10.
- 7.2 As the location of these discontinuous areas allows high visibility of all the houses whether from across harbour or field, the aesthetic qualities of new or replacement buildings need the most careful scrutiny. Great attention must be given to ensure that any alterations fit the context of their most precious surroundings. In general domestic extensions and other incremental additions to existing dwellings should restrict the increase in the 'footprint' and the 'silhouette' of any elevation of the original building visible from the wider landscape in accordance with the Design Guidelines for New Dwellings and Extensions; Chichester Harbour Area of Outstanding Natural Beauty.
- 7.3 Infill development should always be opposed due to a loss of the current distinctive characteristics of the village and again, to avoid putting pressure on a periodically stressed sewerage system.
- 7.4 The addition of large areas of glazing to existing balconies and the temptation to add height to sea walls whether by timber, glazing or masonry should be resisted. The incremental effect of many such modifications would be extremely detrimental to the appearance of the shoreline.
- 7.5 The profile and height of historic sea walls should be retained unencumbered by garden paraphernalia and ad-hoc additions.

8. Other relevant local Planning policy

- A) *Chichester District Council Local Plan: RE1, RE4 – policies relating to the AONB and BE 1 (Settlement Policy Areas) RE6 (Strategic Gaps), RE11-RE12, RE14-RE24, RE29, C2, C7 and C9, TR13, H9, H12-H13, B4-B6 and B9, S8 and S9, R5-R8, T1 and T3-T10. Find: ~*
<http://www.chichester.gov.uk/index.cfm?articleid=5080>
- B) *Design Guidelines for New Dwellings and Extensions; Chichester Harbour Area of Outstanding Natural Beauty, Revised August 2010, Terra Firma Consultancy on behalf of Chichester Harbour Conservancy, Havant Borough Council and Chichester District Council. Find: ~*
http://www.conservancy.co.uk/assets/assets/CHC_Planning_Guidelines_January2011.pdf
- C) *Chichester Harbour AONB Landscape Character Assessment 2005 (LCA). Find: ~*
http://www.conservancy.co.uk/assets/assets/landscape_2006.pdf

Other illustrative photographs of this character area if viewed on line may be found via the link [here](#)

Character Area F - Dispersed settlement on Bosham Hoe – largely inter-war with some newer replacement buildings.



1. The form of the settlement and its evolution.

This small promontory was historically a site of brickmaking (adjacent to Furzefield Creek), off loading from larger ships at Longmore point, a much larger hunting park (part of Old Park) and agricultural land. Continuous permanent settlement arrived only with the purchase of the estate by Lady Allen in 1919 and more land purchase in 1923. By 1950 there were 14 houses inside the Hoe Gate. The houses now total 58.



2. Current context

- 2.1 Bosham Hoe is a private housing estate of some 250 acres within the Chichester Harbour Area of Outstanding Natural Beauty and includes Sites of Special Scientific Interest. The entrance is at the junction of Hoe Lane and Smugglers Lane, 1.5 miles south of Bosham. It is laid out as one central road running north south with side roads emanating from it.
- 2.2 Bosham Hoe is a peninsula into Chichester Harbour bordered on the south by Itchenor Reach, on the west and north by Furzefield Creek and on the east by farmland.
- 2.3 In the centre are two arable fields of 28 acres. An ancient oak wood covers the north west corner. A second smaller copse is located in the northeast. The southern end adjacent to Itchenor Reach has a small meadow designated a Site of Special Scientific Interest.



- 2.4 Roads generally are single track, country lane in character, with the main north to south being a little wider. Mature oaks line many of the roads; others have poplars or hedges.

3. House and Garden Designs

- 3.1 The properties are mostly detached of individual character sitting on large size plots built from 1930 to present day. The style of properties from the early days has very much followed traditional English countryside homes of a 'picturesque' quality. Vernacular materials are used, mainly brick and clay tile with some rendering and cladding. Wood is also in evidence, as also is thatch.
- 3.2 Sorrel House, a grade II* listed building which was built in 1960, designed by Peter Foggo, is a Modernist stilt house.
- 3.3 The appearance of the houses is softened by gardens of mature trees, extensive lawns and hedgerows. In 2001 a planning inspector noted that "...the area does not seem built up, but very rural, with extensive woodland and open space and with no particular appearance of visible development apart from glimpsed views through the trees."
- 3.4 Recent years have shown an increase in replacement houses of large size, usually double the original taking up much of the plot and very high, dominating their surroundings and not always in the English countryside tradition.
- 3.5 The houses in the south back on to Itchenor Reach. Those in the west and north back on to Furzefield Creek. Others on to fields or a paddock area with most having a sea view.



