



# Chichester Local Plan: Key Policies Pre-submission 2014-2029



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# 1 . Introduction

**1.1** This is the Chichester Local Plan: Key Policies document that the Council intends to formally submit to the Government for independent examination. Its publication represents a further step in the process enabling anyone who may have an interest to comment on the proposed planning strategy and policies for the period up to 2029. It does not include that part of the District within the South Downs National Park. The Park Authority will produce its own local plan.

**1.2** The Local Plan will replace those parts of the 1999 Chichester District Local Plan that currently apply, as well as taking the place of some other policy documents.

## Stages in producing this Local Plan

**1.3** Please note that the production stage included continual evidence gathering and continuous ongoing engagement with key stakeholders under the Duty to Cooperate.

## Production Stage

Figure 1.1 Production Stage



## Next Steps

**Figure 1.2 Next Stages**



## Independent Examination and Adoption Stage

**1.4** The Plan has evolved through extensive consultation and research to help in determining the best approaches to the various challenges and opportunities to be tackled. This is an on-going process.

## Why is it important to get the Plan adopted?

**1.5** It will provide the policy framework to:

- Facilitate the timely delivery of the right development types in the right place;
- Refuse development where it is not appropriate and does not accord with the plan;
- Enable the adoption of the Community Infrastructure Levy, to provide the infrastructure associated with the growth identified by this plan;
- Protect and enhance special areas, such as Chichester Harbour;
- Protect and enhance our local cultural and heritage facilities, so attracting more visitors;
- Increase employment opportunities;
- Provide homes to meet the needs of local people;
- Provide facilities and services to address the needs of our communities.



# 1 . Introduction

## How to Comment

**1.6** The Local Plan: Key Policies (Regulation 19 Pre-submission) has been published for a six week representation period between 8 November 2013 and 6 January 2014.

**1.7** This is the last opportunity to comment on the Plan before it is submitted to the Secretary of State for independent examination. It is not intended to be a consultation stage that results in the District Council producing another amended version of the Plan. Instead the purpose of this stage is to enable people to make comments which they want to have taken into account at the independent examination based upon issues of soundness.

**1.8** The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the 'Duty to Cooperate'; legal and procedural requirements; and whether it is sound. The tests of soundness are set out below:

- **Positively prepared** – the plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities' where it is reasonable to do so and consistent with achieving sustainable development
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence
- **Effective** – the plan should be deliverable over its period based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.

**1.9** We would like your comments on the soundness of this Local Plan: Key Policies pre-submission document. If you wish to make a representation seeking a change to the Local Plan you should make clear in what way it is not sound having regard to the four tests set out above. You should try to support your representation by evidence showing why the Local Plan should be changed. It will be helpful if you also say precisely how you think it should be changed. When making comments, please make clear reference to the Policy or paragraph number and, where appropriate, page number you are commenting on.

**All comments must be received no later than 17:00 on Monday 6 January 2014. The Council will be unable to accept any comments that are received after this time.**

**1.10** Where possible we prefer that comments are made electronically, as this is the quickest and easiest way of responding.

**1.11** Alternatively, there is a comment form for you to send back which is available from the council's offices or by visiting our website [www.chichester.gov.uk](http://www.chichester.gov.uk). You can email forms to us at [planningpolicy@chichester.gov.uk](mailto:planningpolicy@chichester.gov.uk) or telephone 01243 534571 with queries. When commenting please use a separate sheet for each comment, marking each sheet with the paragraph or policy number to which you are referring.

**1.12** Please be aware that your comments (or a summary) will be publicly available for people to read on the website.

**1.13** The Council acknowledges that this document is lengthy, as the Council has to justify the policy approach it is taking and has to meet various 'tests of soundness' as laid down by the Government.

## Next Steps

**1.14** Once the six weeks Proposed Submission representation period is completed, the comments will be summarised as part of the submission arrangements. If any fundamental issue of soundness is identified, then further consideration to the progress of the Local Plan: Key Policies will be given with the advice of the Planning Inspectorate (PINS). Providing no fundamental soundness concerns are raised then the Local Plan: Key Policies documentation will be formally submitted to the Government in the spring 2014.

**1.15** Following formal submission, an independent examination into the soundness of the Local Plan: Key Policies will take place. It is expected that the examination will take place in summer 2014. Subject to the Inspector finding the Local Plan: Key Policies sound, it is programmed to be adopted in autumn 2014 and will then be used to determine all planning applications in Plan area.

## Purpose of the Plan

**1.16** The Chichester Local Plan: Key Policies provides the broad policy framework and a long-term strategy to manage development, protect the environment, deliver infrastructure and promote sustainable communities within Chichester District, excluding the area within the South Downs National Park. The plan period extends to 2029. However, its effectiveness will be monitored through the yearly production of an Authority's Monitoring Report and it will be reviewed when necessary.

**1.17** This Plan seeks to balance the economic, social and environmental dimensions of sustainable development. It does this by:

- identifying development opportunities and infrastructure required to support and foster business enterprises and entrepreneurship;
- providing opportunities to create new homes and jobs for present and future generations, with accessible facilities that support the needs of strong, vibrant and healthy communities; and,
- protecting and enhancing the unique and special qualities of our environment.

**1.18** The Local Plan is the main basis for making decisions on planning applications. It gives local communities, developers and investors greater certainty about the types of applications that are likely to be approved. When adopted, planning decisions must be made in accordance with the Local Plan, unless material considerations indicate otherwise.

# 1 . Introduction

**1.19** In addition, the Local Plan provides a framework within which people can decide how to shape their local neighbourhoods through community-led planning documents. Some communities have already embraced this opportunity and have prepared or are setting out to prepare their own planning documents, such as Neighbourhood Plans and Village Design Statements.

**1.20** In addition to Neighbourhood Plans, the implementation of this Plan relies on a number of future documents including the Site Allocation DPD, Area Action Plans, Masterplans and further site investigations. These documents and further work will provide greater detail on development sites and delivery. As such, their timely production will be significant. In the meantime, it is important that this Local Plan: Key Policies document provides as much detail as can be justified.

## How to use the Plan

**1.21** The Plan area (Chichester District excluding the area within the South Downs National Park) has been split into three sub-areas shown below. This is to recognise the distinct characteristics of each sub-area, and respond to each area in an appropriate manner.

- The East-West Corridor (Chichester city, east of the city, west of the city);
- The Manhood Peninsula; and
- The North of the Plan Area (the north east of the District and Hammer/Camelsdale).

**1.22** The Local Plan: Key Policies contains:

- **Characteristics of the Plan Area:** describes the key characteristics of the area and identifies the challenges and opportunities that the Plan seeks to address;
- **The Vision and Objectives:** based on the priorities in the Chichester District Sustainable Community Strategy, the vision describes the sort of place that Chichester District should be by 2029. To help deliver this vision a suite of strategic objectives are identified;
- **Overall Strategy:** outlines the broad approach that will be followed towards managing change for the whole Plan area;
- **Area Based Strategic Policies:** addresses issues relating specifically to each of the sub-areas;
- **Strategic Delivery Policies:** provides a basis for the consideration of planning applications for development within the whole Plan area. They complement the policies in Sections 4 and 5, and contribute to effective development management;
- **Policies Map:** This identifies in detail the location of sites on a policy by policy basis;
- **Monitoring the key policies:** indicates how the plan will be monitored and kept under review.

- **Appendices/Glossary:** These contain further background and explain technical terms and acronyms – where these are not explained in the main body of the text itself.

**1.23** It is important to read the plan as a ‘whole’ – i.e. with reference to all the policies that may be relevant. Policies should not be taken out of context and will not be applied in isolation. Where there are a number of criteria listed in a policy, the text has been emboldened to demonstrate how they are to be applied.

## Policy Context

**1.24** The Plan has been prepared in accordance with national planning policy and has regard to other plans and strategies where relevant.

## National Planning Policy

**1.25** The National Planning Policy Framework (NPPF) (March 2012) emphasises the role of sustainability in guiding plans and policies. It sets out three key dimensions to sustainable development: economic, social and environmental, which this Local Plan seeks to follow. Nationally there is a presumption in favour of sustainable development and local authorities are expected to plan positively for the needs of their area.

**1.26** The NPPF and other national planning guidance can be found on the Communities and Local Government website:

[www.gov.uk/government/organisations/departments-for-communities-and-local-government](http://www.gov.uk/government/organisations/departments-for-communities-and-local-government)

## Relationship between Neighbourhood Plans and the Local Plan

**1.27** Having an up-to-date Local Plan strategy in place is essential for successful local and neighbourhood planning as it sets the context for development in the area. Whilst it is possible for a Parish to prepare a Neighbourhood Plan prior to the adoption of the Local Plan, this could result in the Neighbourhood Plan being overridden if it does not allocate at least the minimum amount of development detailed in the Local Plan.

**1.28** Where neighbourhood planning is undertaken before the Local Plan is in place, collaboration between the community and the Council will be critical. The District Council will take an active role in advising and supporting the neighbourhood planning process by sharing evidence and information and ensuring the Neighbourhood Plan fits with its emerging strategic policies and national policy.

**1.29** Once adopted, the Local Plan takes primacy and Neighbourhood Plans need to be consistent with the Local Plan: Key Policies Pre-submission and the National Planning Policy Framework. Each Parish will be expected to ensure that its Neighbourhood Plan(s) satisfy at least the required number of homes assigned in this Plan, as a minimum.

**1.30** Parishes are encouraged to make an early start on their Neighbourhood Plans to enable development to come forward in the early years of the Local Plan to assist with housing delivery.

# 1 . Introduction

**1.31** When adopted, neighbourhood plans will sit alongside, but will not replace, the Local Plan.

## **Links to the Chichester Sustainable Community Strategy**

**1.32** The Chichester Sustainable Community Strategy 2009 - 2026, "Chichester District: A Very Special Place", was informed by extensive public consultation and helped to identify the key priorities of our communities. It is, therefore, an important starting point from which the vision and objectives of this Plan have been derived, taking into account the findings of subsequent studies and consultations.

**1.33** Although the Sustainable Community Strategy is now several years old, it clearly defines the unique qualities of Chichester District and sets out many of the challenges and opportunities that the Plan currently needs to address. The Local Plan will provide one of the primary means of delivering the spatial elements of the Sustainable Community Strategy.

## **Duty to Co-operate (as required by section 33A of the 2004 Act (as amended))**

**1.34** The duty to cooperate places a legal duty on local planning authorities and other public bodies to engage constructively, actively and on an ongoing basis on planning issues which affect more than one local planning authority.

**1.35** Local planning authorities must demonstrate how they have complied with the duty at the independent examination of their Local Plans. The duty to cooperate is a legal test that is separate from but related to the Local Plan tests of soundness.

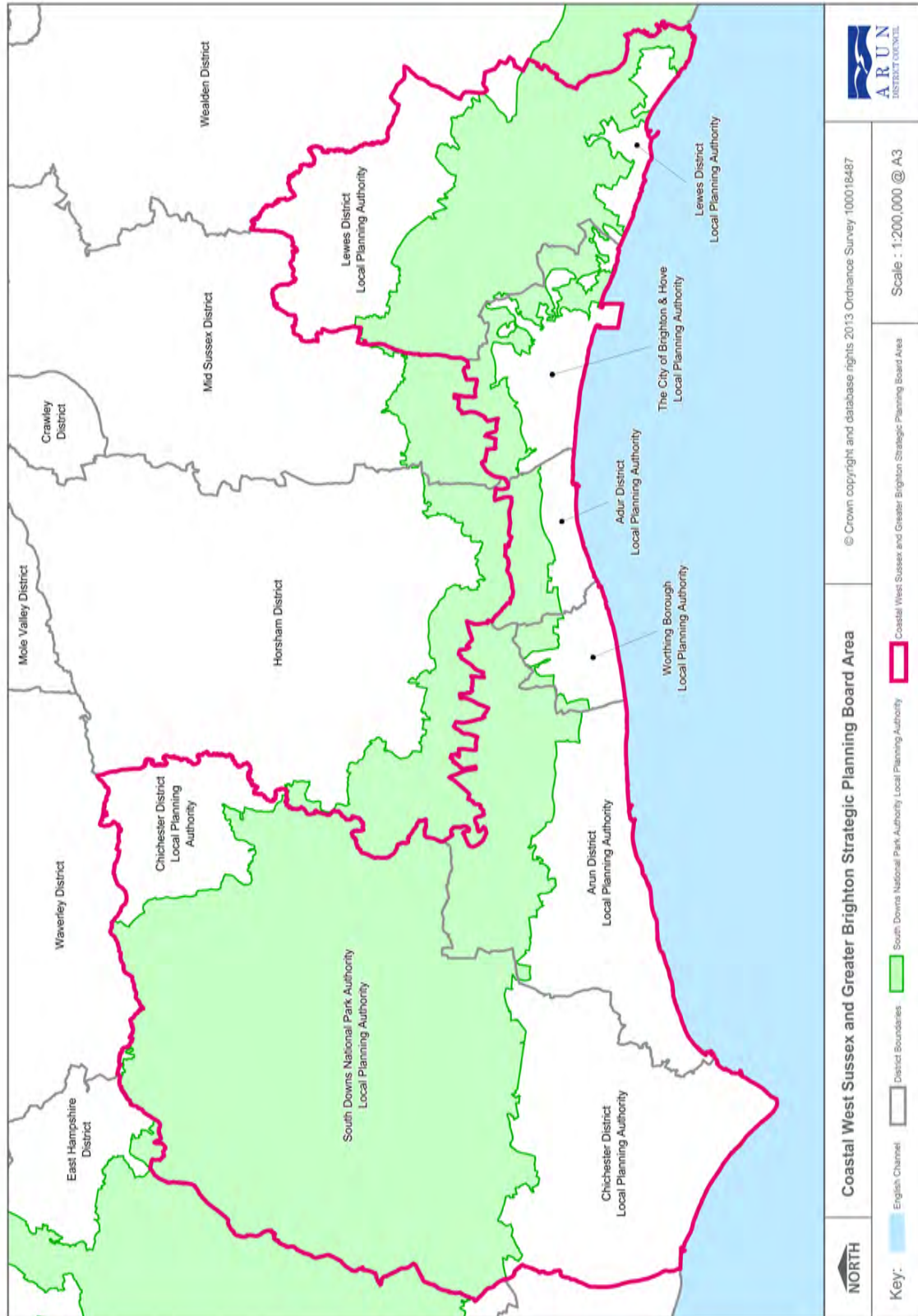
**1.36** The Council has engaged constructively, actively and on an ongoing basis with other local authorities and organisations to address key strategic matters as explained below:

**1.37** The authorities of Chichester, Adur, Arun, Worthing, Brighton and Hove, Lewes, West Sussex County Council, and the South Downs National Park Authority are members of the Coastal West Sussex Strategic Planning Board, which was formed to address the issues of the Coastal sub-region. These authorities have agreed a Memorandum of Understanding which covers plan making and development management. It commits each Local Planning Authority jointly to:

- Prepare, maintain and update a Local Strategic Statement to provide a broad strategic direction for Coastal West Sussex and establish areas for inter-authority cooperation on strategic issues;
- Develop and implement a programme for jointly addressing strategic planning and development issues; and
- Maintain liaison with the Local Enterprise Partnership(s) on the work they are undertaking.



Map 1.1 Coastal West Sussex Strategic Planning Board



# 1 . Introduction

**1.38** The Coastal West Sussex Strategic Planning Board is an interface with the Coast to Capital Local Enterprise Partnership, the Coastal West Sussex Partnership, the Rural West Sussex Partnership, and the Coast to Capital Local Transport Body. Together these partnerships aid dialogue on economic growth, regeneration, housing, transport, investment and infrastructure matters.

**1.39** The Coastal West Sussex authorities have jointly commissioned evidence on a number of strategic studies which fulfil the requirements of the National Planning Policy Framework, Travellers Policy and the Duty to Cooperate. These include a Gypsy and Traveller Accommodation Assessment and Site Appraisal; Strategic Housing Market Assessment; Coastal West Sussex Duty to Cooperate Study; and an Economic and Infrastructure Study. The evidence from these studies has underpinned the Local Strategic Statement.

**1.40** Effective and on-going collaboration with other local planning authorities and statutory bodies (including the Highways Agency, Environment Agency, Natural England, English Heritage, Southern Water and the Chichester Harbour Conservancy) is addressing key strategic and cross-boundary issues. Examples of effective outcomes include agreement on how to protect heritage assets; joint solutions to wastewater issues; agreement on transport modelling and highway solutions; and agreement of mitigation measures to address the impacts of recreational disturbance on wildlife, notably birds, within the Solent.

## South Downs National Park

**1.41** The Chichester Local Plan: Key Policies excludes the area within the South Downs National Park. As the local planning authority for the National Park, the South Downs National Park Authority will produce a Local Plan for this area.

**1.42** For more information on the South Downs National Park Local Plan, go to [www.southdowns.gov.uk/planning](http://www.southdowns.gov.uk/planning).

## West Sussex County Council

**1.43** West Sussex County Council is responsible for preparing statutory land use plans for minerals and waste. Adopted sites have been identified and safeguarded in the West Sussex Minerals Local Plan 2003. All development within a West Sussex Minerals Consultation Area must be considered against the latest Minerals Consultation Area guidance and policy produced by West Sussex County Council.

**1.44** West Sussex County Council is also responsible for all roads and transport planning in West Sussex except the A27 and M23/A23 (motorways and trunk roads), which are the responsibility of the Highways Agency.

## How the Plan has developed

**1.45** An essential part of the process to date has been community engagement. The Council's approach to involving local communities and stakeholders in formulating the Local Plan: Key Policies is set out within the Statement of Community Involvement (SCI) ([www.chichester.gov.uk/newlocalplan](http://www.chichester.gov.uk/newlocalplan))

**1.46** Preparation of the Local Plan was informed by an up to date evidence base of key social, economic and environmental characteristics of the area. The evidence base studies used to inform the preparation of the Local Plan (see Appendix 3).

**1.47** The Council has undertaken Sustainability Appraisals (incorporating the Strategic Environmental Assessment); Habitats Regulations Assessments; and Equality Impact Assessments to evaluate the sustainability of the proposed strategy, policies and proposals.

**1.48** The main purpose of a Sustainability Appraisal is to understand the social, environmental and economic effects of the Local Plan and to improve the sustainability of the proposals. It is an integral part of the plan making process, which tests and considers both the 'preferred approach', and also the 'rejected' alternative options. It is an iterative process and goes hand in hand with policy development.

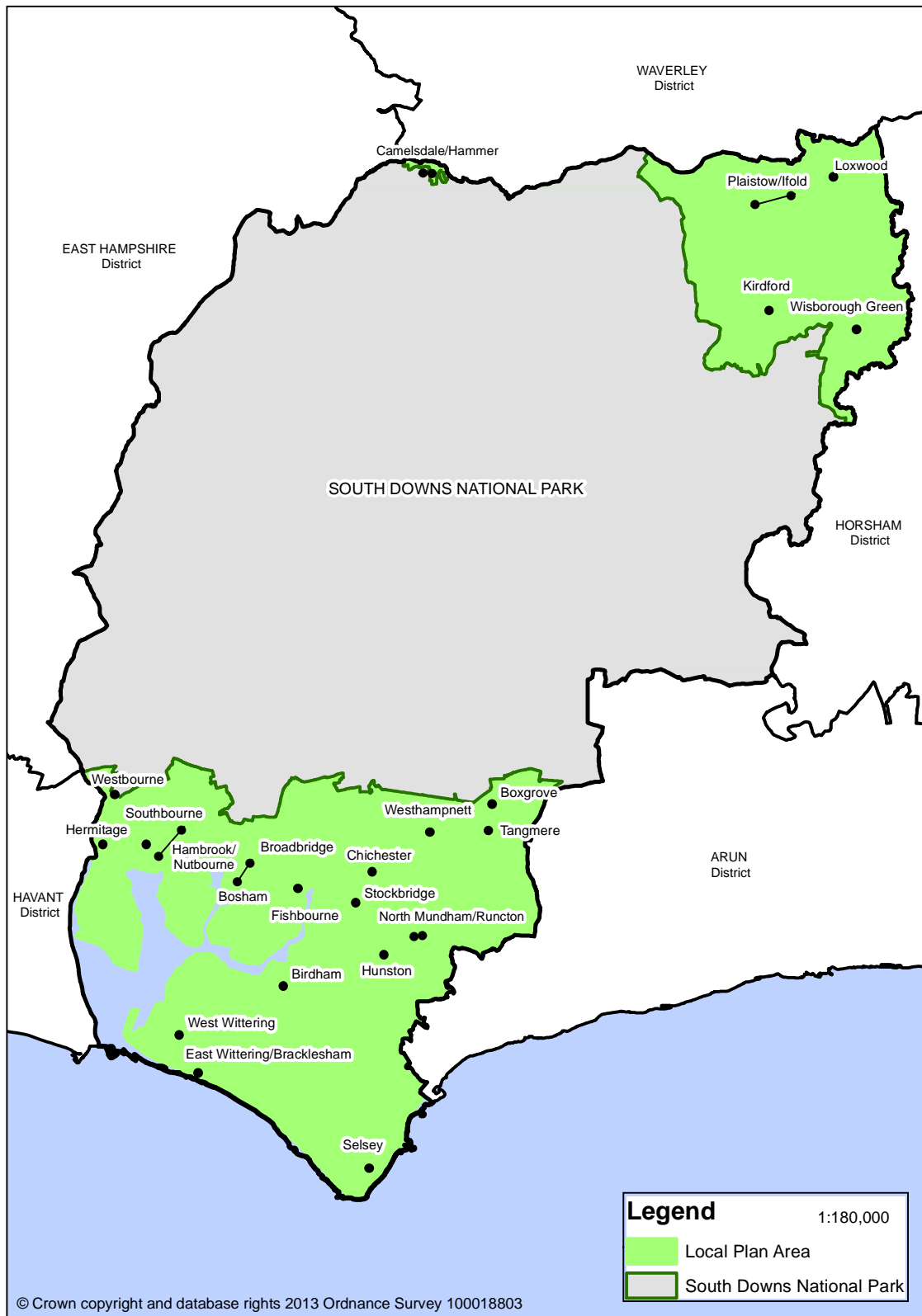
**1.49** Within the Plan area there are a number of internationally important sites designated for their ecological status. These include Special Protection Areas (SPAs), and Special Areas of Conservation (SACs), which are classified under the Council Directive 79/409/EEC on the conservation of wild birds (the 'Birds Directive'). Government policy states that proposals affecting potential SPAs, candidate SACs and sites which support internationally important wetland habitats under the Ramsar Convention should be considered in the same way as designated SACs and classified SPAs with respect to the Habitat Regulations.

**1.50** As required by the Habitat Regulations, a Habitats Regulations Assessment (HRA) has been undertaken to ensure that the proposals in the Local Plan do not have a negative impact on any existing sites, or where they do, that mitigation measures are identified. The recommendations arising from the HRA will be incorporated, where appropriate, into the development of the Local Plan as it progresses.

**1.51** Testing the Local Plan to ensure that it meets the needs of all members of the community is also a key requirement. Undertaking Equality Impact Assessments allows the Council to identify any potential discrimination caused by its policies or the way in which it works and take steps to avoid these impacts.

## 2 . Characteristics of the Plan Area

Map 2.1 Local Plan Area



## 2 . Characteristics of the Plan Area

### Characteristics of the Plan Area – A Spatial Portrait<sup>(1)</sup>

**2.1** Chichester District is a very special place. From the “jewel in the crown” of a city centre, with its stunning cathedral, its bustling shopping streets and well renowned higher education, arts and cultural scene; to the sweeping downs and breath-taking coastline. It is this high quality environment that underpins and supports our local economy. It serves to attract prestigious global brands and attracts new entrepreneurs to establish their businesses here. These attractive qualities and features taken together, offer a unique and rich experience for people who choose to live, study, work and visit here. In turn, this generates an increasing requirement for homes, jobs and leisure opportunities. By conserving and enhancing these often unique characteristics we are ensuring that they will be enjoyed for many generations to come.

**2.2** It is the very same features we want to protect which, in part, constrain our ability to grow and develop. In addition, a number of key environmental and infrastructure constraints limit the area’s capacity for future development. Particular constraints include wastewater treatment and sewerage; traffic congestion; flood risk; Chichester Harbour Area of Outstanding Natural Beauty; and the impact of recreational disturbance on bird populations at Chichester and Langstone, and Pagham Harbours. These issues are discussed further in the strategy.

**2.3** Chichester District covers an area of almost 800 km<sup>2</sup> and is the largest of the seven districts and boroughs within West Sussex. The District stretches from the south coast to the southern border of Surrey and East Hampshire in the north; and from South Hampshire in the west to Arun and Horsham in the east. A large part (544 km<sup>2</sup>) of the north of the District forms part of the South Downs National Park. There are 33 Parish Councils located within the Local Plan area, including six Parishes which are also partly located within the South Downs National Park.

**2.4** The A27 runs east-west through the south of the District, connecting to Portsmouth and Southampton to the west, and eastward to Worthing, Brighton and Eastbourne. There are also rail links along the south coast and to London from this part of the District.

**2.5** The cathedral city of Chichester is the main settlement with a population of around 26,000. The city is renowned for its cathedral, its historic heritage and its University and is the largest centre of employment in the District.

**2.6** Southbourne, to the west of Chichester, has a population of around 6,000 and has links to the nearby towns of Havant and Emsworth. Southbourne has a number of employment opportunities, a railway station, and a secondary school with a relatively modern leisure facility. The community facilities are dispersed throughout the settlement.

**2.7** Tangmere, to the east of Chichester city, is a settlement of some 2,700 people. It hosts a number of local businesses, and has some dispersed community facilities including shops and medical centre. However, it currently lacks many of the amenities and services normally associated with a settlement of its size.

1 Where information is not available at Plan area scale, district-wide information is referred to



## 2 . Characteristics of the Plan Area

**2.8** The Parish of East Wittering and Bracklesham has a population of around 4,200. The nearby beaches, especially those of West Wittering, are amongst the best in the south east, making them an extremely popular attraction for residents and holiday makers.

**2.9** Selsey, at the tip of the Manhood Peninsula, is a town with a population of around 10,000. It is a popular holiday destination with one of the largest caravan parks in Europe. During the holiday season, the population of the town is more than doubled. It is also a focus for commercial activities such as horticulture, fishing and other marine related businesses.

**2.10** The North of the Plan area is primarily rural in character with diverse landscapes, rich cultural and heritage assets and a number of dispersed settlements, some of which are relatively isolated and served by narrow lanes with limited public transport.

### Social Characteristics

**2.11** The total population of Chichester District is 113,800<sup>(2)</sup>, a 6.85% increase from 106,500 in 2001.

**2.12** Of the population in the 15-44 age range, Chichester District is below the national average of 40.5% with 32.2%. This is in contrast to those over the age of 65 with 24.4% compared to the national average of 16.6%. This pattern is set to continue with predicted increases in the proportion of the population over 75 years, and continuing net loss of the population within the 15 to 24 year age range. By 2031, the number of retired people aged 65 and over is expected to account for almost one third of Chichester District's total population. An ageing population of this scale presents challenges for health and caring services, particularly in rural areas where access to transport, services and everyday activities is difficult. It also presents challenges in terms of service provision, particularly for high cost intensive services such as those related to primary health care.

**2.13** The special qualities of the area offer a good quality of life, which creates a high demand for housing. This demand has caused a widening gulf between local incomes and house prices<sup>(3)</sup>. Whilst this affordability gap can be addressed in part by economic processes, the need to provide affordable housing remains a priority for the Council. There is a lack of opportunity for young people to move in to, or remain in, the District because the housing stock is dominated by larger, more expensive properties, especially in relation to other parts of Coastal West Sussex and Hampshire. The amount of detached housing is above average, in particular outside of Chichester city.

**2.14** Ethnic minorities make up just 7% of the total population of the district. This is lower than county (11.1%), regional (14.8%) and national (20.2%) averages.

**2.15** Residents of the District have a good life expectancy, for males, this is 79 years and 83 years for females. This is generally in line with the south east averages and slightly higher than the national averages.

2 Census 2011

3 [Coastal West Sussex SHMA Update 2012](#)

## 2 . Characteristics of the Plan Area

**2.16** The 2011 Census found that 15.61% of Chichester's households did not have access to a car or van; this is lower than county, regional and national averages.

### Economic Characteristics

**2.17** The largest employment sectors in the District are retail, public administration (due to the presence of the District and County Councils in Chichester city), education (in particular the University of Chichester) and health. Higher value jobs which provide an opportunity to improve the productivity of the local economy are focused on advanced manufacturing and engineering; construction and civil engineering; and finance, insurance and business services.

**2.18** The proportion of school leavers not in education, employment or training in the District as at June 2011 was 2.7%<sup>(4)</sup>. This is below the county average and third lowest in West Sussex. Although levels of unemployment are generally low, local earnings are below average compared to the South East region. There is also an above average proportion of part-time employment, which tends to be poorly paid.

**2.19** An objective of the Council is to foster a qualified and highly skilled workforce by improving opportunities for unemployed persons; working with the third sector and community based organisations; and supporting stronger links between the University, the College and businesses.

**2.20** The University of Chichester has two campuses; one in Chichester and the other in Bognor Regis. The University makes a valuable contribution as an educational institution and employer, and helps brand Chichester as a 'university city' It is the second largest employer in the city, providing around 1,000 jobs (direct and indirect) and contributing over £109m to the local economy<sup>(5)</sup>. It has some 4,450 full-time students plus 1,300 part-time students, with in excess of 130 EU/international students. The University is a top performer in terms of employability and retention rates, with 89% of its students employed or in further study six months after graduating<sup>(6)</sup>. The Complete University Guide ranked it as the 7th highest modern university, with 88% of its students saying they were satisfied with the quality of their course. In terms of the retention of students, the University is in the top five of the modern university sector.

**2.21** There are seven institutions that offer 16-18 further education; Bishop Luffa Church of England School; Chichester College; Chichester High School for Boys; Chichester High School for Girls; Lavant House; Midhurst Rother College; and Seaford College. Chichester College is the largest further education institution in West Sussex, with 4,500 – 5,000 full time students on roll.

**2.22** There are a few large employers (employing over 250 staff), particularly in Chichester city, but in general the local economy is based around small (employing up to 50 staff) to medium (employing between 50-250 staff) sized businesses with high levels of self-employment. The majority of existing employment and business space is focused around Chichester city and the A27 corridor. This area benefits from good access to the main road

4 West Sussex County Council 2011

5 University: DTZ/EGi 2013

6 Higher Education Statistics Agency Survey 2011

## 2 . Characteristics of the Plan Area

and rail network and offers the best potential for attracting inward investment. However, there is also a need to support and diversify economic activity in the rural parts of the District, particularly on the Manhood Peninsula.

**2.23** Due to the combination of climate, soil quality and high light levels which prolong the growing season, the District's horticultural industry is amongst the largest producer of salad crops in the country and supplies much of the South East region. Major growers have established large scale glasshouse sites, which are mainly concentrated on the Manhood Peninsula and along the East - West Corridor. In the Chichester and Arun coastal plain, horticultural production has a retail value of £500 million per annum and employs around 4,300 permanent and 7,000 seasonal workers<sup>(7)</sup>.

**2.24** The visitor economy, including hotels, catering, campsites and other tourist facilities, is a significant employment sector. The District's scenic beauty, beaches, heritage sites, arts and crafts, festivals, museums and galleries, notably the Pallant House Gallery, and organisations in film, photography and new media, all have the quality and capacity to attract significant levels of visitors. Chichester Festival Theatre is the most influential regional theatre in Britain. It brings over £13 million into the local economy, through primary and secondary spend by the theatre and its summer season audience<sup>(8)</sup>. Outside of the city there are a number of other heritage attractions and events such as Goodwood, which also bring in visitors and generate income.

### Environmental Characteristics

**2.25** Chichester District has a rich and varied natural, historic and built environment, stretching from the lowland marsh and creeks associated with Chichester Harbour and Pagham Harbour, across the coastal plain to the South Downs, and the Weald further north.

**2.26** In the North of the Plan area, the "Low Weald" landscape is characterised by a mix of pasture and medium to small scale arable fields. Further south, the Downland foot slopes feature semi-open, large scale, arable fields and paddocks. The extensive coastline, which forms the southern border of the District, varies in character, with shingle ridges, sandy beaches, and a variety of wetlands, salt marsh and harbours, including the Chichester Harbour Area of Outstanding Natural Beauty. The coastal and harbour areas are important for biodiversity, recreation and tourism.

**2.27** The area has internationally designated habitats; Special Protection Areas, Special Areas of Conservation, and Ramsar sites and nationally designated Sites of Special Scientific Interest. There are also various local designations for biodiversity, heritage and landscape, such as Sites of Nature Conservation Importance, and National and Local Nature Reserves, as well as a number of Regionally Important Geological/Geomorphological sites – a local designation to protect geology.

7 [Combined Horticultural Production and Energy Hubs](#)

8 The Chichester Festival Theatre Economic Impact Study 2010 Final Report, commissioned by the Chichester Festival Theatre from the Centre for Local and Regional Economic Analysis at the University of Portsmouth

## 2 . Characteristics of the Plan Area

**2.28** The UK's largest exposed-coast Managed Realignment Scheme is at Medmerry in the low-lying coastal plain between Selsey and Bracklesham. The Medmerry Realignment is being managed by the RSPB as compensatory habitat for losses elsewhere in the Solent, and is given the same protection as the internationally protected Chichester and Langstone Harbours and Pagham Harbour, which together provide one of the largest protected wetland sites in the UK.

**2.29** Former gravel pits, canals, river corridors and ponds are also important wildlife habitats as well as a resource for leisure and recreation.

**2.30** The District is distinctive by virtue of the very high quality and value of its historic environment, which includes historic buildings, places, and above and below ground archaeological remains. The District as a whole contains over 200 scheduled ancient monuments, 3,300 Listed Buildings, 85 conservation areas, 16 registered parks and gardens and 580 archaeological priority areas (437 of these are in, or partially within, the National Park).

**2.31** Outside statutorily designated areas, there is a rich and diverse heritage of townscapes and landscapes. There are also a number of buildings which are identified as being of "local importance". These include positive buildings, local listed buildings and non-designated buildings identified as 'heritage assets' through the planning process. Although these are not afforded the same special protection as listed buildings, they make a positive contribution to the character, heritage and appearance of the area and so justify protection. Chichester city has a rich built heritage, for example, the city walls, the cathedral, Bishop's Palace, medieval buildings such as the Market Cross, remains of monastic buildings in Priory Park, and the Georgian city. The Roman walls defined the city and provided an impressive defensive shield. The walls have experienced mixed fortunes over the centuries - from the heyday of Roman rule to abandonment, dereliction and revival. Despite a turbulent past, the walls survive today as one of the most intact city defences in the south of England. There is also a rich heritage of tradition such as the Sloe Fair.

### Challenges facing the Plan area

**2.32** This Plan faces a number of important challenges. To address these, it needs to:

- Make provision for new development to address the future housing and employment needs of the area;
- Provide a range of new housing that meets the needs of local people, including affordable housing and specialist accommodation;
- Provide land and premises that enable local businesses to grow and flourish;
- Support and diversify economic activity particularly job opportunities on the Manhood Peninsula to reduce out-commuting;

## 2 . Characteristics of the Plan Area

- Plan to provide enhanced local infrastructure to support new development and seek opportunities to address existing infrastructure problems, such as those relating to the A27 and wastewater treatment;
- Plan for new open space, recreation, education and leisure facilities to meet the needs of the growing population;
- Preserve the attractive landscapes of the area, including the Chichester Harbour AONB, the coastline and the setting of the South Downs National Park;
- Protect and enhance the area's biodiversity and habitats, including designated areas of international and national importance;
- Protect the area's valuable heritage and historic assets.



### Vision

**3.1** The vision describes the sort of place that the Plan area should be by 2029. It has been shaped by the challenges in the Plan area, the [Sustainable Community Strategy](#) and other forms of community involvement and consultation listed in Appendix 2. This Vision embraces our whole community including businesses, residents and visitors. It aims to provide a clear view of what people would like us to achieve by 2029 and how we will shape places for them to live, work and enjoy. The Vision for Places recognises the area's unique strengths and opportunities that have contributed to its success and which will underpin its future.

#### Vision

By 2029, the Plan area will be a place where people can:

- Find a range of jobs that match different skills and pay levels and meet their aspirations for employment;
- Use their entrepreneurial flair to start and grow creative, innovative and competitive businesses;
- Follow a socially responsible and more environmentally friendly way of life;
- Pursue a healthy lifestyle and benefit from a sense of well-being supported by good access to education, health, leisure, open space and nature, sports and other essential facilities;
- Enjoy a vibrant historic city, thriving towns and villages and areas of attractive, accessible and unspoilt harbours, coast and countryside;
- Have a quality of life that is enriched through opportunities to enjoy our local culture, arts and a conserved and enhanced heritage;
- Afford good quality homes to suit their incomes, needs and lifestyles;
- Live in sustainable neighbourhoods supported by necessary infrastructure and facilities;
- Feel safe and secure;
- Move around safely and conveniently with opportunities to choose alternatives to car travel;
- Take advantage of new communication and information technologies; and
- Feel a sense of community, and feel empowered to help shape its future.

## 3 . The Vision and Objectives

### Vision for Places - The East-West Corridor

**3.2** The emphasis will be upon consolidating and enhancing the role of Chichester city as the District's main centre, whilst also developing the role of key settlements to its east and west, most notably Southbourne, Westhampnett and Tangmere. This will help to relieve pressure on the city and take advantage of access to jobs and services to the east and west of the District. The focus will be upon creating communities with good access to a range of employment opportunities and affordable housing for young people and families to balance the ageing population.