4. Planning/Design Guidelines

- 4.1 Its residents, through The Hoe Estate Company Ltd, co-operatively manage Bosham Hoe and the Company's permission is required for new development, external alterations or additions. Key issues in gaining permission is that proposed alterations do not materially alter the site in such a way as to be out of keeping with the rest of Bosham Hoe, or impinge on neighbours.
- 4.2 The Hoe Estate Company seeks to work with the Parish Council and the Local Planning Authority on the design of new development. Key points include:
- 4.2.1 New or extended homes should not be excessive relative to plot size. The Hoe Estate Company suggests detailed criteria are developed with the Local Planning Authority.
- 4.2.2 New or extended homes should respect the height of the original properties developed on The Hoe. This equates to a maximum of two storeys, plus a pitched roof. Building material choice is controlled by covenant.
- 4.2.3 The means of site enclosure should be limited wherever possible to traditional rural hedges. Existing trees should be retained. Garden planting schemes should comprise indigenous species and be open in character.
- 4.2.4 Building materials should be vernacular in the West Sussex tradition.
- 4.2.5 All building work should be conducted in accordance with a Considerate Contractor policy to be developed in conjunction with the Local Planning Authority.
- 4.3 As this location allows high visibility of many of the houses whether from across harbour or field, the aesthetic qualities of new or replacement buildings need the most careful scrutiny. Great attention must be given to ensure that any alterations fit the context of their most precious surroundings. In general domestic extensions and other incremental additions to existing dwellings should restrict the increase in the 'footprint' and the 'silhouette' of any elevation of the original building visible from the wider landscape in accordance with the Design Guidelines for New Dwellings and Extensions; Chichester Harbour Area of Outstanding Natural Beauty.

5. Other relevant local Planning policy

- A) *Chichester District Council Local Plan*: RE4 – policies relating to the AONB and BE 1 – dealing with the Settlement Policy Areas and RE10-RE12, RE14-RE24, RE29, C2, C7 and C9, TR13, H9, H12-H13, B4-B6 and B9, S8 and S9, R5-R8, T1 and T3-T10. Find: ~
<http://www.chichester.gov.uk/index.cfm?articleid=5080>
- B) *Design Guidelines for New Dwellings and Extensions; Chichester Harbour Area of Outstanding Natural Beauty*, Revised August 2010, Terra Firma Consultancy on behalf of Chichester Harbour Conservancy, Havant Borough Council and Chichester District Council. Find: ~
http://www.conservancy.co.uk/assets/assets/CHC_Planning_Guidelines_January2011.pdf
- C) *Chichester Harbour AONB Landscape Character Assessment 2005 (LCA)*. Find: ~
http://www.conservancy.co.uk/assets/assets/landscape_2006.pdf
- D) *Bosham Hoe Estate West Sussex Ecology Report and Management Plan (1994-2009)* prepared by Countryside Management Consultancy, Walberton, West Sussex, September 1994 for the Hoe Estate Company Ltd.

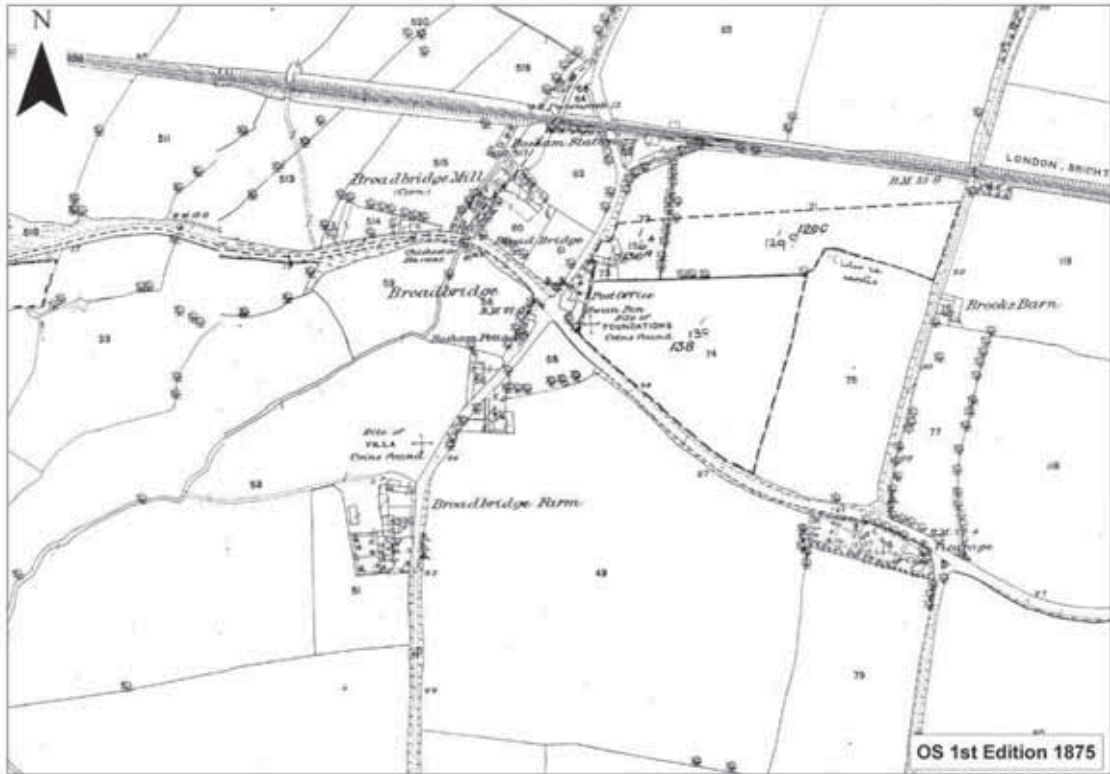
More illustrative photographs of this character area if viewed on line may be found via the link [here](#)