**3.3** Chichester city will maintain its special significance as an economic and cultural centre serving a wide catchment area beyond the District. The city's employment base will adapt and evolve from an emphasis on public administration, to a base which is more diverse and reflects its highly regarded professional services and cultural offer. The city will enhance its reputation as a University City and centre of excellence for higher and further education and the arts with a range of opportunities for business, shopping, leisure and entertainment. The economic contribution that students make to the city will be further enhanced as graduates choose to remain within Chichester and set up businesses or seek local jobs.

**3.4** New sustainable neighbourhoods at Graylingwell Park and Roussillon Park, as well as other sites in the north of the city and around its fringe will provide homes, jobs and community facilities with good public transport, pedestrian and cycle links to other parts of the city. As an historic walled cathedral city dating back to Roman times, its rich cultural and architectural heritage will be conserved, enhanced and promoted together with the views and landscape value afforded by its setting.

**3.5** Strategic development to the east and west of the city will seek to conserve and enhance the local distinctiveness, character and cohesion of existing settlements whilst recognising the important role of the city as the major focus for employment, shopping and leisure. This highly accessible transit corridor will be the focus for major new employment development, including large-scale horticulture. The relationship between the National Park and significant natural areas to the south, especially Chichester Harbour Area of Outstanding Natural Beauty, will be carefully managed by maintaining and enhancing the countryside between settlements.

**3.6** Southbourne and Tangmere will grow and develop their role as 'settlement hubs' by widening the range and improving the quality of public open space, leisure and community facilities for their respective local areas. For Southbourne, the aim is to enhance its existing range of local facilities, whilst also looking to further strengthen transport links east to Chichester and west to Havant and Portsmouth.

**3.7** For Tangmere, the vision is to significantly enhance the village's range of facilities to the benefit of the local community through the development of new homes and workspace. At the same time, improved bus services and cycleways will provide better connections to Chichester city and east to Barnham and the 'Five Villages' area in Arun District.

### **Vision for Places - Manhood Peninsula**

**3.8** The emphasis will be mainly upon protecting and enhancing the special qualities of the coast and its rural hinterland, which attract residents, visitors and businesses to the area. The provision of new homes and workplaces will help make the area more self-contained and reduce the area's dependence on Chichester city. In recognition of the semi-rural nature of some settlements and the proximity to internationally important wildlife habitats such as Pagham Harbour and Medmerry Realignment, a selective and sensitive approach to development will be taken.

**3.9** The relatively self-contained coastal settlements of Selsey and East Wittering will thrive as centres for commercial and social activities that meet the needs of local residents, businesses and visitors alike. This will include the revitalisation of Selsey town centre and seafront and the village centre of East Wittering, in order to enhance their role as tourist resorts. The local visitor economy will develop niche markets including green tourism, reflecting the area's natural assets and shift from a day trip destination to one which encourages short stay breaks. In particular, places such as the Medmerry Realignment and Pagham Harbour will serve to extend the tourism season.

**3.10** A broad mix of housing will be promoted, ranging from smaller homes suitable for first-time buyers and older people to larger family-sized homes, including the provision of affordable housing. Where necessary, new development will support improvements to facilities and infrastructure.

**3.11** Intrinsic local industries such as small scale horticulture, agriculture, fishing and tourism will flourish with a particular focus on local food production. An 'enterprise' culture, building on high levels of entrepreneurship and self-employment, will be developed further by, for example, improving links with academic institutions in Chichester.

## 3 . The Vision and Objectives

### **Vision for Places - North of Plan Area**

**3.12** For the North of the Plan area, the emphasis will be primarily upon maintaining the rural character of the existing villages, whilst enabling the local communities to become more self-reliant in meeting their local needs. The conservation and enhancement of the historic environment, the high quality landscapes and the agricultural and other rural activities that support it will remain paramount.

**3.13** Whilst recognising that the area will look predominantly to centres outside the Plan area for major shopping, employment, leisure and other services, wherever possible opportunities will be sought to maintain and enhance local services such as shops, schools and health facilities, and provide for local employment.

**3.14** Some limited development will take place, balancing the need to retain the rural character of the area with the issue of addressing local housing needs and affordability. New housing and employment will be focused mainly in the larger villages to help support local facilities and sustainable settlements. It will remain an area popular with self-employment and jobs created through tourism and rural diversification.

### Objectives for Realising the Vision

**3.15** Having regard to the challenges in the Plan area [Sustainable Community Strategy](#) and the key issues arising from the evidence base and stakeholder involvement, the following strategic objectives have been identified as central to the delivery of the vision in partnership, where appropriate, with other bodies. The Local Plan addresses how these objectives will be delivered through policies for development and land use.

#### Economy

**A strong local economy where businesses can thrive and prosper.**

**3.16** Encourage and support opportunities for business innovation, creativity, diversification and adaptability; building on the area's rich cultural arts, heritage and tourism base to develop niche markets. Provide a range of good quality sites and premises, especially in and around Chichester city and in locations with good access to the A27.

**Employees with good skills relevant to local employers, prepared for national and international competition and with well-paid and secure jobs.**

**3.17** Encourage the provision of suitable education facilities to attract and retain our talented young people and offer relevant training and skills. Attract and support businesses that are in keeping with the characteristics of the district and will provide well-paid jobs. Focus on attracting professional services (e.g. IT and finance), specialist manufacturing, research and development (e.g. automotive and marine), local food production (horticulture and food processing) and creative industries (e.g. media, design, arts and entertainment).

**Vibrant and sustainable city and market towns, with a good range of business and retail types.**

**3.18** Support the city's role as a sub-regional retail centre and as an attractive destination in its own right. As a major visitor attraction, emphasise and develop the city's cultural offer and its relationship with other tourist and visitor attractions in the wider area, including the National Park. Support improvements to the centres of Selsey, East Wittering, Southbourne and Tangmere to ensure that they fulfil the needs of local people, are attractive to visitors and continue to be the focus of sustainable growth and activity.

**The District to be known as a centre for creative and innovative industries, building on our rich arts and heritage base.**

**3.19** Encourage employment opportunities for creative and innovative businesses in order to create a niche market for the district, which will take advantage of the area's cultural arts and heritage and the tourism opportunities which flow from them.



## 3 . The Vision and Objectives

### Housing and Neighbourhoods

#### Increased housing supply

**3.20** Make provision for new homes of the right quality, location, type, size and tenure; including specialist housing for older people. Facilitate the supply of affordable homes to meet identified needs as far as possible, in particular, high quality rental and intermediate rental units. Allow new homes in or adjacent to settlements with good access to employment, services and facilities and, in appropriate circumstances, where the new development will contribute to the provision of enhanced employment, services and facilities. Encourage purpose built student housing in appropriate locations to enable the return of the private rented housing back into the wider housing market.

#### Vibrant safe and clean neighbourhoods

**3.21** Support neighbourhoods to build and maintain community spirit and help shape the area in which they live. Promote the development of mixed, balanced and well integrated communities. Maintain low levels of crime and disorder, improve community safety and work to reduce anti-social behaviour.

#### Housing fit for purpose

**3.22** Ensure that new homes can be easily adapted to meet the needs of wheelchair users and elderly people. Facilitate improvements to the existing housing stock.

### Environment

#### Managing a changing environment

**3.23** Conserve and enhance the distinctive character, quality and importance of the historic environment (including archaeology), local landscapes, wildlife and habitats, whilst accommodating the development needs of the community. Maintain and enhance clean, safe and attractive streets and places. Support measures for managing the coastal environment including through Integrated Coastal Zone Management and managed realignment.

#### Greener living

**3.24** Mitigate the impact of development on climate change by minimising greenhouse gas emissions and adapt to the potential impacts of climate change by managing and reducing risks, particularly flood risk. Require new buildings to meet stringent standards of energy and water efficiency and the use of renewable energy. Where possible, encourage the adaptation of older buildings to include improved energy and water efficiency and retrofitted renewable energy systems. Reduce waste, increase recycling, support the recovery of value and energy from waste, and protect water quality within the plan area.

#### Environmental resources

**3.25** Minimise the shorter term disruption caused by mineral workings, whilst maximising the long term benefits of restoration and after use, for example, the creation of additional water retention areas and new wildlife habitats. Encourage the recycling of construction waste to minimise the amount of new material that is required. Encourage an increase in energy from renewable sources. Provide multi-functional green space, and sustainably managed woodland.

## 3 . The Vision and Objectives

### Health and Well-Being

#### Encourage healthy and active lifestyles for all

**3.26** Encourage the development of quality, accessible and affordable sport and leisure facilities, parks, woodlands, cycle paths, networks of linked green spaces and community halls where people can pursue a healthy and active lifestyle with information and support.

#### A culturally enriched and empowered community

**3.27** Enrich the quality of life by providing communities with the opportunity to enjoy and celebrate the richness of their heritage, the arts and environment.

#### The needs of an older population

**3.28** Work within existing partnership structures to enable older people to lead healthy, active and independent lifestyles in their local communities where they can access services and live in their own homes for as long as they wish to do so.

#### Accessible health and wellbeing services

**3.29** Improve access to health and well-being services, sport and leisure facilities, parks and green spaces and cultural pursuits. Work with partners to improve public transport and accessible transport links to the main settlements whilst ensuring services and facilities are provided close to people's homes where possible.

#### Health Protection

**3.30** Develop safe and secure living and working environments, including the monitoring of potential health hazards (e.g. noise, air pollution and land contamination) and mitigating risks to health and well-being.

### **Strategic Infrastructure**

#### **Traffic management to mitigate congestion**

**3.31** Support and promote initiatives to mitigate the impacts of congestion and manage traffic flows on the road network, especially the A27.

#### **Improved cycling networks and links to public transport**

**3.32** Encourage greater use of public transport, cycling and walking to help reduce the need to travel by car and improve access to jobs, homes and services. Support plans for a network of safe and convenient cycle routes across the area, especially in the city.

#### **Traffic calming and parking**

**3.33** Reduce the impact of traffic on communities and the environment, through appropriate parking provision and traffic calming measures, particularly in villages and built-up areas.

#### **Telecommunications**

**3.34** Encourage improved access to high speed broadband and new information and communications technologies.

#### **Wastewater Treatment and Water Supply**

**3.35** Improve water efficiency, conservation and storage capacity. Ensure good wastewater pipework and sufficient sewage capacity is available for both our existing and proposed housing, balanced with the need to protect internationally designated habitats.

#### **Water Resource and Flood Risk Management**

**3.36** Ensure that water resources are safeguarded from the potential impacts of development. Support effective management of local flood risk from the sea, ordinary watercourses, surface run-off, groundwater and sewerage problems. Promote Sustainable Drainage Systems (SuDS), which help reduce the risk of flooding from heavy rainfall.

## 4 . Strategy

### Sustainable Development Principles

**4.1** The Government encourages local planning authorities to ensure sustainable development is at the forefront when considering planning applications. The National Planning Policy Framework defines sustainable “as meeting the needs of the present without compromising the ability of future generations to meet their own needs”. The UK Sustainable Development Strategy Securing the Future set out five ‘guiding principles’ of sustainable development: living within the planet’s environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

**4.2** The National Planning Policy Framework states that "there is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan making and decision taking" (National Planning Policy Framework, Paragraph 14). New development must achieve sustainable development principles and must not adversely affect the character, quality, amenity or safety of the built environment, wherever it occurs.

### Policy 1

#### Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
2. Specific policies in that Framework indicate that development should be restricted.



### Links to Strategic Objectives

- This policy has links to all strategic objectives as it sets out the general principles.

### Evidence Base

- [National Planning Policy Framework \(2012\)](#)

### Development Strategy

**4.3** The development strategy seeks to deliver the Local Plan's vision and objectives and to meet the wider needs of places and communities across the Plan area. The strategy aims to meet identified needs as far as possible, in a manner compatible with the special environmental qualities of the area and having regard to infrastructure requirements and deliverability. This approach fulfils the requirements for sustainable development as set out in the NPPF.

**4.4** The Local Plan strategy has been shaped by a range of factors including:

- The sub-regional planning context, in particular the Local Strategic Statement (LSS) for Coastal West Sussex and Brighton and Hove;
- The overall vision and objectives for the Plan area and for the different sub-areas and settlements within it;
- The pattern of need and demand for housing and employment across the area;
- Infrastructure capacity and constraints, in particular relating to wastewater treatment, roads and transport;
- Environmental constraints – avoiding flood risk areas, protecting environmental designations, landscape quality and settlement character;
- The availability of potential housing sites, their deliverability and phasing;
- Public consultation and the sustainability appraisal of options and policies.

### Sub Regional Planning Context

**4.5** A Local Strategic Statement (LSS) has been produced by the Coastal West Sussex authorities including Brighton and Hove, to provide the sub-regional context for delivering sustainable growth for the period 2013-2031. The LSS sets out the long term strategic objectives and spatial priorities for the coastal authorities to be addressed through a coordinated approach across the area in terms of planning and investment. It sets the following strategic objectives for the area:

## 4 . Strategy

- **Delivering Sustainable Economic Growth**, to promote regeneration in the coastal towns and support the employment needs of the area;
- **Meeting Strategic Housing Needs**, by prioritising investment to support the infrastructure and regeneration needs of the sub-region;
- **Investing in Infrastructure**, to address deficits in capacity to facilitate growth;
- **Managing Environmental Assets and Natural Resources**, by managing growth, whilst at the same time protecting the designated ecological, and landscape assets.

**4.6** The LSS sets out spatial priorities for the different parts of the sub-region. Spatial Priority 2 covers Chichester city, Tangmere and Bognor Regis. It states that the Chichester and Arun Local Plans will prioritise the infrastructure improvements needed to enable strategic employment and housing sites to be delivered. Priorities will include:

- Improvements to junctions on the A27 Chichester Bypass;
- Improvements to north-south links on the A284 and the A29;
- Co-ordination of improvements required to help stimulate and maximise investment opportunities in Bognor Regis Town Centre and Seafront;
- New and improved infrastructure to address both waste water quality and capacity constraints affecting the Chichester area; and
- Improved surface water management, particularly around Bognor Regis and the southern part of Chichester, including the Manhood Peninsula.

### Local Plan Strategy for Development

**4.7** A key theme running through the whole Plan is the need to conserve and enhance the quality of the environment and heritage of the area, in particular designated sites and assets of national and international importance. The Local Plan strategy aims to steer major development away from the most environmentally sensitive areas and towards locations that have the widest access to employment opportunities and community facilities, or where development can contribute to addressing an under provision of such facilities.

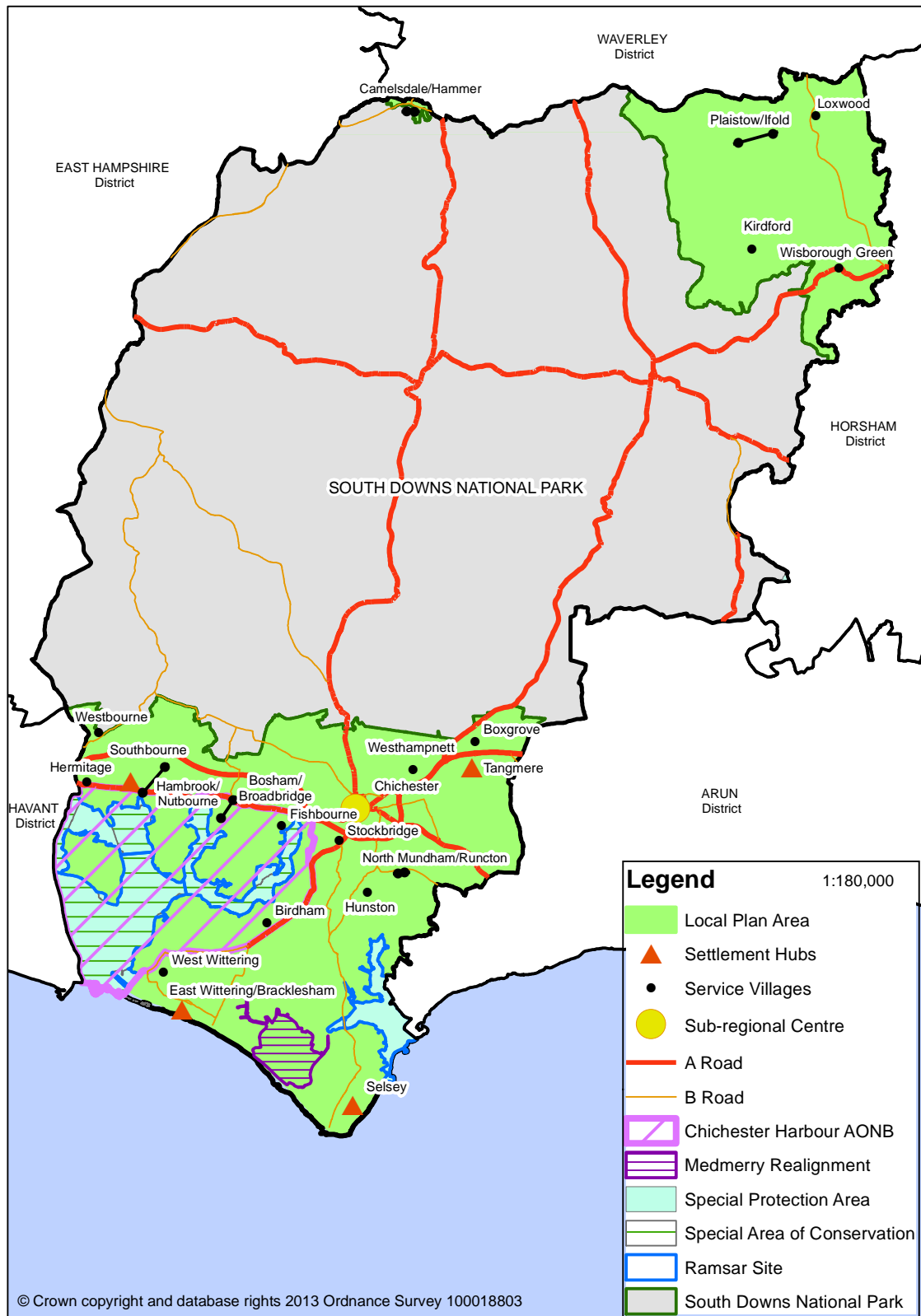
**4.8** New development is focused mainly in the east-west corridor between Southbourne and Tangmere; especially around Chichester city itself. This includes planning for new neighbourhoods to the west of Chichester city and at Shopwyke, and providing for the expansion of Tangmere, Westhampnett (including land north east of the city) and Southbourne. These locations will be developed through a masterplanning approach aimed at creating well planned new communities, offering a range of housing, employment opportunities, open space and other neighbourhood facilities. These larger developments also present opportunities to enhance facilities, green infrastructure and transport networks for existing local communities, the city and the Plan area as a whole.

**4.9** More limited new development is proposed for the Manhood Peninsula, in recognition of the significant transport and environmental constraints (including flood risk) affecting the area. Policies for the peninsula follow the principles of Integrated Coastal Zone Management, which seeks to protect the area's sensitive environment and adapt to climate change, whilst addressing local needs and promoting regeneration. Some development is proposed at Selsey and East Wittering/Bracklesham to help meet the economic and social objectives for the area.

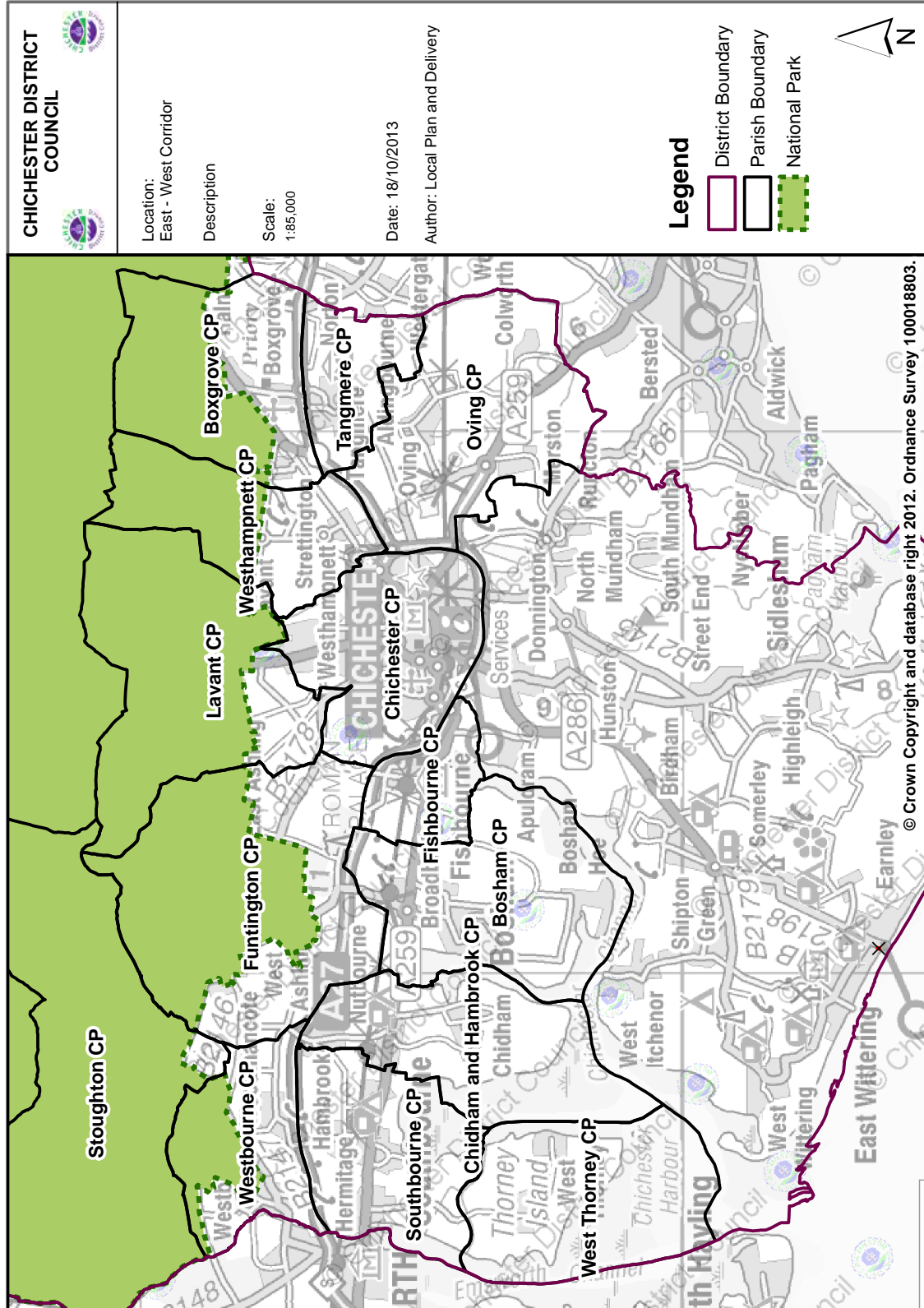
**4.10** Elsewhere in the Plan area, development will be restricted to small scale housing and employment to meet local needs, whilst seeking to protect and enhance local services and facilities. Development will be primarily directed towards the larger and more sustainable villages. Neighbourhood plans prepared at the local parish level will provide the main mechanism for identifying sites and bringing forward local facilities.

## 4 . Strategy

Map 4.1 Key Diagram

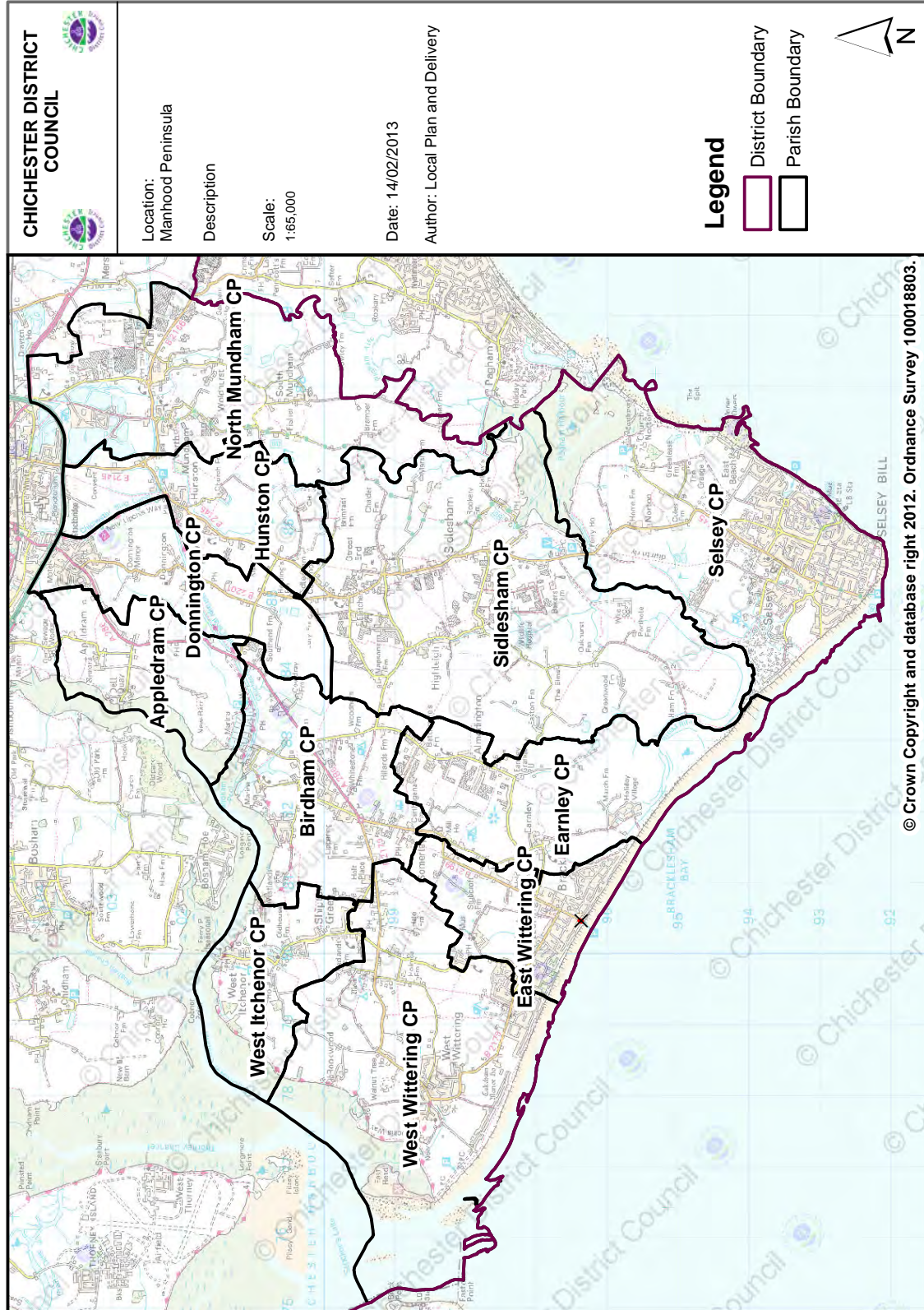


Map 4.2 East-West Corridor

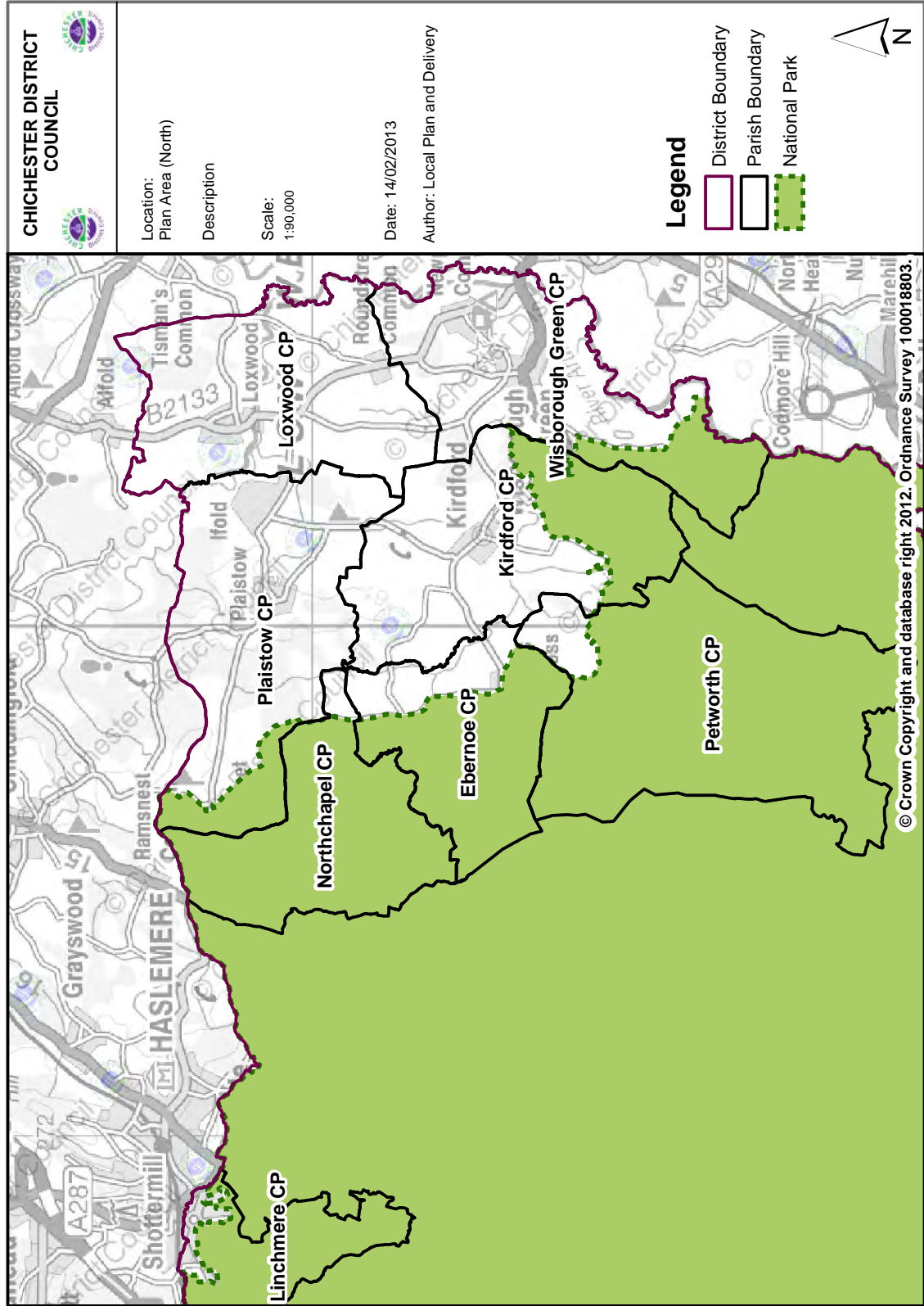




Map 4.3 Manhood Peninsula



Map 4.4 North of the Plan Area



## 5 . Development and Settlement Hierarchy

### Development and Settlement Hierarchy

**5.1** The strategy for development generally reflects the size and character of different settlements and seeks to deliver sustainable development that will support their different roles and functions. In order to ensure that new development takes place in locations that have the best access to a wide range of services, facilities and employment opportunities, the Council has developed the following settlement hierarchy. The settlement hierarchy forms the basis for the distribution of growth outlined in the strategy. It may also assist providers of community facilities and services in their investment decisions.

- **Chichester City Sub-Regional Centre:** Sub-regional centre providing a wide range of higher order services and facilities - employment, shopping, education, health, entertainment, arts and culture - serving a wide catchment area extending outside the District.
- **Settlement Hubs (main centre for services providing for surrounding communities):** Defined by the Sustainable Community Strategy, these are secondary service centres, providing a reasonable range of employment, retail, social and community facilities serving the settlement and local catchment areas.
- **Service Villages (local centre for services providing for villages and parishes):** Villages that either provide a reasonable range of basic facilities (e.g. primary school, convenience store and post office) to meet the everyday needs of local residents, or villages that provide fewer of these facilities but that have reasonable access to them in nearby settlements.
- **Rest of Plan Area:** Includes the countryside and other small villages and hamlets which have poor access to facilities.

**5.2** The classification of settlements within the hierarchy is based on their existing characteristics and intended role through the Plan period, reflecting the Local Plan Vision for each of the sub-areas. It takes account of a number of factors including the availability of services and facilities, levels of accessibility and public transport, settlement size and character, identified infrastructure and environmental constraints and potential land availability. Detailed assessment of individual settlements is set out in the Settlement Capacity Profiles.

**5.3** Some Settlement Hubs or Service Villages require the planned provision of additional infrastructure and facilities in order to fully meet the settlement hierarchy definition during the Plan period. In particular, Tangmere will need additional investment in the form of new local facilities, employment opportunities and improved public transport provision to develop its status as a Settlement Hub.

**5.4** The Plan focuses the majority of development at Chichester city and the Settlement Hubs of East Wittering/Bracklesham, Selsey, Southbourne and Tangmere. Development in these key settlements will maintain and enhance their respective roles in the settlement hierarchy whilst minimising the need to travel and optimising the use of sustainable modes



## 5 . Development and Settlement Hierarchy

of transport. It will also help to deliver facilities and services needed by their communities and enable an integrated approach to the provision of homes, jobs and leisure. The development strategy also allows for some limited growth in identified Service Villages to sustain rural communities and meet local needs for housing, employment and community facilities.

**5.5** All settlements classed in the hierarchy as Service Villages or above are defined by Settlement Boundaries. These boundaries indicate the areas where new development will generally be permitted, subject to satisfying other policies in the Plan. Settlement Boundaries have been carried forward from the Chichester District Local Plan 1999<sup>(1)</sup>, but will be reviewed through Development Plan Documents and Neighbourhood Plans, taking account of the housing and development requirements identified elsewhere in this Plan<sup>(2)</sup>.

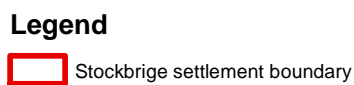
**5.6** The Rest of the Plan Area, defined as the areas outside defined Settlement Boundaries, is rural in character with many smaller villages, hamlets and scattered development along with open countryside. Therefore, development in the Rest of the Plan Area is subject to greater restrictions and limited primarily to that which requires a countryside location or meets an essential local rural need, supports rural diversification and sustainability of the countryside (see Policies 44-45).

**5.7** Policy 2 sets out the settlement hierarchy and indicates the scale and type of development that will be provided in the different settlements. The settlement hierarchy and proposed strategic locations are illustrated on the Key Diagram. The development strategy is expanded further in the other Strategic and Area Based Policies.

1 A Settlement Boundary for Plaistow is not identified; however, the need for a Settlement Boundary may be reviewed in the preparation of the Parish Neighbourhood Plan

2 In circumstances where a settlement lies within two or more parishes, the review of Settlement Boundaries will need to ensure consistency between the Development Plan Documents or Neighbourhood Plans

### Map 5.1 Stockbridge settlement boundary





### Policy 2

#### Development Strategy and Settlement Hierarchy

The development strategy identifies the locations where sustainable development, infrastructure and facilities will be accommodated which in terms of scale, function and character support the role of the settlements outlined below. The settlement hierarchy is shown on the Key Diagram.

#### Sub-regional Centre: Chichester City

Chichester city will further develop its role as a sub-regional centre, providing higher and further education and health facilities, and a broad range of employment, retail, entertainment and cultural opportunities, for a wide catchment area extending outside the District. Town centre uses will be supported where they promote the vitality and viability of the city centre. The city will continue to be a focus for major development in the Plan Area, which includes strategic development identified at:

- Shopwyke and West of Chichester in the form of mixed use urban extensions to the city (see Policies 16 and 15) and at
- Westhampnett/North-east Chichester in the form of a well-integrated extension of the village and neighbouring residential area in Chichester city. (see Policy 17)

#### Settlement Hubs: East Wittering/Bracklesham, Selsey, Southbourne, Tangmere

New development to meet identified local needs will reinforce the role of the Settlement Hubs as centres providing a range of homes, workplaces, social and community facilities (See Policies 18, 20, 23 and 24). Retail development of an appropriate scale will be supported to promote the vitality and viability of East Wittering and Selsey village and town centres and enhance provision at Southbourne and Tangmere centres.

Strategic development locations are identified at:

- Tangmere in the form of a managed well integrated expansion of the village and its facilities (See Policies 18 and 19);
- Southbourne, Selsey and East Wittering/Bracklesham in the form of medium-scale extensions (See Policies 20 and 23-24).

**Service Villages: Birdham, Bosham/Broadbridge, Boxgrove, Camelsdale/Hammer, Fishbourne, Hambrook/Nutbourne, Hermitage, Hunston, Kirdford, Loxwood, North Mundham/Runcton, Plaistow/Ifold, Stockbridge, West Wittering, Westbourne, Westhampnett, Wisborough Green.**

Outside of Chichester city and the Settlement Hubs, the Service Villages will be the focus for new development and facilities.

## 5 . Development and Settlement Hierarchy

Provision will be made for the following:

- Small scale housing developments consistent with the indicative housing numbers set out in Policy 5;
- Local community facilities, including village shops, that meet identified needs within the village, neighbouring villages and surrounding smaller communities, and will help make the settlement more self-sufficient; and
- Small scale employment, tourism or leisure proposals.

### Settlement Boundaries

There is a presumption in favour of sustainable development within the Settlement Boundaries which will be reviewed through the preparation of Development Plan Documents and/or Neighbourhood Plans, reflecting the following general approach:

1. Respecting the setting, form and character of the settlement;
2. Avoiding actual or perceived coalescence of settlements; and
3. Ensuring good accessibility to local services and facilities.

### Rest of the Plan Area: Small villages, hamlets, scattered development and countryside

Development in the Rest of the Plan Area outside the settlements listed above is restricted to that which requires a countryside location or meets an essential local rural need or supports rural diversification in accordance with Policies 44-45.

### Links to Strategic Objectives

- This policy has links to all strategic objectives.