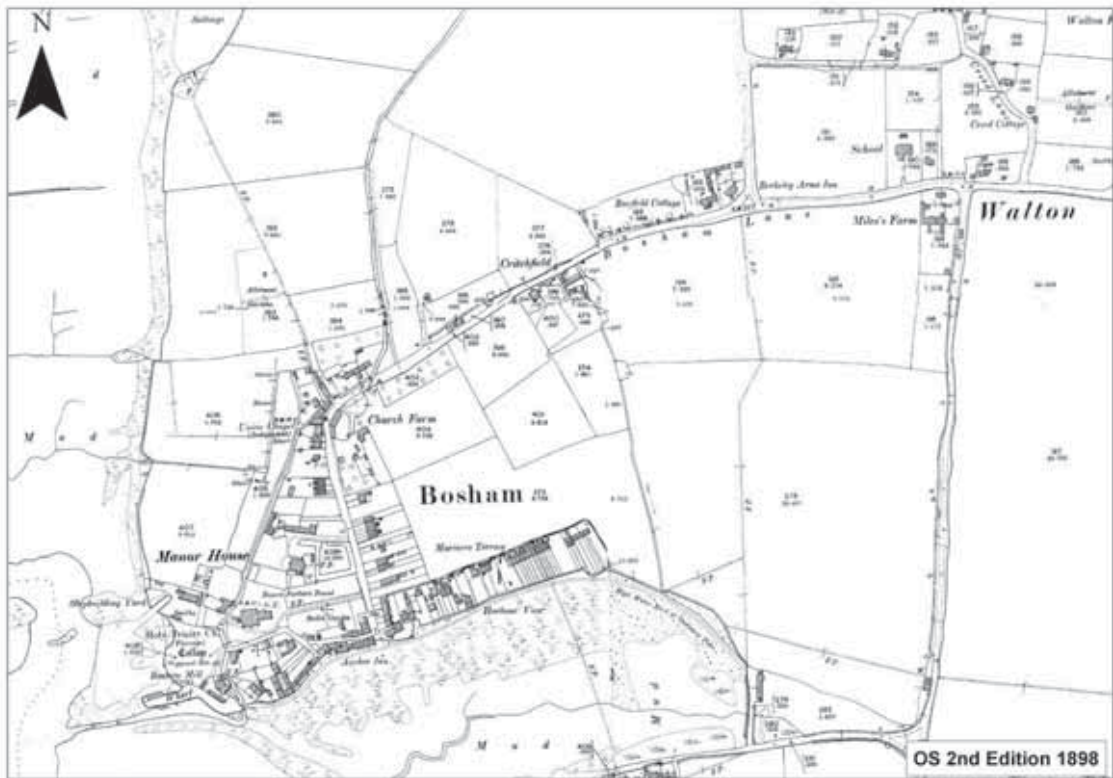
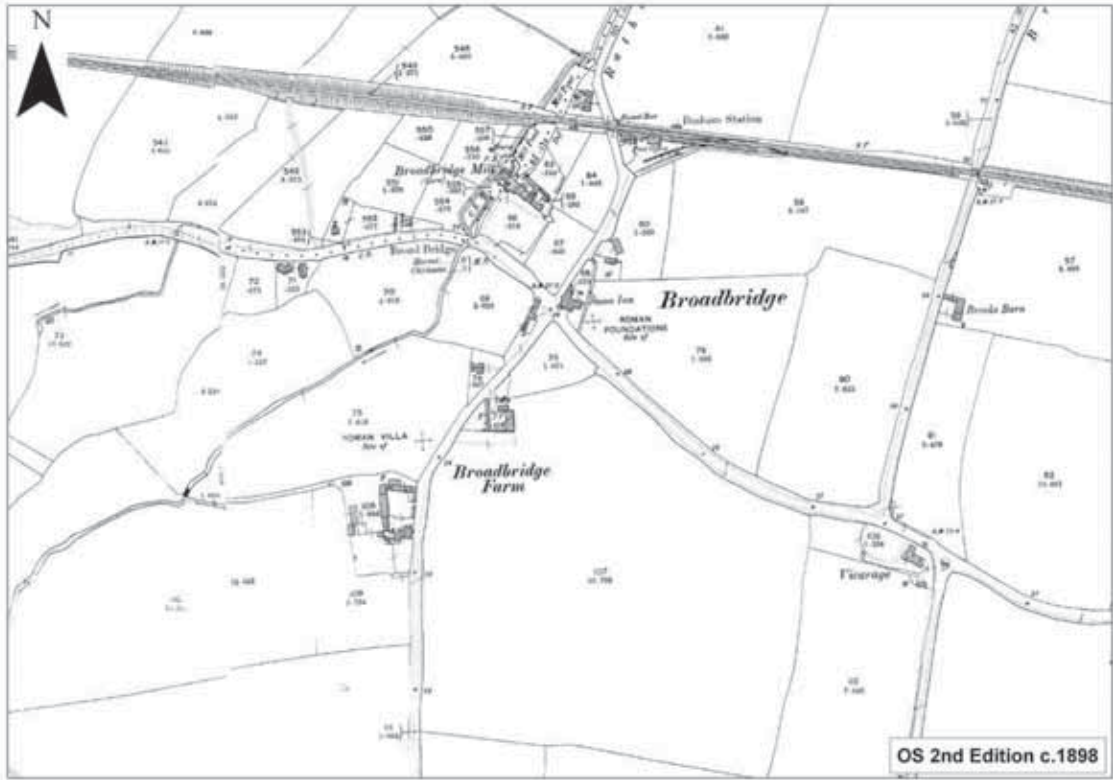