### Evidence Base

- [Focus on Strategic Growth Options \(2010\)](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\)](#)

### The Economy and Employment

**6.1** The Local Plan strategy seeks to develop a strong and thriving economy, improving employment opportunities for all skills and diversifying the economy. This reflects the Plan vision and the main priorities identified in the Economic Development Strategy for Chichester District 2013-2019, in particular a targeted approach supporting businesses with high growth potential that reflect local characteristics.

**6.2** The Local Plan will assist the creation of new jobs in a variety of ways, most obviously through the allocation of land for employment uses, but also by less direct means, for example, by promoting town centre regeneration, supporting local services in rural areas, enhancing visitor facilities, supporting expansion of education and training, and facilitating improvements to transport and telecommunications.

**6.3** The Local Plan also seeks to maintain an attractive environment through protecting the landscape and heritage assets which will encourage tourism and inward investment from businesses that wish to locate here.

**6.4** The Chichester Employment Land Review Update (ELR) identifies a potential growth in the District's labour force of around 3,200 over the period 2011-29, based on the housing provision set out in this Plan. This translates into an overall requirement for around 160,000m<sup>2</sup> business (Use Class B1-B8) floorspace across the District. Taking account of employment land and floorspace already available or with planning permission and allowing for a small amount of new employment provision within the National Park area, there is an estimated requirement for around 25 hectares of new employment land - around 5 hectares of land for office development and around 20 hectares for industrial and warehousing uses.

**6.5** To meet these requirements, the Area-Based Policies make provision for new employment land to be brought forward around Chichester city and at the settlement hubs. This includes sites already assessed in the ELR Update, together with other sites that may have potential for employment. Where possible, the Plan aims to provide new employment land in conjunction with, or close to, proposed new housing. This is both for reasons of sustainability and to ensure that identified employment sites are brought forward for development. Specific provision is made to deliver employment land and floorspace in conjunction with the strategic housing allocations West of Chichester city and at Tangmere. The Council has commissioned a study to assess the suitability, viability and desirability of potential employment sites. This will inform the allocation of employment sites in future Plan documents, including neighbourhood plans.

**6.6** The Plan places strong emphasis on promoting enterprise and creating an environment which will encourage local businesses to grow. It is intended that new employment development should deliver a range of types of land and premises. This will include managed workspace, 'move-on' units, flexible office space and serviced land. To encourage an 'enterprise economy' and support small businesses, opportunities will be pursued to develop enterprise/innovation centres providing serviced space on flexible terms. Provision of 'live/work' schemes will also be encouraged in appropriate locations, particularly in rural areas.

## 6 . The Economy

**6.7** As well as providing new sites, the Plan seeks to safeguard the existing stock of employment sites and premises and encourage their refurbishment and upgrading to meet modern business needs. This includes strong policy protection against the loss of existing employment land and premises to other uses, where sites are well located and have a realistic prospect of re-use for employment purposes (see Policy 26).

**6.8** Specific policies to promote and support the growth of the retail, tourism and horticulture sectors are included in the Strategic Delivery Policies section of the Local Plan.

### Policy 3

#### The Economy and Employment Provision

Sustainable growth of the local economy will be supported through the provision of a flexible supply of employment land and premises to meet the varying needs of different economic sectors. This will comprise:

- Planning to provide a wider range of local employment opportunities and bring forward new business premises on allocated and identified employment sites;
- Protecting and enhancing existing employment sites and premises to meet the needs of modern business (see Policies 11 and 26);
- Protecting and promoting Chichester city as the main focus, and the Settlement Hubs as other locations for retail, office, leisure and cultural activities (see Policies 10 and 27);
- Supporting and promoting a high quality tourism economy (see Policy 30);
- Planning to accommodate the development needs of key local employment sectors, including the horticultural industry (see Policy 32);
- Planning to provide a wider range of local employment opportunities in the rural parts of the Plan area; and
- Supporting and facilitating proposals and initiatives which contribute to implementing the priorities identified in the Economic Development Strategy for Chichester District.

To meet identified requirements during the Plan period, around 25 hectares of new employment land suitable for Business Class (B1-B8) uses will be brought forward. This will comprise around 5 hectares office space and around 20 hectares of industrial/warehousing space. Employment sites will be allocated subject to further investigation of potential sites by the Council.

In addition to these allocations, small-scale employment development or live/work units, including extensions to existing sites in rural areas, may be identified in neighbourhood plans or permitted in appropriate circumstances where commercial demand exists.

## 6 . The Economy

### **Links to Strategic Objectives:**

- This policy has links to strategic objectives 3.16 - 3.19

### **Evidence Base:**

- [Creating a Prosperous and Sustainable Economy: An Economic Strategy for Chichester 2013-2019](#)
- [Employment Land Review \(2009\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Employment Site Viability Assessment \(2013\)](#)



### Housing and Neighbourhoods

#### Housing Provision

**7.1** Chichester District (including the South Downs National Park) forms part of the wider Coastal West Sussex Housing Market Area. It also has links with housing markets in other neighbouring authorities, though these are not considered to be as strong.

**7.2** For the Plan to be considered sound in terms of housing provision, it is first of all necessary to have identified the full objectively assessed needs for the whole Housing Market Area. It is then necessary, working collaboratively with other authorities, to seek to meet these needs in full and to demonstrate how they will be met, or alternatively to provide robust evidence that they cannot be met.

**7.3** Future housing requirements for Chichester District have been assessed in the Coastal West Sussex Strategic Housing Market Assessment (SHMA) 2012. The SHMA identifies the full, objectively assessed housing needs of the housing market area, as required by the NPPF. The assessment of housing requirements has been further refined and updated through subsequent joint work commissioned by the Sussex coastal authorities, including the Housing Study (Duty to Cooperate) 2013 and Updated Demographic Projections 2013.

**7.4** The SHMA set out a range of possible scenarios for the District as a whole based on demographic and economic projections. These ranged from about 370 homes per year based on zero job growth to as much as 750 homes per year based on projections of potential employment growth. In the middle of the range, the SHMA indicated a requirement across the District for between 438 to 497 homes per year, based on demographic and household projections, assuming a continuation of migration trends over the past decade.

**7.5** Based on the SHMA and other available evidence, the Housing Study (Duty to Cooperate) identified an objectively assessed housing requirement for Chichester District of between 480 and 590 homes per year. These figures have been incorporated in the Local Strategic Statement for Coastal West Sussex and Brighton & Hove.

**7.6** The Updated Demographic Projections report provides a more recent set of demographic projections, taking account of the 2011 Census and 2011 based Interim Sub-National Population Projections. This indicates a requirement in Chichester District for 529 homes per year, based on the most recent ONS sub-national population projections, adjusted to take account of recent published data about past migration trends. This figure represents the most up to date objective assessment of housing needs for the district, albeit calculated in a different way to the figures in the Local Strategic Statement.

**7.7** The Local Plan takes a positive approach to providing the scale and mix of identified housing requirements. It seeks to accommodate the identified housing requirements within the Plan area. However, for a number of reasons, it is not considered that the area's objectively assessed housing needs over the Plan period can be met in full, in a way that is compatible with the principles of sustainable development. The Plan area has a predominantly rural

## 7 . Housing and Neighbourhoods

character, with a high quality landscape and environment and significant areas of land at risk of tidal, surface water and fluvial flooding. It includes and is close to major designated areas of national or international importance, such as Chichester Harbour AONB, Pagham Harbour and the South Downs National Park. The existing development pattern comprises small discrete settlements, separated by generally open countryside with long views. Chichester city, the area's main service centre, is a small, historic city of national significance, and protecting the heritage and setting of the city is a key planning consideration. All these factors reduce the opportunities for new housing and mean that development needs to be planned very carefully to preserve and enhance the character and environment of the area.

**7.8** The Plan area is subject to significant constraints in terms of key infrastructure, particularly wastewater treatment capacity. The proposed solution will not be in place until 2019 (see the section on 'Delivery and Phasing'). This constraint limits the amount of housing that can be delivered in the Chichester/Tangmere area, where there is the greatest potential for major development in the period up to 2019.

**7.9** Notwithstanding the constraints, the Plan has identified several locations suitable for strategic growth which have potential to deliver major new housing around Chichester and Tangmere. These sites are within close proximity to the National Park. Other parts of the Plan area are considered to be unsuitable for large scale housing development. The Manhood Peninsula, which includes the settlement hubs of Selsey and East Wittering/Bracklesham, is severely constrained by environmental designations and flood risk areas. It also suffers from poor road accessibility and a relative lack of local services and employment opportunities. These problems are exacerbated in the summer months when the population can double. The area between Chichester and Emsworth has better accessibility, but is close to Chichester Harbour and the National Park. In addition, it would be difficult to accommodate major new development without resulting in the coalescence of settlements, thereby fundamentally altering the area's rural character. Whilst every effort will be made to ensure that landscaping screens development as far as possible in the long distance views from the South Downs over the coastal plain, any significant increase in the amount of development, either through an increase in the parish numbers or the number of strategic sites, would be likely to have an impact on these views. The North of the Plan area is also unsuitable for major development, due to its rural character, having only a few small settlements and limited access to services. Within these infrastructure and environmental constraints it is considered that the amount of development proposed will be challenging to deliver in a sustainable way. To plan for development above the levels proposed in this Local Plan would be unsustainable and lead to adverse environmental consequences.

**7.10** As a result of these constraints the Plan is not able to meet the full, objectively assessed housing needs. The Plan housing target is therefore based on the level of housing that can be realistically and sustainably delivered within the period, having regard to the identified constraints and potential development capacity. The Council has worked constructively and co-operatively with its neighbours to accommodate unmet needs occurring both within the district and adjoining areas. To date, no arrangements have been agreed, although this work is continuing.

## 7 . Housing and Neighbourhoods

**7.11** It is assumed that a proportion of the District's housing requirement will be provided within the South Downs National Park, which falls outside the Local Plan area. The level of future housing to be planned for in the National Park will be determined by the National Park Authority which is preparing a separate Local Plan. Housing delivery over the past decade has averaged around 70 homes per year in the National Park area and around 350 homes per year in the Chichester Plan area.

**7.12** In total, the Local Plan makes provision to deliver 6,973 homes over the period 2012-2029. This equates to an average housing delivery of approximately 410 homes per year. This represents a significantly higher level of housing than has been delivered over the past decade.

**7.13** A significant element of the Local Plan housing is already identified through outstanding planning permissions. In addition, it is considered appropriate to make allowance for 'windfall' housing likely to come forward in small developments of less than 6 dwellings (arising mainly through change of use, conversions, and small infill sites).

**7.14** The remaining housing provision will be met through 3,550 homes to be delivered at strategic development locations (see Policies 15-18, 20 and 23-24) and 775 homes to be brought forward on parish housing sites (see Policy 5). Table 7.1 shows the breakdown of planned housing over the period 2012-2029 from each of the different sources of housing supply.

**Table 7.1 Local Plan Housing Provision - Sources of Housing Supply to 2029**

|  | East-West Corridor | Manhood Peninsula | North of Plan area | Plan Area Total |
|--|--------------------|-------------------|--------------------|-----------------|
| Total Housing provision 2012-2029                            | 5,821              | 813               | 339                | 6,973           |
| Net housing completions                                      | 271                | 36                | 0                  | 307             |
| <b>Remaining Local Plan housing requirement</b>              | <b>5,550</b>       | <b>777</b>        | <b>339</b>         | <b>6,666</b>    |
| <i>Existing housing commitments &amp; windfall allowance</i> |                    |                   |                    |                 |
| Planning permissions & identified housing sites              | 2,150              | 416               | 21                 | 2,587           |
| Small sites windfall allowance                               | 328                | 198               | 92                 | 618             |
| <b>Total yield from existing sources</b>                     | <b>2,478</b>       | <b>614</b>        | <b>113</b>         | <b>3,205</b>    |
| <i>Sites to be identified in the Local Plan</i>              |                    |                   |                    |                 |
| Strategic allocations  | 2,800              | 150               | 0                  | 2,950           |
| Parish housing sites   | 364                | 107               | 200                | 671             |
| <b>Total Strategic &amp; Parish Housing</b>                  | <b>3,164</b>       | <b>257</b>        | <b>200</b>         | <b>3,621</b>    |

## 7 . Housing and Neighbourhoods

|  |              |            |            |              |
|--|--------------|------------|------------|--------------|
| <b>Total Housing Supply</b>                              | <b>5,642</b> | <b>871</b> | <b>313</b> | <b>6,826</b> |
| <b>Housing Supply compared to Local Plan requirement</b> | <b>+92</b>   | <b>+94</b> | <b>-26</b> | <b>+160</b>  |

### Policy 4

#### Housing Provision

Provision is made in the Plan to deliver a total of 6,973 homes over the period 2012-2029. The broad distribution of housing across different parts of the Plan area is indicated in the table below.

| Sub-Area               | Total housing provision 2012-2029 |
|------------------------|-----------------------------------|
| East-West Corridor     | 5,821                             |
| Manhood Peninsula      | 813                               |
| North of Plan Area     | 339                               |
| <b>Plan Area total</b> | <b>6,973</b>                      |

Strategic development sites are identified in this Plan to accommodate 3,550 homes over the Plan period (see Policies 15-18, 20 and 23-24). Additional parish housing sites will be allocated in subsequent Development Plan Documents and neighbourhood plans in accordance with Policy 5.

Housing delivery will be monitored and managed to ensure there remains an available supply of land for housing development throughout the Plan period.

#### Phasing and Delivery

**7.15** The proposed phasing and delivery of the strategic allocations at West of Chichester, Westhampnett/North East Chichester and Tangmere are linked to planned improvements to wastewater treatment, transport and green infrastructure.

**7.16** Wastewater capacity is constrained at several treatment works due to lack of physical capacity and/or requirements to meet water quality standards. There are particular restrictions affecting the Apuldram Wastewater Treatment Works (WwTW), which serves Chichester city and discharges into Chichester Harbour.

## 7 . Housing and Neighbourhoods

**7.17** The Wastewater Treatment Options Study for Chichester District (2010) considered alternative options to increase wastewater capacity to accommodate future strategic growth in the south of the District. Following its recommendations, the preferred solution is to upgrade Tangmere WwTW. Work undertaken by the Wastewater Quality Group<sup>(1)</sup> has demonstrated that an upgrade to the Tangmere WwTW sufficient to meet Local Plan development requirements is technically, environmentally and financially feasible.

**7.18** Subject to Southern Water gaining Ofwat approval, the Tangmere WwTW upgrade would be operational from 2019. For this reason, the proposed strategic allocations in the Chichester/Tangmere area are not expected to be deliverable until after 2019. To compensate for this, the Plan strategy seeks the early release of housing land in areas where wastewater capacity is available. Particular emphasis will be placed on the need to bring forward housing sites for development at the earliest opportunity. Parish councils and local communities will be encouraged to bring forward neighbourhood plans and to work with the Council, landowners and developers on masterplans. This will help to ensure that development is appropriately located and that local infrastructure requirements or enhancements are delivered to make the supporting strategic development policies sustainable.

**7.19** Development over the Plan period is also constrained by issues of traffic congestion in and around Chichester city, particularly linked to junctions on the A27 Bypass. The Government Spending Review in June 2013 has identified improvements to the A27 Chichester Bypass in a list of projects for long-term capital investment; however it is likely to be some time before details of the proposed improvements and the proposed timescale for implementation will be known. Therefore it is not currently possible to rely on a publicly funded solution in planning future development.

**7.20** To address this position, development contributions will be used to help fund a package of proposed improvements to the six junctions on the A27 Chichester Bypass, linked to further measures to reduce congestion and promote sustainable modes of travel in and around Chichester city. Phasing of development in and around Chichester city will need to be coordinated in conjunction with delivery of these proposed transport improvements.

**7.21** The third key constraint relates to the potentially damaging impact of recreational activity on over-wintering birds at Chichester and Pagham Harbours (evidenced by the Solent Disturbance and Mitigation Project and visitor surveys). These impacts could potentially be increased by further major development. To avoid this, development proposals will need to provide or contribute towards mitigation/avoidance measures, subject to the outcomes of an Appropriate Assessment. This will apply particularly to the strategic development locations and sites close to the harbours. Measures may include access management at the harbours, such as increased wardening, and creation/enhancement of appropriate green infrastructure to improve local access in less sensitive areas and provide a similar experience to that found at the harbours.

<sup>1</sup> The Wastewater Quality Group comprises Chichester District Council, Environment Agency, Natural England, Southern Water and Chichester Harbour Conservancy. Its terms of reference are to influence development of the Chichester Local Plan to ensure long term transparent decision making for development; to ensure development does not compromise water quality standards; and to protect and, where possible enhance, Chichester Harbour. An Information Paper was prepared jointly at the end of 2012

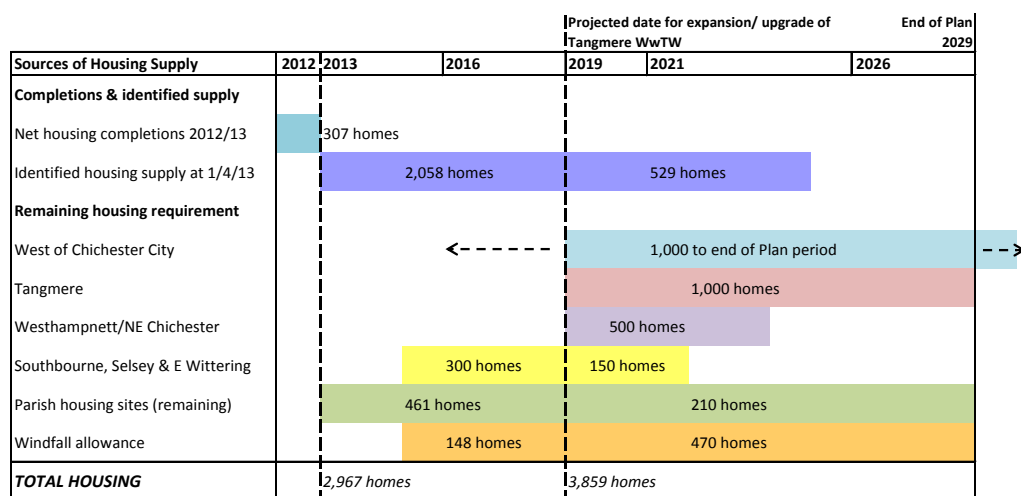
## 7 . Housing and Neighbourhoods

**7.22** Table 7.4 and Figure 7.1 show the indicative phasing of housing development at different sites and locations across the Plan area. A more detailed housing trajectory is presented in Appendix 1c. The Plan seeks to ensure a continuing five year supply of housing sites, subject to the constraints referred to above. Housing delivery will be monitored and managed to ensure there remains an available supply of land for housing development throughout the Plan period. Sites may be brought forward earlier than shown and this will help address any outstanding housing supply shortfall.

**7.23** If there are problems relating to landownership and bringing a strategic site forward for development, the Council will consider the use of compulsory purchase powers to secure its delivery.

**7.24** Further detail about the phasing of housing sites is set out in the Housing Implementation Strategy accompanying this Plan.

**Figure 7.1 Local Plan Housing Distribution and Phasing**





## 7 . Housing and Neighbourhoods

**Table 7.2 Summary of Housing Locations and Sites Identified in the Local Plan to 2029**

| Location  | Number of homes (approximate) | Projected phasing  | Comments  | Local Plan policy |
|---|-------------------------------|--------------------|---|-------------------|
| <b>Strategic Allocations</b>                    |                               |                    |   |                   |
| Southbourne village                             | 300                           | From 2014          | Locations not constrained by wastewater treatment capacity, so proposed for delivery early in the Plan period, subject to identification of sites             | Policy 20         |
| Selsey  | 150                           |                    |   | Policy 23         |
| East Wittering/ Bracklesham                     | 100                           |                    |   | Policy 24         |
| Shopwyke  | 500                           | From 2015          | Majority of site has outline planning permission granted August 2013. Assumed phasing based on information provided with Shopwyke Lakes planning application. | Policy 16         |
| West of Chichester city                         | 1,000                         | Post-2019          | Development requires expansion/upgrade of Tangmere WwTW   | Policy 15         |
| Westhampnett/North East Chichester              | 500                           |                    |   | Policy 17         |
| Tangmere  | 1,000                         |                    |   | Policy 18         |
| <b>Strategic allocations total</b>              | <b>3,550</b>                  |                    |   |                   |
| Parish housing sites                            | 775                           | Varies by location | Sites to be identified in neighbourhood plans to be prepared by parish councils or in Site Allocation DPD.  | Policy 5          |
| <b>Total sites identified in the Local Plan</b> | <b>4,325</b>                  |                    |   |                   |

## 7 . Housing and Neighbourhoods

### Links to Strategic Objectives:

- This policy has links to strategic objectives 3.20 - 3.23

### Evidence Base:

- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Housing Study \(Duty to Co-operate\) \(2013\)](#)
- [Infrastructure Delivery Plan \(2013\)](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\)](#)
- [Updated Demographic Projections for Sussex Coast HMA Authorities \(2013\)](#)

### Parish Housing Sites

**7.25** In addition to the strategic sites specifically allocated in the Local Plan, it is proposed that sites suitable for small scale housing will be identified at the parish level to address the needs of local communities. In accordance with the Local Plan settlement hierarchy, it is intended that such new housing should be directed primarily towards larger, more sustainable settlements.

**7.26** To support the Local Plan, the Council has undertaken a detailed assessment of the housing potential and capacity of individual parishes and settlements. This analysis has considered the size and character of individual settlements, levels of local housing need, the availability of everyday services and facilities, and levels of accessibility and public transport. It has also taken account of known development constraints and potential sites in each parish (drawing on the Council's Strategic Housing Land Availability Assessment). In addition, consultation has been undertaken with all parish councils on proposed levels of new housing.

**7.27** Policy 5 presents indicative housing numbers to be planned for in each parish. These figures should be regarded as providing a broad indication of the potential scale of housing that the District Council and individual parishes will seek to identify through future planning documents.

**7.28** Suitable sites and locations for development will be identified meeting the criteria set in Policy 2 (Development Strategy and Settlement Hierarchy) and other policies in the Plan. It is intended that the identification of sites and phasing of delivery will be determined primarily

## 7 . Housing and Neighbourhoods

by local communities through a neighbourhood planning process. In areas where parish councils do not wish to prepare their own neighbourhood plan, the Council will work with the parishes to identify sites in the Site Allocation Development Plan Document (DPD) which will be published for consultation in 2014.

**7.29** Some flexibility will be allowed for minor amendments to housing numbers for individual parishes subject to the detailed investigation and assessment of potential sites through neighbourhood plans and in the Site Allocation DPD. In some cases, suitable sites of 6+ dwellings may come forward as planning applications. Where such sites are permitted, the requirement for additional housing in the parish will be reduced accordingly.

## 7 . Housing and Neighbourhoods

### Policy 5

#### Parish Housing Sites 2012- 2029

Small scale housing sites will be identified to address the specific needs of local communities in accordance with the indicative parish housing numbers set out below. Suitable sites will be identified in neighbourhood plans and/or in a Site Allocation DPD which the Council will prepare following adoption of the Local Plan.

| Parish   | Indicative Housing Numbers |
|--|----------------------------|
| <b>East-West Corridor</b>                                |                            |
| Bosham   | 50                         |
| Boxgrove   | 25                         |
| Chichester city <sup>#(1)</sup>                          | 150                        |
| Chidham & Hambrook                                       | 25                         |
| Fishbourne   | 50                         |
| Oving <sup>#</sup>                                       | 0*                         |
| Southbourne (excluding Southbourne village) <sup>#</sup> | 50                         |
| West Thorney   | 0*                         |
| Westbourne   | 25                         |
| Westhampnett <sup>#</sup>                                | 0*                         |
| <b>Manhood Peninsula</b>                                 |                            |
| Apuldram   | 0*                         |
| Birdham  | 50                         |
| Donnington   | 50                         |
| Earnley  | 0*                         |
| Hunston  | 25                         |
| North Mundham  | 25                         |
| Sidlesham  | 0*                         |

## 7 . Housing and Neighbourhoods

| Parish                   | Indicative Housing Numbers |
|--------------------------|----------------------------|
| West Itchenor            | 0*                         |
| West Wittering           | 50                         |
| <b>Plan Area (North)</b> |                            |
| Kirdford                 | 60                         |
| Lynchmere                | 10                         |
| Loxwood                  | 60                         |
| Plaistow & Ifold         | 10                         |
| Wisborough Green         | 60                         |

1. Identified parish housing sites should be located within the defined settlement boundary

# *Figures exclude strategic housing allocations identified in these parishes.*

*\*No specific housing provision is made for these parishes; however housing may potentially come forward through rural exception sites limited to 100% affordable housing meeting local need.*

### Links to Strategic Objectives:

- This policy has links to strategic objectives 3.20 - 3.23

### Evidence Base:

- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Housing Implementation Strategy](#)
- [Housing Study \(Duty to Co-operate\) \(2013\)](#)
- [Infrastructure Delivery Plan \(2013\)](#)
- [Local Strategic Statement](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\)](#)
- [Updated Demographic Projections for Sussex Coast HMA Authorities](#)

## 7 . Housing and Neighbourhoods

### Neighbourhood Planning

**7.30** Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders have the potential to allow communities to shape their neighbourhoods, and to work with landowners, developers and service providers to deliver new development and facilities.

**7.31** A Neighbourhood Development Plan and its policies will work alongside, and where appropriate replace, the policies in the Local Plan where they overlap. The policies will only apply to the specific area covered by that Neighbourhood Development Plan or Order. Existing settlement boundaries may be reviewed through Neighbourhood Development Plans. In order to demonstrate delivery of housing numbers, if work on a Neighbourhood Development Plan stalls or is turned down by the community at the referendum stage, the Council may identify sites and review settlement boundaries in the Site Allocation DPD or subsequent development plan documents.

**7.32** Neighbourhood Development Orders and Community Right to Build Orders will give permitted development rights to the types of development specified in that order, allowing development that is consistent with the Local Plan to proceed without unnecessary delay.

**7.33** In addition to Neighbourhood Planning, there is an opportunity for communities to be involved in shaping where they live and how their area will develop and evolve over the Plan period through masterplanning (see Policy 7) strategic development. It is for communities/residents to identify the most appropriate approach.

### Policy 6

#### Neighbourhood Development Plans

Neighbourhood Development Plans should:

1. show how they are contributing towards the strategic objectives of the plan and be in general conformity with its strategic approach;
2. clearly set out how they will promote sustainable development at the same level or above that which would be delivered through the Local Plan; and
3. have regard to information on local need for new homes, jobs and facilities, for their plan area.



### Links to Strategic Objectives

- This policy links to all the strategic objectives

### Evidence Base

- [National Planning Policy Framework \(2012\)](#)

### Masterplanning Strategic Development

**7.34** The strategic development locations will be planned and designed to a high standard as sustainable mixed communities, well integrated with existing settlements and neighbourhoods. The strategic developments also offer opportunities to expand and enhance local infrastructure and facilities for the wider Plan area. To achieve these objectives, development will be planned in a coordinated way through a comprehensive masterplanning process, including the potential amendment of the settlement boundary. Amendments to the Policies Map will be determined in the Site Allocation DPD or Neighbourhood Plans. This process will involve consultation and dialogue with the local community, as well as input from the Council and other key stakeholders.

**7.35** In broad terms, the masterplans will describe and map the overall vision and concept for each proposed strategic development location including: proposed land uses, urban design and landscaping, built form, movement and access and, infrastructure and service provision. They will be based upon an understanding of place, informed by the available evidence of the natural and historic environment and provide a clear and cohesive framework for development. They will also set out the intended implementation and phasing of development, identifying responsibilities for delivery and sources of funding.

**7.36** The following considerations are of particular importance and should be taken into account in the masterplanning process:

## 7 . Housing and Neighbourhoods

- a thorough assessment of the site, what is needed, and how this should be achieved;
- commitment to produce a high quality development;
- appointment of a multi-disciplinary team;
- accurate interpretation of the social, environmental and economic context of the site and its surroundings;
- appreciation of planning policies, transport, utility and service requirements;
- collaboration with communities, and organisations, with an interest in the area;
- communication of ideas without jargon, using plain English and simple illustrations;
- awareness of the market and economic conditions to ensure proposals are realistic and deliverable;
- investigation of the potential for including renewable energy schemes;
- delivery of required infrastructure in an appropriate phased manner;
- comprehensive analysis of the qualities which contribute to local character;
- creation of a convenient, safe and secure network of interconnected streets and spaces that provides opportunities for social interaction, physical activity and recreation;
- integration into and a positive impact upon the Green Infrastructure network;
- accordance with local and national policies and guidance in respect of design, landscape, townscape, historic and natural environment;
- the need to minimise the impact on protected species and habitats and to protect and enhance ecological networks in line with the National Planning Policy Framework; and
- incorporation of biodiversity features at the design stage.

**7.37** The strategic sites are identified in Policies 15-18, 20 and 23-24. Appendix 1 sets out the potential green infrastructure enhancements and improvements of the strategic sites.

## 7 . Housing and Neighbourhoods

**7.38** Masterplans will be prepared by development promoters and local communities, with on-going input from the Council and other relevant stakeholders. They will have to be approved by the Council prior to preparation and approval of detailed plans for the development site.

## 7 . Housing and Neighbourhoods

### Policy 7

#### Masterplanning Strategic Development

Development of the strategic locations identified in the Local Plan will be planned through a comprehensive masterplanning process. Preparation of masterplans will involve the active participation and input of all relevant stakeholders, including the Council, landowners, developers, the local community, service providers and other interested parties. Masterplans will be developed in consultation with the Council prior to the submission of a planning application.

Masterplans will be expected to achieve the following **(proportionate to the scale of development)**:

1. Include an indicative development layout and phasing and implementation plan;
2. Incorporate high standards of urban design and architecture that respects the character of the landscape, heritage, adjacent and nearby settlements and built development, reflecting the urban to rural transition with appropriate boundary treatment;
3. Make effective use of the site through the application of appropriate densities in terms of scale, height and massing, and its relationship to adjoining buildings and landscape;
4. Create a strong sense of place, ensuring the proposed development makes a positive contribution to local character and distinctiveness, including the provision of public art;
5. Plan for integrated development, providing for a mix of housing that addresses the range of local housing needs, and encourages community cohesion;
6. Reduce the need for car use and encourage sustainable modes of travel, including provision for public transport, cycle routes, footpaths and bridleways;
7. Create a network of permeable and interconnected streets and public spaces;
8. Include measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;
9. Provide for timely delivery of physical infrastructure, including sewage connections and fibre optic broadband;
10. Provide for appropriate employment provision and community facilities to serve the new development (e.g. local shops, community halls, schools and health facilities);

## 7 . Housing and Neighbourhoods

11. Provide for accessible open space to meet identified local needs and/or increase accessibility to existing open spaces;
12. Incorporate a green infrastructure strategy, providing an integrated network of green spaces, taking advantage of opportunities for off-site links to the Coast, South Downs National Park and wider green network, and where necessary providing suitable alternative natural greenspace (SANGs) to mitigate potential environmental impacts of development on EU designated sites;
13. Provide appropriate measures to mitigate flood risk and ensure that the development is resilient to the potential impacts of climate change;
14. Assess the potential for including renewable energy schemes; and
15. Demonstrate a good understanding and respect for the natural environment, its heritage assets and their setting both within the site and in the wider locality, whether designated or not, and include details of how the natural environment and heritage assets will be conserved and enhanced.

A management plan must be produced as part of the masterplanning process to demonstrate how infrastructure and community assets will be maintained and managed following completion of development.

## 7 . Housing and Neighbourhoods

### **Links to Strategic Objectives:**

- This policy has links to all strategic objectives as it sets out general principles.

### **Evidence Base:**

- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Conservation Area Character Appraisals](#)
- [Employment Land Review - Update \(2013\)](#)
- [Historic Environment Record](#)
- [Historic Landscape Characterisation of Sussex \(2010\)](#)
- [Infrastructure Delivery Plan \(2013\)](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Landscape Capacity Assessment - Extension \(2011\)](#)
- [Open Space Study \(2013\)](#)
- [Solent Recreational Disturbance and Mitigation Study \(2012\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)



## 8 . Transport, Access and Communications

### Transport, Access and Communications

**8.1** The Local Plan strategy for transport, access and communications aims to promote a more integrated and sustainable local transport network and to facilitate ease of access to local services and facilities supporting planned development and mitigating its cumulative impact on the highways network and other transport services.

**8.2** The West Sussex Transport Plan (2011-2026) provides strategic direction for transport planning within the Plan area, focusing on the objectives of promoting economic growth; tackling climate change; providing access to services, employment and housing; and improving safety, security and health. It identifies a number of key issues in the Chichester Local Plan area and aims to address these. The strategy aims to tackle identified transport issues as and when funding becomes available. It seeks to ensure that all new development supports and contributes to the following: increasing use of sustainable modes of transport ('Smarter Choices'); improving the efficiency of local transport networks to improve journey times and air quality; improving safety for all road users; discouraging HGVs from using unsuitable roads; and improving accessibility between communities and larger towns within the District.

**8.3** Road congestion is a major issue affecting parts of the Plan area, particularly within Chichester city and the junctions on the A27 Chichester Bypass. The problems are most acute during peak travel periods, and this causes knock-on effects in terms of delays and diversion onto less suitable roads, and road safety issues. Congestion at the A27 junctions and the level crossings on the West Coastway rail line act as a barrier to movement around the city, and between the city and the Manhood Peninsula to the south. Transport movements and traffic congestion have a detrimental impact on air quality in the city, which has resulted in the designation of three Air Quality Management Areas (AQMAs).

**8.4** The more rural parts of the Plan area face different transport challenges. In particular, there is a high reliance on car travel to access key services and facilities, with limited public transport services.

**8.5** Projected growth in road journeys, together with new housing, employment and other development proposed over the Plan period, will place additional pressure on the local road network. The Chichester Transport Study 2013 indicates that, even without additional new development, there is likely to be just over 20% growth in trips by 2031 compared to the 2009 base. Without mitigation, new housing and employment proposed in the Local Plan would increase this further, leading to further congestion and increased queuing times around the A27 junctions and within Chichester city.

**8.6** The A27 has trunk road status and falls under the responsibility of the Highways Agency. Although the Government has recently identified the A27 improvements in a list of schemes for long-term capital investment, there is currently insufficient certainty to rely on a publicly funded solution in planning future development.

## 8 . Transport, Access and Communications

**8.7** To address this position, the Council has worked with the Highways Agency, County Council and major development promoters to identify a coordinated package of transport measures that will mitigate projected traffic impacts resulting from new housing and other development over the Plan period. A central element of the strategy is a package of proposed improvements to the six junctions on the A27 Chichester Bypass, aimed at improving traffic capacity, reducing congestion and queuing, and addressing road safety issues.

**8.8** In addition, the County Council has developed a Strategic Infrastructure Package to support planned new development. The package includes proposed transport improvements which will aim to reduce congestion and encourage people to use sustainable modes of travel such as walking, cycling and public transport. A key objective will be to achieve a significant shift in travel behaviour aimed particularly at reducing car use for short distance journeys. Proposed measures will include targeted investment in local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved pedestrian and cycling networks. They will also include measures to encourage behavioural change, such as easy-to-use journey planning tools, skills training and promotional activities. Parking policies for the city included in the Chichester District Car Park Strategy 2010-2020 will also play a role in managing growth in car use.

**8.9** These proposed improvements to transport infrastructure, coupled with the measures to control travel demand and promote sustainable modes of travel, are considered sufficient to accommodate the levels of development proposed in the Local Plan. However, the effectiveness of these measures in controlling traffic growth and congestion in and around Chichester city will need to be carefully monitored.

**8.10** The Chichester District Car Park Strategy 2010-2020 will also play a role in managing growth in car use. The Car Park Strategy indicates that if spare capacity in the city's car parks falls below a specified level, the need to introduce Park and Ride should be considered. Should this situation arise, a review of the Local Plan may be required in order to revise the transport strategy for the city and identify potential Park and Ride sites.

**8.11** It is intended that identified transport infrastructure improvements will be a key priority for Community Infrastructure Levy (CIL) funding. The Council and its partners will also pursue opportunities to obtain funding from other sources where possible. Implementation of the junction improvements will be coordinated with the phasing and delivery of major development to address the requirements set out in the Infrastructure Delivery Plan.

## 8 . Transport, Access and Communications

### Policy 8

#### Transport and Accessibility

The Council will work with West Sussex County Council, other transport and service providers and developers to improve accessibility to key services and facilities and to provide an improved and better integrated transport network.

This will include:

- Ensuring that new development is well located and designed to minimise the need for travel, encourages the use of sustainable modes of travel as an alternative to the private car, and provides or contributes towards necessary transport infrastructure, including through travel plans;
- Working with relevant providers to improve accessibility to key services and facilities and to ensure that new facilities are readily accessible by sustainable modes of travel; and
- Planning to achieve timely delivery of transport infrastructure needed to support new housing, employment and other development identified in this Plan.

Integrated transport measures will be developed to mitigate the impact of planned development on the highways network, promote more sustainable travel patterns and encourage increased use of sustainable modes of travel, such as public transport, cycling and walking. This will include:

- A coordinated package of improvements to junctions on the A27 Chichester Bypass, that will increase road capacity, reduce traffic congestion, improve safety, and improve access to Chichester city from surrounding areas;
- Targeted investment to improve local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved pedestrian and cycling networks; and
- Measures to promote behavioural change in travel choices, such as easy-to-use journey planning tools, skills training and promotional activities. Travel plans will be developed as a means of coordinating these measures.

Funding from the Community Infrastructure Levy (CIL) will be used to help deliver these transport measures, supplemented by other available sources where available. New development may also be required to deliver or contribute towards specific transport improvements directly related to the development (see Policy 7).