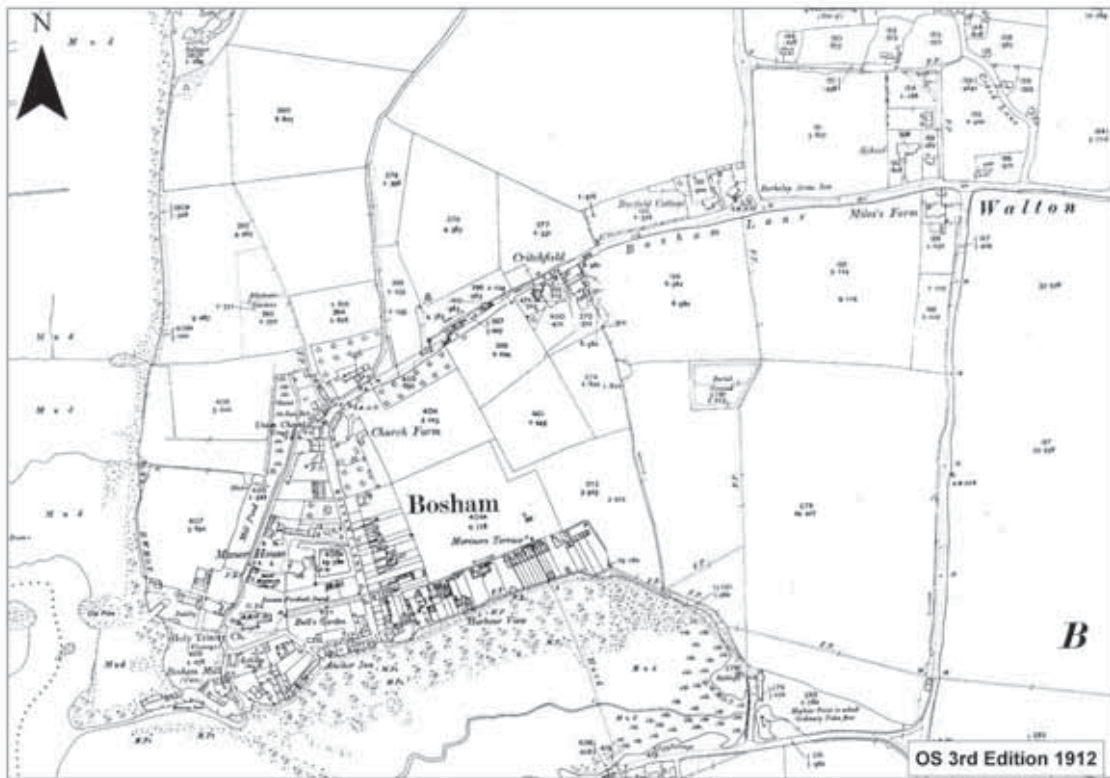
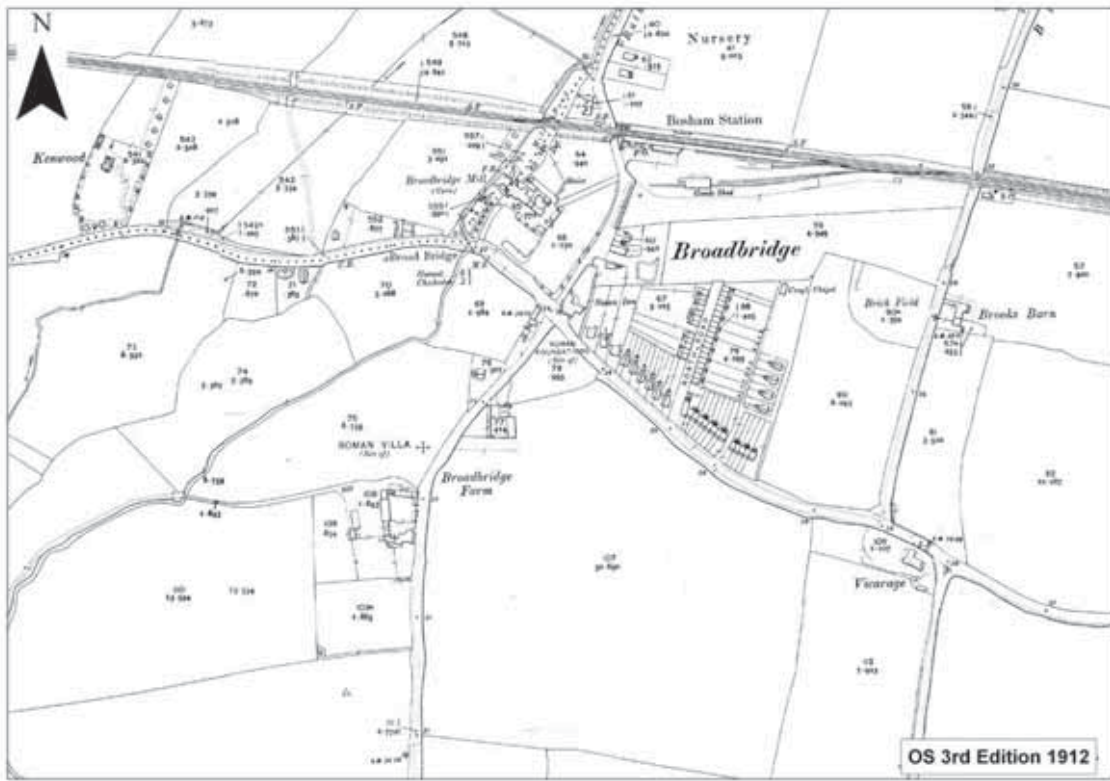
"Design is a funny word. Some people think design means how it looks. But of course, if you dig deeper, it's really how it works."