## 8 . Transport, Access and Communications

### Links to Strategic Objectives:

- This policy has links to strategic objectives 3.31 - 3.33

### Evidence Base:

- [Chichester District Car Park Strategy \(2010\)](#)
- [Chichester Transport Study \(2013\)](#)
- [Infrastructure Delivery Plan \(2013\)](#)
- [West Sussex Transport Plan \(2011-2026\)](#)

### Air Quality

**8.12** Air pollution has a wide ranging impact on human health and the natural environment, and it is the responsibility of the Local Authority to monitor air quality, designate Air Quality Management Areas (AQMAs) and development of Air Quality Action Plans. There are three AQMAs in and around Chichester city where concentrations of nitrogen dioxide exceed a health based government air quality standard. The AQMAs include parts of Orchard Street, St Pancras and the Stockbridge roundabout.

**8.13** New development has the potential to have an adverse impact on air quality through increased transport movements and congestion. In isolation a development may not have a significant impact on local air quality 'hot spots' but in conjunction with other development, there may be a cumulative negative impact on air quality levels. It is therefore appropriate that the cumulative and proportional impact of any development on local air quality is considered in the determination of planning applications.

**8.14** Air quality assessments may be required to accompany planning applications to assess the cumulative impact on local air quality. Air quality assessments will be required where a development is within, adjacent to or has the potential to impact on a declared AQMA. The guidance produced by Environmental Protection UK in 'Development Control: Planning for Air Quality (2010 Update)', or the most up to date guidance, should be taken in to account. Planning obligations should be sought to mitigate the impact of development on local air quality, support the future monitoring of roads where the impact might be significant and in the provision of electric charging and other green transport initiatives. The approach taken should be proportional with the scale of the development and advice should be sought from the Council's Environmental Health team.

## 8 . Transport, Access and Communications

### Communications Infrastructure

**8.15** Advanced, high quality communications infrastructure is essential for economic growth. The development of high-speed broadband technology and other communication networks also plays a vital role in enhancing the provision of local community facilities and services. The Plan recognises the importance of delivering Super-Fast Broadband to rural areas, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services (see Policies 7, 9, 33 and 39).



## 9 . Strategic Infrastructure

### Strategic Infrastructure

**9.1** The provision of 'Infrastructure' is necessary to support development. It can range from strategic provision, such as a new road or school, to the creation of a local play-space, community facilities, a country park, or improvements to telecommunications. A key element of the Local Plan is for new development to be co-ordinated with the infrastructure it requires and to take into account the capacity of existing infrastructure.

**9.2** Delivery of infrastructure will be dependent upon maximising the contribution from the development process whilst recognising that a contribution from both the public and private sector will be necessary. This includes the Government's role in providing the necessary investment to achieve sustainable growth, including appropriate revenue support to those agencies required to manage or serve such development. West Sussex County Council is developing a Strategic Infrastructure Package to enable the provision of County Council services to meet the needs of new strategic development.

**9.3** The Infrastructure Delivery Plan that accompanies the Local Plan identifies programmed infrastructure provision from both the public and private sector, in addition to that delivered through the development process. It provides an overview of the infrastructure requirements and, where known, who is responsible for delivery and a broad indication of phasing, costs and funding mechanisms at the local level. Capacity in infrastructure and services will be monitored through updates of the Infrastructure Delivery Plan and future infrastructure need assessments.

**9.4** The Council intends to develop a Community Infrastructure Levy (CIL) scheme to secure funding for infrastructure, facilities and services necessary to support development and meet the Local Plan objectives. Some site specific infrastructure may still be secured through S106 obligations. Community facilities may be delivered at a local level through neighbourhood plans or through the parish share of CIL contributions.

### Policy 9

#### Development and Infrastructure Provision

The Council will work with partners, neighbouring councils, infrastructure providers and stakeholders to ensure that new physical, economic, social, environmental and green infrastructure is provided to support the development identified in the Local Plan.

Development and infrastructure provision will be coordinated to ensure that growth is supported by the timely provision of adequate infrastructure, facilities and services. The Infrastructure Delivery Plan will be used to identify the timing, type and number of infrastructure requirements to support the objectives and policies of the Plan as well as the main funding mechanisms and lead agencies responsible for their delivery.

All development will be required to meet **all the following criteria:**

1. Make effective use of existing infrastructure, facilities and services, including opportunities for co-location and multi-functional use of facilities;
2. Provide or fund new infrastructure, facilities or services required, both on- and off-site, as a consequence of the proposal;
3. Safeguard the requirements of infrastructure providers, including but not limited to: telecommunications equipment (particularly high speed broadband), electricity power lines, high pressure gas mains, educational facilities, health facilities, and aquifer protection areas;
4. Facilitate accessibility to facilities and services by a range of transport modes; and
5. Where appropriate:
  - Phase development to coordinate with the delivery of necessary infrastructure, facilities and services;
  - Mitigate the impact of the development on existing infrastructure, facilities or services;
  - Fund or contribute to improvements to increase the effectiveness and efficiency of infrastructure, facilities or services; and
  - Provide for the future maintenance of infrastructure, facilities or services provided as a result of the development.

Decisions on the provision of infrastructure should be based on a whole life costs approach.

## 9 . Strategic Infrastructure

### **Links to Strategic Objectives:**

- This policy has links to strategic objectives 3.31 - 3.36

### **Evidence Base:**

- [Chichester Transport Study \(2013\)](#)
- [Development Viability Study \(2013\)](#)
- [Green Infrastructure Strategy \(2014 forthcoming\)](#)
- [Infrastructure Delivery Plan \(2013\)](#)
- [Open Space Study \(2013\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)

### The Environment

**10.1** The quality of the built, historic and natural environment is a key factor in terms of attracting residents, investment and tourism to the area. Key environmental assets within the Plan area include a very high quality historic environment, coastline, countryside, landscape and biodiversity, along with high environmental building standards, quality design and cultural heritage. This section therefore seeks to protect and enhance the Plan area's environmental assets, whilst allowing development in areas where potential environmental harm is minimal or can be adequately mitigated (see policies 40-52).

**10.2** A theme running through the Local Plan is the protection and enhancement of the area's historic environment. There are many areas, buildings of special architectural and historic importance, scheduled sites, and above and below ground archaeology, which add significantly to the character and quality of the Plan area. Historic parks and gardens are also an important part of the area's heritage. Development is required to safeguard and enhance the special qualities of these important assets, wherever possible (see policy 48).

**10.3** Countryside protection policies and the development of green infrastructure will provide links both for wildlife and for residents and help to protect the separate identity and distinct character of individual settlements (see policies 49-53).

**10.4** Both Chichester Harbour and Pagham Harbour are internationally recognised sites of nature conservation importance, subject to a strong level of environmental protection under European Union and UK legislation. Both harbours are designated as a Ramsar site, Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) (see policies 44, 50-52). The Medmerry Realignment is an area of managed coastal retreat involving creation of compensatory inter-tidal habitat and is subject to the same protection as designated European sites.

**10.5** The Chichester Harbour Area of Outstanding Natural Beauty (AONB) covers a significant part of the Plan area. AONBs are national designations that have the highest status of protection in relation to landscape and scenic beauty. In accordance with its designation, the AONB is given great weight in determining planning applications. The Chichester Harbour AONB Management Plan sets out how the area should be managed. Its management principles include the need to conserve and enhance the area's natural beauty and to retain the quiet, undeveloped nature of parts of the AONB (see Policy 43).

**10.6** Other key environmental assets within the Plan area include a very high quality historic environment, coastline, countryside, landscape and biodiversity, along with high environmental building standards, quality design and cultural heritage (see policies 33 and 44-49).

**10.7** It is important that water is used efficiently in order to conserve water resources in the face of increased demands from new development and the potential impacts of future climate change (see policies 8 and 40-42).

## 10 . The Environment

**10.8** Parts of the Plan area are subject to flood risk from the sea, inland watercourses and high groundwater levels. Defending the coast and rivers can protect lives, homes and property. Landowners and residents have an important part to play alongside the statutory agencies to ensure that communities are better prepared to deal with flood events. The Local Plan strategy takes a sequential risk-based approach to ensure that development does not take place in areas at high risk of flooding when appropriate areas of lower risk are reasonably available. Built development can lead to increased surface water run-off; therefore new development is encouraged to incorporate mitigation techniques in its design, such as permeable surfaces and Sustainable Drainage Systems (SuDS) (see policies 40-42).

**10.9** The Council has a duty to have regard to the South East River Basin Management Plan to ensure the protection and improvement in quality of the water environment. This is also in accordance with the overall objective of the Water Framework Directive to achieve “good ecological status” in all water-bodies (including surface, ground and coastal waters) and not allow any deterioration from their current status (Policy 42).

**10.10** Climate change mitigation and adaptation is a theme which underpins much of the Local Plan strategy; particularly with regard to the location of new housing and employment (reducing the need to travel by car) the aspiration of providing high speed broadband and the promotion of more sustainable modes of transport.

**10.11** Good design is crucial to achieving attractive and durable places to live. It is also an important element in achieving sustainable development including use of locally sourced materials and traditional construction skills and techniques. The Local Plan therefore encourages high quality design and development in terms of new buildings, spaces and their setting in the built and rural landscape, including the development of green spaces (see policies 33, 40 and 48).

**10.12** In order to encourage high quality development a number of methods will be used including Neighbourhood Plans, masterplans, Area Action Plans, development briefs and supplementary planning documents. Reference should also be made to conservation area appraisals, historic area assessments, Design Review and planning concept statements and where appropriate Design Codes. Developers will be expected to involve the local community and all relevant stakeholders in designing development (see policies 6-7).



### Evidence Base

- [Chichester Harbour Management Plan 2009-2014](#)
- [Coastal Defence Strategy \(2009\)](#)
- [Destination Management Plan \(Visit Chichester\) \(2010\)](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Landscape Capacity Assessment - Extension \(2011\)](#)
- [Medmerry draft Management Plan \(April 2013 - March 2018\)](#)
- [Open Space Study \(2013\)](#)
- [Pagham Harbour Visitor Study \(2012\)](#)
- [Pagham Harbour Local Nature Reserve Management Plan \(2013-2018\)](#)
- [Solent Recreational Disturbance and Mitigation Study \(2012\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [A Strategy for the West Sussex Landscape \(2005\)](#)

## 11 . Area Based Strategic Policies

### Area Based Strategic Policies

**11.1** This section sets out broad strategic policies and proposals for development and related infrastructure in each of the three sub-areas identified in the Plan. It also includes specific development policies and allocations for the identified strategic locations.

**11.2** This section is broken down into the following sub-areas:

- the East-West Corridor (Chichester City and the A27 Corridor, including Tangmere and Southbourne)
- the Manhood Peninsula
- the North of the Plan area (including the north-east of the District and Camelsdale/Hammer)

### The East-West Corridor

(Chichester City and the A27 Corridor, including Tangmere and Southbourne)

#### Policies for Chichester City

**12.1** Chichester city is the main employment and commercial centre and accounts for a high proportion of the area's local housing need. It is also the most accessible location in the Plan area and offers the widest range of services and facilities. For these reasons, the Local Plan directs a significant amount of new development to the city and its surrounding area.

**12.2** In addition to providing for local needs, it is intended that new development will contribute to improving the city's infrastructure and enhancing its range of facilities. At the same time, it is acknowledged that new development needs to be planned sensitively with special regard to the unique character of the city's historic environment and setting, and should be underpinned by historic characterisation assessments. Development should also take account of, and contribute towards, the transport strategy for the city (see Policy 13) and have particular regard to parking policies (Policy 39). Development at the edge of the built area provides opportunities to achieve additional green infrastructure in and around the city, particularly linking to the South Downs National Park. Detailed proposals for the city centre and other areas of change in the city will be brought forward through Area Action Plan(s) or Development Brief(s).

#### Chichester City Development Principles

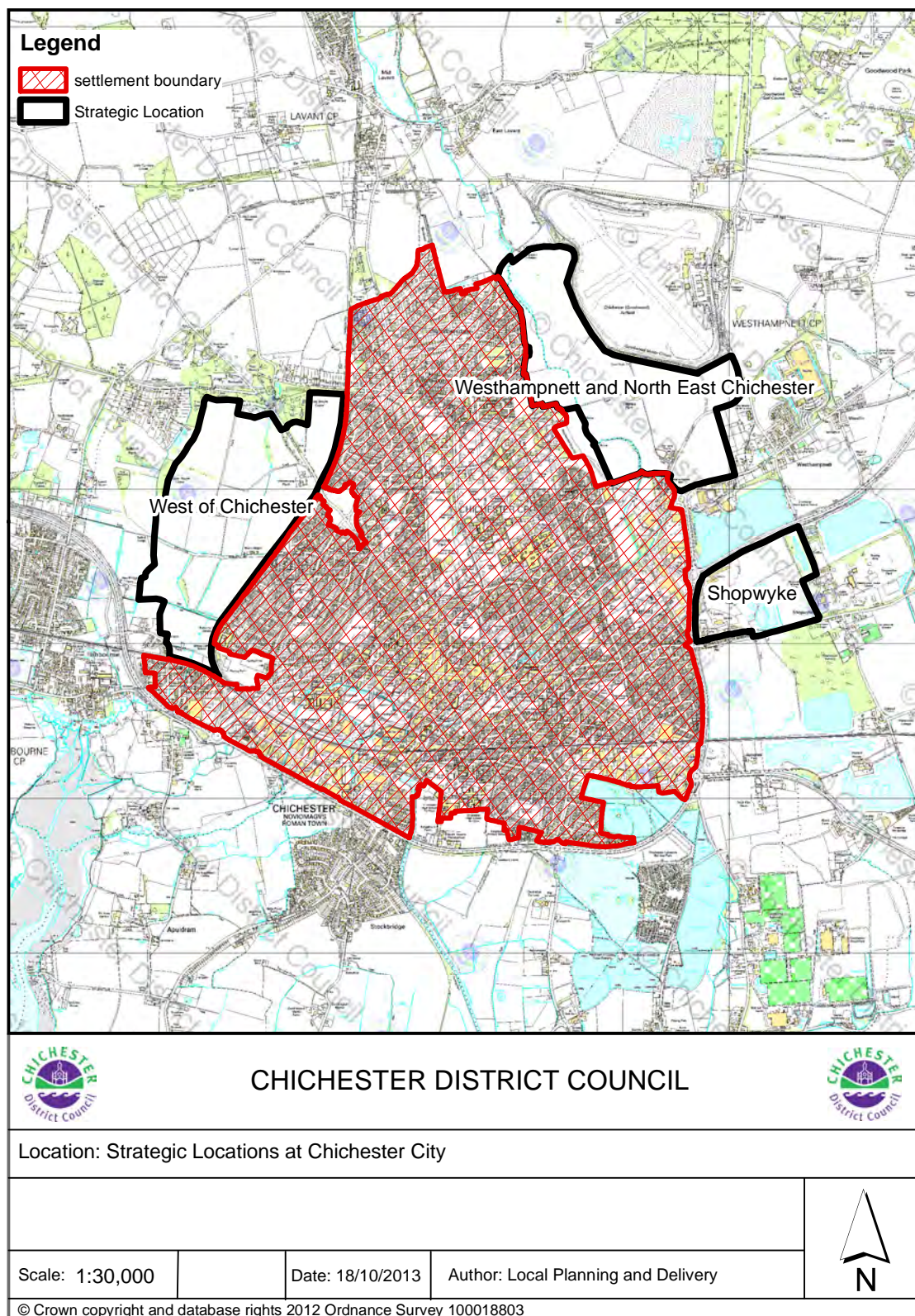
**12.3** The city centre is the historic heart of Chichester and the main location for shopping, entertainment, visitor attractions, and a large proportion of the city's employment. In order to maintain and enhance the vitality of the centre, it is desirable to plan to accommodate a mix of uses including some new retail, other business uses such as small offices, and residential development. Entertainment and leisure facilities to boost the 'evening economy' may also be appropriate in some locations, though such development will need to be sensitive to the historic character of the city.

**12.4** There are a number of sites with potential for redevelopment to the south of the city centre in the area known as the 'Southern Gateway', including the Basin Road Post Office site, Bus Depot, and sites within the Terminus Road Industrial Estate. Within this area, there is potential to provide an enhanced rail/bus interchange; new office and commercial floorspace; some new residential development; enhancements to the townscape, streetscape and public space; and improved road layouts providing better cycling and pedestrian access to the city centre from the south. The Council will explore the potential to develop and reshape this area further through the preparation of the City Area Action Plan(s) and/or Development Briefs.

**12.5** Elsewhere within the city, there are a number of sites and locations which may have potential for redevelopment in the future, subject to the relocation or rationalisation of existing uses. One such area is the north of the city which is covered in Policy 14.

## 12 . The East-West Corridor

Map 12.1 Setting of Chichester City





### Policy 10

#### Chichester City Development Principles

New development, infrastructure and facilities will be planned for Chichester city that enhance the city's role as a sub-regional centre and visitor destination, contribute to meeting local needs, and conserve and enhance the city's historic character and heritage. This will include provision for development and proposals that:

- Support and strengthen the vitality and viability of the city centre and its role as a shopping destination;
- Support and enhance the city's existing heritage, arts and cultural facilities;
- Enhance the city's existing entertainment and leisure offer, including the 'evening economy';
- Provide or contribute towards improved facilities for education, health and other social and community uses;
- Enhance the character and distinctiveness of the city's local neighbourhoods;
- Provide or contribute towards an enhanced network of green infrastructure, including additional parks and amenity open space, outdoor sport pitches, recreational routes and access to natural green space;
- Support and promote improved access to the city and sustainable modes of travel in accordance with the transport strategy for the city (see Policy 13); and
- Enhance the public realm, especially within the city centre and key routes in and out of the city.

All development will be required to have special regard to the city's historic character and heritage. Development proposals should be underpinned by historic characterisation assessments and make a positive contribution to the city's unique character and distinctiveness.

The Council will prepare Area Action Plan(s) and Development Briefs covering Chichester city centre and other areas of change in the city, which will identify development sites, transport and environmental improvements and define areas within which specific uses are considered appropriate and will be supported.

## 12 . The East-West Corridor

### Links to Strategic Objectives:

- This policy has links to all strategic objectives.

### Evidence Base:

- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Conservation Area Character Appraisals](#)
- [Employment Land Review - Update \(2013\)](#)
- [Historic Environment Record](#)
- [Housing Study \(Duty to Co-operate\) \(2013\)](#)
- [Landscape Capacity Assessment](#)
- [Landscape Capacity Assessment - Extension \(2011\)](#)
- [Open Space Study \(2013\)](#)
- [Retail Study - Update \(2010\)](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\) \(2013\)](#)

### Chichester City Employment Sites

**12.6** The city's economy depends to a large degree on the public administration, education, health and retail sectors, but commercial offices and manufacturing/industrial activities are also significant. Both the Employment Land Review 2009 and the ELR Update 2013 identified Chichester city and surrounding area as the most prestigious and commercially attractive location for business. As it is also the focus for most of the planned new housing development, provision of suitable employment space will both support economic growth and provide jobs within easy reach of the new homes.