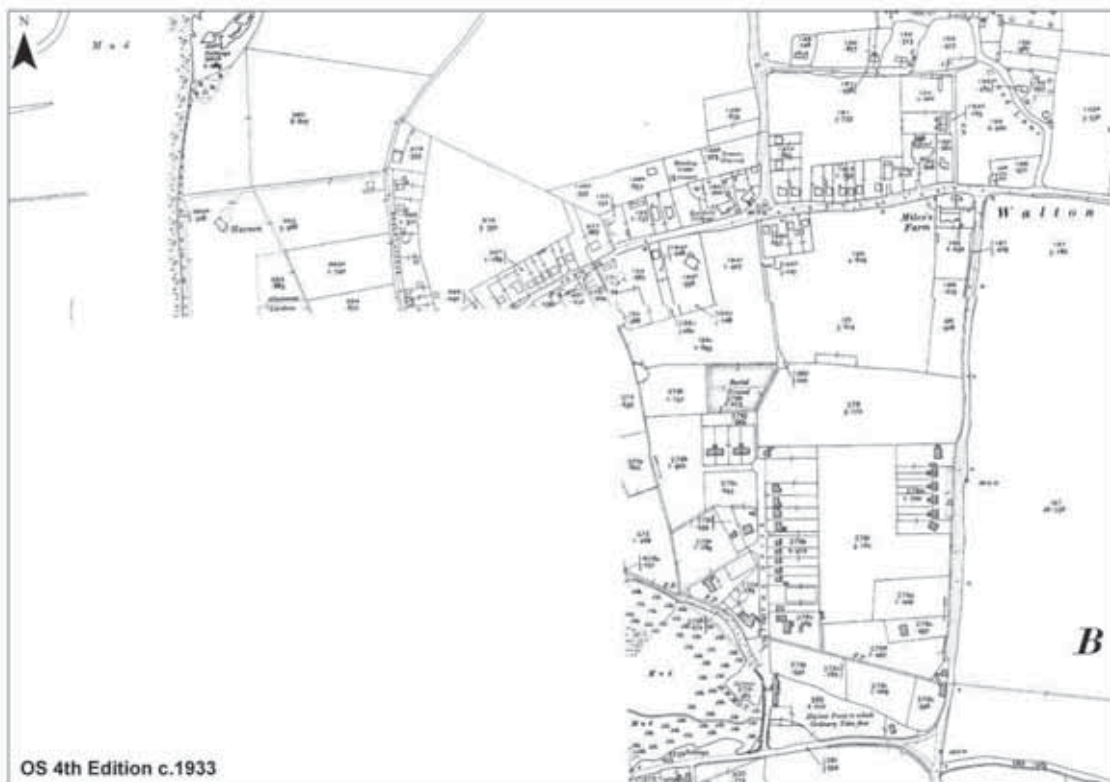
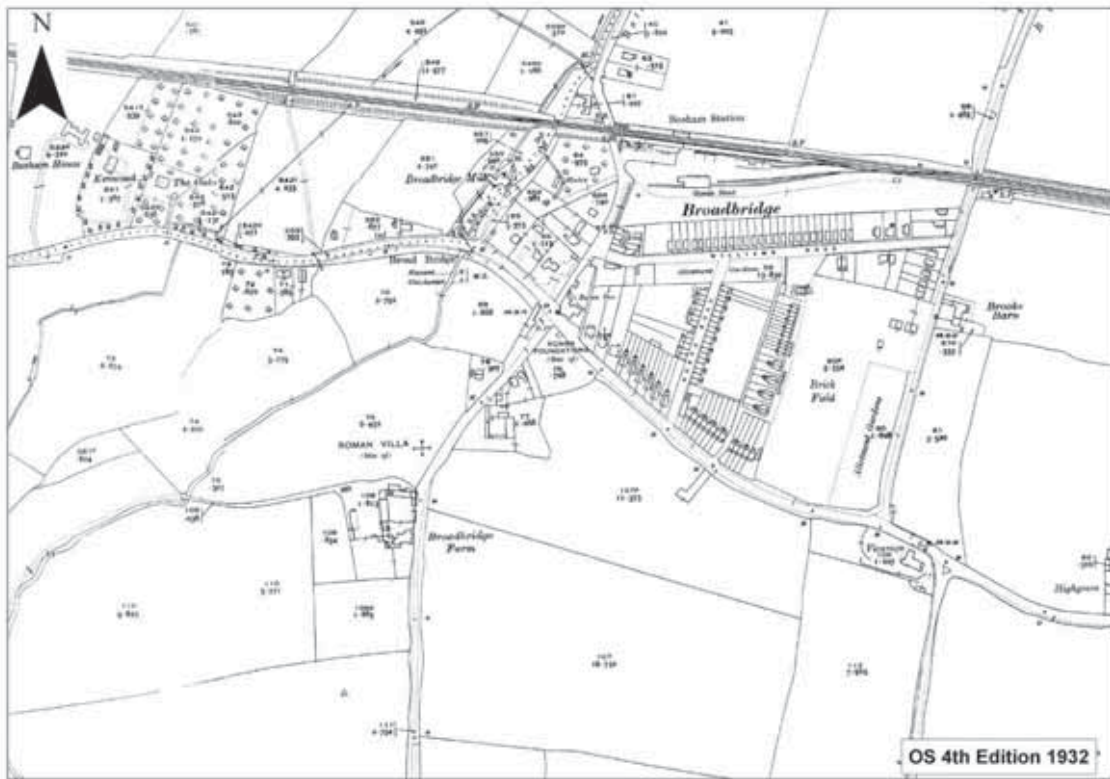
Steve Jobs (24 February 1955 – 5 October 2011)

Historic Maps of the village (Bosham and Broadbridge)

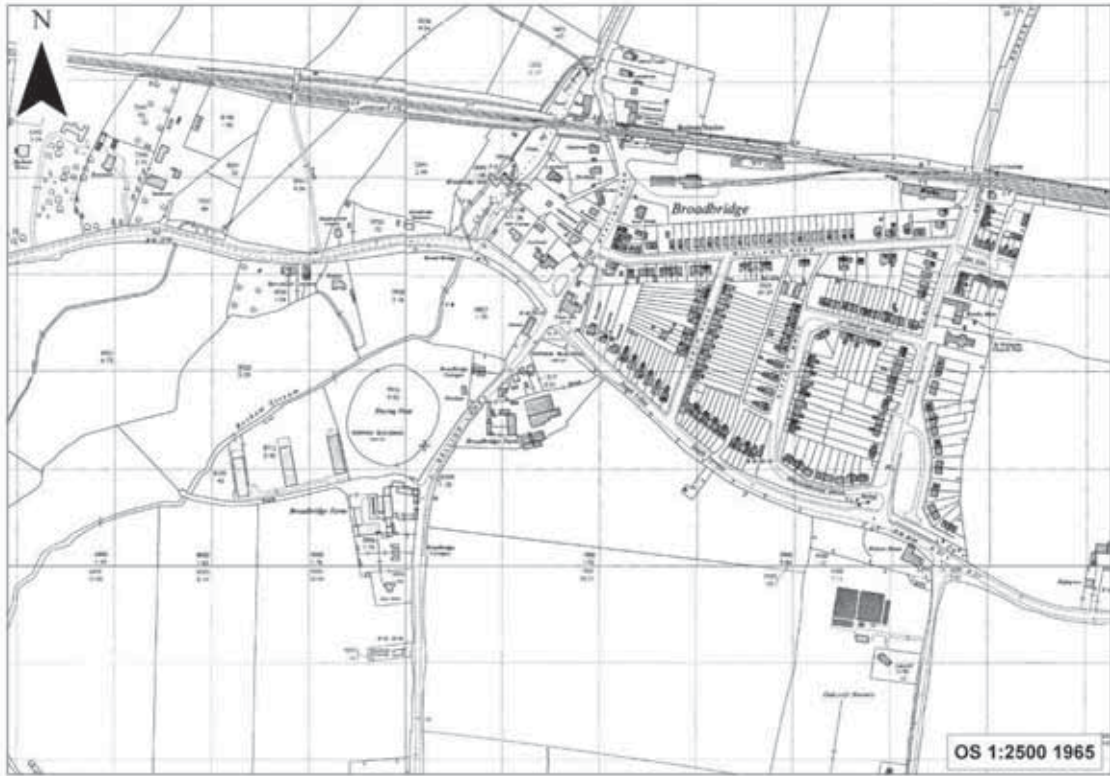






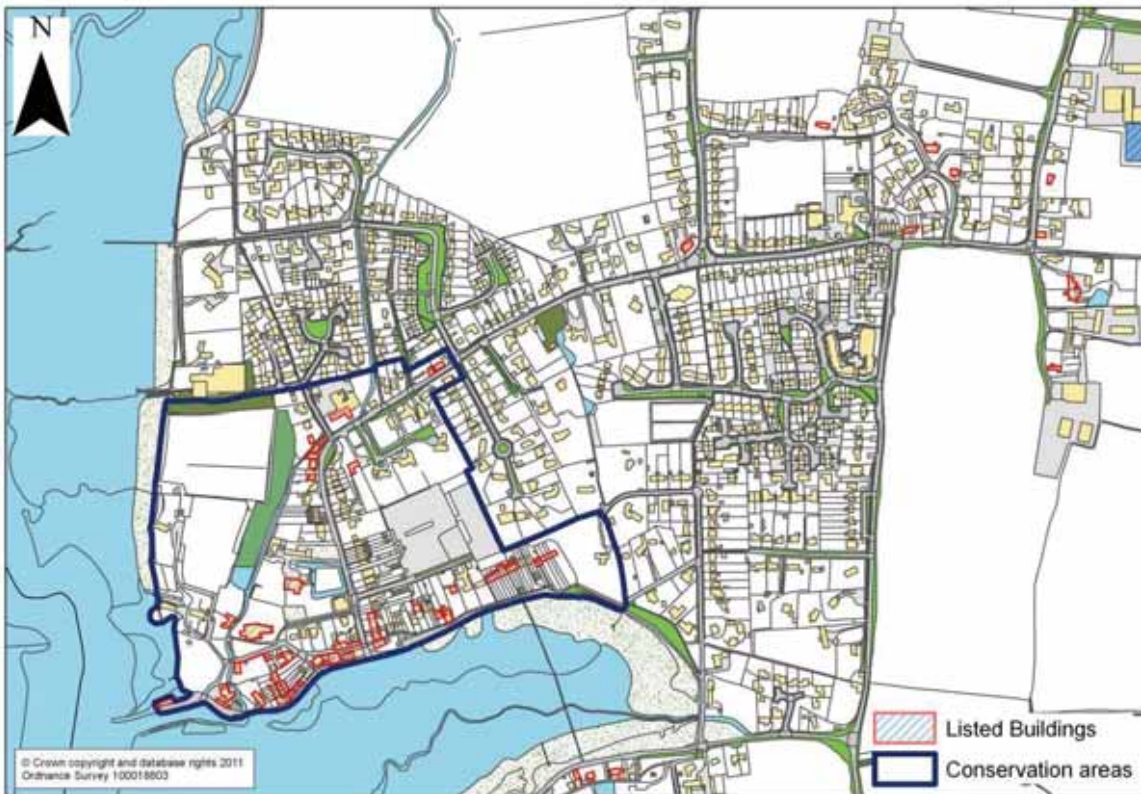


1933 edition is incomplete





1981 edition is incomplete



This is the printed version of the on line document which may be found at the Bosham Association the Bosham Parish Council and Chichester District Council websites. These will allow access to links and photographs.

<http://www.boshamassociation.org.uk/> and

<http://www.bosham.org/chichester/> and

<http://www.chichester.gov.uk/index.cfm?articleid=19478>