**12.7** Chichester city is the primary focus for the local office market, providing a range of accommodation, mainly geared towards smaller office suites. Recent new-build activity has been concentrated around the Terminus Road area. The ELR Update indicates that vacant floorspace and unimplemented development schemes will contribute to meeting short to medium term demand in the local office market. However, in the longer term the study recommends allocation of additional office space in the east-west corridor, mainly at Chichester city. It identifies an opportunity to consolidate business and professional services in the city, and capitalise on local growth sectors such as creative media and IT/digital services.

**12.8** The ELR Update reports that the industrial market has performed more strongly through the recession. The vacancy rate for industrial floorspace is now relatively low and there is limited new-build development available with this primarily at the Glenmore Business Park adjacent to the A27 at Portfield. The study recommends that additional land for industrial uses (Use Classes B1c, B2 and B8) should be allocated in the short term to provide a choice of sites.

**12.9** Following the recommendations of the ELR Update, the Local Plan makes provision to identify additional employment land and floorspace within or close to the city, totalling up to 5 hectares of land suitable for office uses (B1a and B1b) and up to 20 hectares of land for industrial/warehousing uses (Use Classes B1c, B2 and B8). It is envisaged that it may be possible to meet some of this requirement, particularly new office floorspace, through development of vacant plots and redevelopment/intensification on the city's existing industrial estates (primarily in the Southern Gateway/Terminus Road area). There is also potential to deliver some new employment land in conjunction with the proposed strategic housing allocation West of Chichester city (see Policy 15).

**12.10** In addition, the ELR Update considered a number of additional sites close to the city and the A27 Bypass that may have potential for employment development in the future. These include the former MoD Fuel Depot Site off the A27 Bognor Road junction, which has been identified by West Sussex County Council as a proposed allocation for a single built waste facility as part of a dual use.

**12.11** The study also identified other sites which may have potential for future employment allocation, subject to further investigation. The Council has commissioned a further study of potential employment sites, with a view to allocating suitable sites in the Site Allocation DPD or Area Action Plan.

**12.12** In addition to identifying new employment land, improvements to the existing stock of business premises will be facilitated by encouraging refurbishment and redevelopment of accommodation for business purposes within the city and by promoting improvements to the industrial estates at Terminus Road and Quarry Lane.

**12.13** Particular emphasis will be placed on development of small office and business units and managed workspace suitable for start-ups and small businesses, such as the proposed 'Enterprise Gateway' at Terminus Road. The potential will also be explored for developing training and research links with local colleges and universities.

## 12 . The East-West Corridor

### Policy 11

#### Chichester City Employment Sites

Up to 15 hectares of new employment land suitable for Business Class (B1-B8) uses will be brought forward in Chichester city and the surrounding area, of which up to 5 hectares should be suitable for B1 Office uses. This will include employment land provided as part of the strategic development allocation West of Chichester city (Policy 15).

Additional employment sites will be allocated subject to further investigation of potential locations by the Council. Suitable sites should be:

- Well located to provide good access to the A27 Chichester Bypass and strategic road network;
- Commercially attractive to prospective business uses; and
- Deliverable and commercially viable for development of Business Class (B1-B8) uses, taking account of all physical constraints and development requirements, including site remediation and preparation, provision of site access, and any required off-site mitigation measures.

The Council will support the refurbishment and redevelopment of premises for business purposes and promote upgrading and environmental improvements to the industrial estates at Terminus Road and Quarry Lane.

#### Links to Strategic Objectives:

- This policy has links to strategic objectives 3.16 - 3.19

#### Evidence Base:

- [Employment Land Review - Update \(2013\)](#)
- [Employment Site Viability Assessment \(2013\)](#)
- [Landscape Capacity Assessment - Extension \(2011\)](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)

### Water Resources in the Apuldram Wastewater Treatment Catchment

**12.14** The Apuldram Wastewater Treatment Works (WwTW) which serves Chichester city (and also Fishbourne and Donnington) is subject to environmental constraints which restrict its capacity to accommodate future development. The “Strategic Growth Study Wastewater Treatment Options for Chichester District” (MWH 2010) considered these issues, including options to reduce the amount of water entering the treatment works. A recommendation from the MWH report advises that sustainable housing practices and water reduction techniques should be embedded in future policies. It is accepted that these practices cannot be relied upon to provide a solution to the headroom deficit; however, they are of substantial importance in reducing water usage and mitigating water capacity issues in the longer term. Relevant measures relating to development within the Apuldram WwTW catchment include:

- Applying Code for Sustainable Homes Level 5/6 requirements or equivalent replacement national minimum standards, which ever are higher, wherever possible, to all new housing developments and, as a minimum, Level 4;
- Retrofitting existing housing schemes with facilities/technologies designed with lower water usage; and
- Applying the water standards as outlined in the Code for Sustainable Homes as a positive way to achieve a reduction in water usage.

**12.15** The Environment Agency has indicated that for Southern regions, Local Plans should ensure the efficient use of water resources and recommend a phased approach to applying the Code for Sustainable Homes with new homes being built to achieve internal water use of 105 litres/head/day (CSH5) and an aspirational target of moving to an internal water use of 80 litres/head/day (CSH5). However, they recognise the issues of carbon use, cost and maintenance, particularly for small sites and therefore see that these higher standards of water use should be an aspirational target, taking in to account viability, which research and new technology will eventually help to achieve.

## 12 . The East-West Corridor

### Policy 12

#### Water Resources in the Apuldram Wastewater Treatment Catchment

Within the Apuldram Wastewater Treatment catchment area where there are environmental capacity issues, new development will be required to **conform to the following water reduction measures:**

1. New housing development will be required to meet the Code for Sustainable Homes Level 5 water requirements or equivalent replacement national minimum standards, which ever are higher. Where this is proved to be not viable, the minimum acceptable level will be Level 4;
2. Where possible, the installation of facilities/technologies designed to minimise water usage;
3. No surface water from new development shall be discharged to the public foul or combined sewer systems; and
4. All proposals for residential development of 6 or more dwellings will need to demonstrate through a drainage assessment that they will not result in a significant net increase in flows to the sewer network.

Planning permission will be granted for development where the provision of water infrastructure is not considered detrimental to the water environment, including existing abstractions, river flows, water quality, fisheries, amenity and nature conservation.

#### Links to Strategic Objectives:

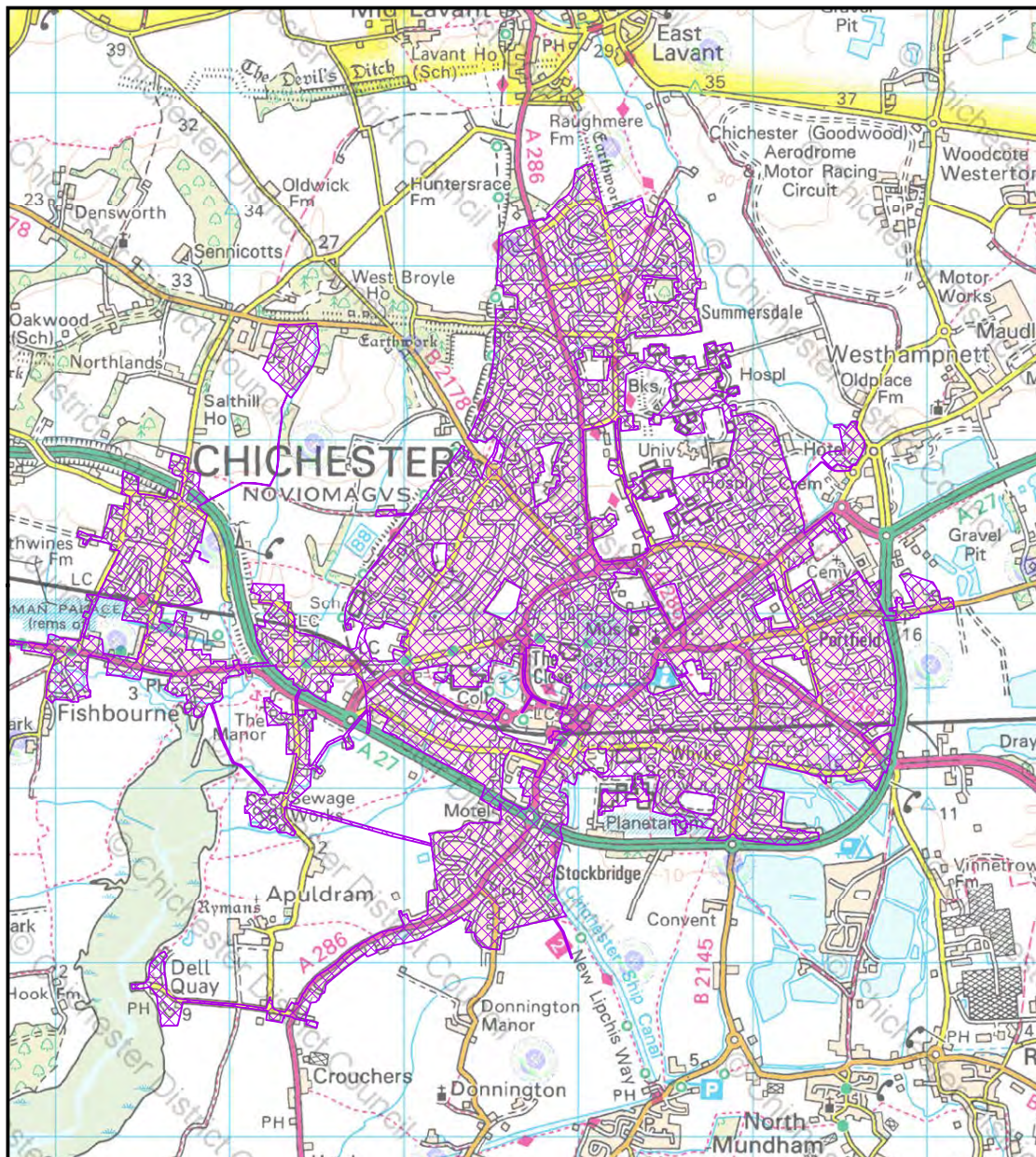
- This policy has links to strategic objectives 3.23 - 3.25, 3.35 and 3.36

#### Evidence Base:

- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)
- [Water Quality and Strategic Growth for Chichester District Background Paper \(2012\)](#)



**Map 12.2 Apuldrum Wastewater Treatment Works catchment**



**CHICHESTER DISTRICT COUNCIL**



Location: Apuldrum WwTW

Description:  
Catchment area for Apuldrum Wastewater Treatment Works (shaded)

Scale: 1:30,000

Reference:

Date: 23/10/2013

Author: Local Planning and Delivery Team



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Reference

## 12 . The East-West Corridor

### Chichester City Transport Strategy

**12.16** Planning for transport is a key issue for Chichester city, due to road congestion during peak periods on the A27 and associated with the A27 junctions. Delays also result from the railway level crossings to the south of the city centre. Due to the historic character of the city, there is limited space for road widening or engineered junction improvements. Parking availability is also an issue at peak times and on-street parking limits traffic flows on some radial routes.

**12.17** In addition to causing delays and unreliable journey times, the transport movements and traffic congestion have a detrimental impact on air quality in the city. This has resulted in the designation of three Air Quality Management Areas (AQMAs), covering parts of Orchard Street, St Pancras and the A27 Stockbridge roundabout junction.

**12.18** Addressing these transport issues is critical to enable the city to remain a vibrant centre and commercially competitive as a business location. In addition, the development proposed for the city and surrounding area will result in increased travel demands and lead to further pressures on the local transport network. However, due to its compact size and accessibility by public transport, the city presents good opportunities to encourage more sustainable travel patterns and increase the use of sustainable modes of travel. Furthermore, the proposed development offers potential to develop coordinated strategies and funding.

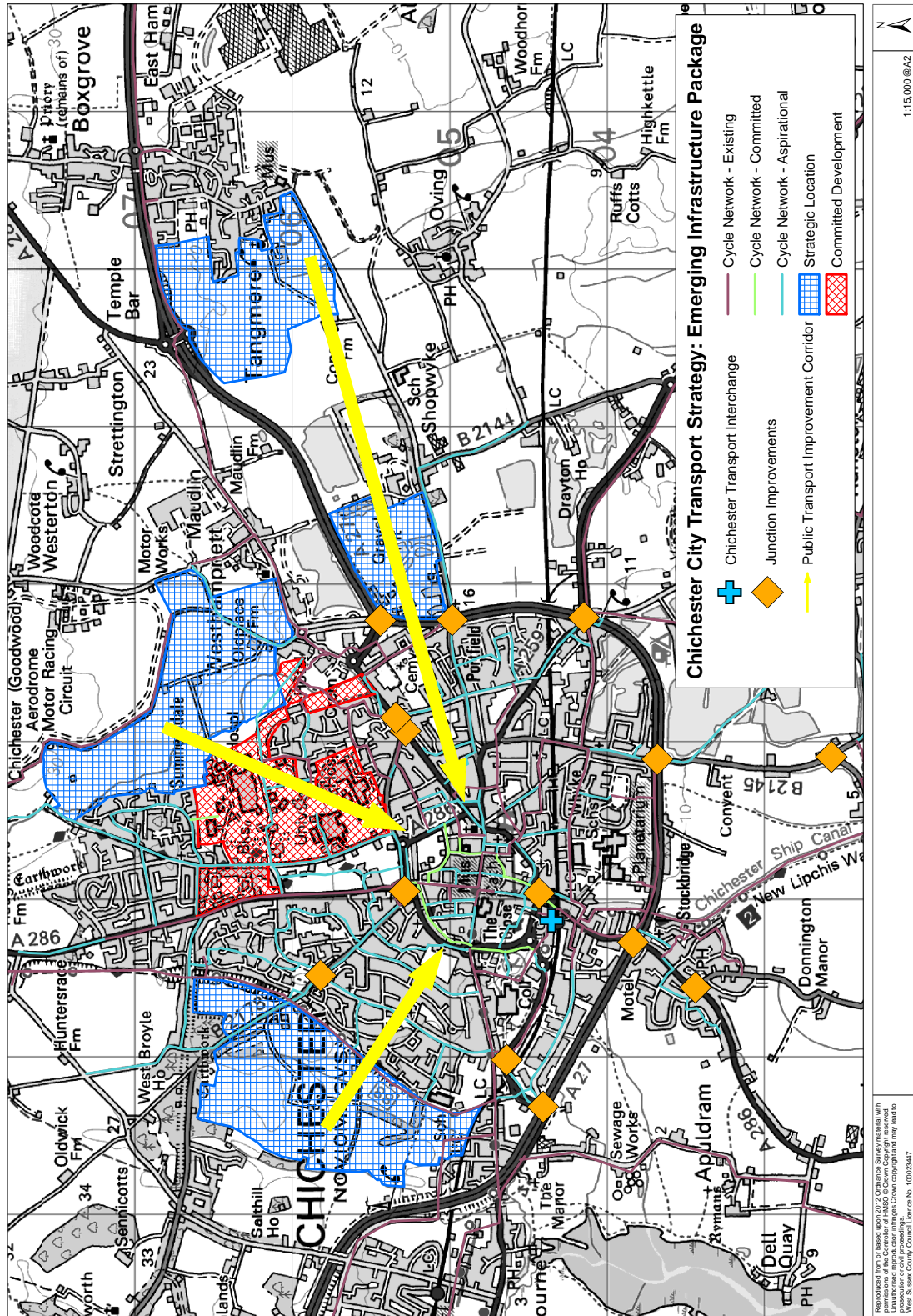
**12.19** As set out in Policy 8, it is intended to implement a package of improvements to the junctions on the Chichester Bypass which will help to improve access to the city from the surrounding areas. Map 12.3 shows key elements of the emerging transport infrastructure package for the city and surrounding area. It also indicates how these key elements will link with committed and proposed development locations in and around the city. The emerging transport infrastructure package is subject to further detailed work to determine specific highways and transport improvement schemes.

**12.20** Car parking policy will play a key role in helping to manage car use and highways capacity in the city. The Chichester District Car Park Strategy 2010-2020 seeks to manage car parking demand in the city through a package of measures, including the provision of variable messaging signing to key car parks, minor increases in parking capacity and reductions in car use through the County Council's 'Smarter Choices' initiative. Although the introduction of a Park and Ride scheme is not considered necessary at the present time, the Strategy includes a commitment to review the position if spare capacity in the city's car parks falls below a specified level.

**12.21** As set out in Policies 8 and 9, funding for these transport measures will primarily be drawn from development contributions through the Community Infrastructure Levy (CIL), to be supplemented by funding from other sources where opportunities arise. Additionally, a number of linked transport and access improvements will be delivered directly by proposed strategic developments (see Policies 15-20 and 23-24).



Map 12.3 Chichester City Transport Strategy - Emerging Infrastructure Package



## 12 . The East-West Corridor

### Policy 13

#### Chichester City Transport Strategy

The Council will work with West Sussex County Council and other relevant organisations to deliver an integrated transport strategy for Chichester city.

Proposed measures will include:

- Initiatives to promote behavioural change in travel choices, including travel plans, easy-to-use journey planning tools, skills training and promotional activities;
- Reviewing car parking provision, including encouraging use of peripheral car parks to reduce traffic in city centre and giving consideration to the introduction of parking restrictions along some arterial routes to improve traffic circulation (particularly for buses);
- Introducing bus lanes and bus priority measures along key routes (including the A259 Bognor Road approaching its junction with the A27);
- Reviewing and expanding the use of Variable Message Systems (VMS);
- Providing Real Time Passenger Information (RTPI) screens at key locations;
- Exploring potential options to provide an improved bus / rail interchange;
- Delivering strategic cycle routes linking the city centre, residential areas and key facilities, including proposed areas of new housing, employment and greenspace within and close to the city;
- Improvements to the pedestrian network within and around the city, including proposed areas of new development and greenspace; and
- Exploring potential options for reducing traffic congestion and improving safety at key junctions in the city, including the Northgate Gyratory, Southgate Gyratory and the junctions on Westhampnett Road.

#### Links to Strategic Objectives:

This policy has links to strategic objectives 3.16, 3.24, 3.26, 3.29 and 3.31 - 3.33

#### Evidence Base

- [Chichester District Car Park Strategy \(2010\)](#)
- [Chichester Transport Study \(2013\)](#)

### Development at Chichester City North

**12.22** The north of Chichester city is the focus for substantial new development, with major new housing underway at the former Graylingwell Hospital and Roussillon Barracks sites. These developments and other related sites in the north of the city offer the potential for an integrated planning approach to deliver a new mixed use, sustainable “quarter” of the city.

**12.23** In January 2012, the Council adopted the 'Sites in Chichester City North Development Brief', which sets out interim planning guidance for the future development of two sites: land owned by Sussex Partnership NHS Trust and land at Barnfield Drive owned by the District Council, together with the adjoining University of Chichester campus. The Brief coordinates and guides development of these sites. It sets out a general vision for the development of the sites, assesses their suitability for new uses, the need to protect and enhance valued features, and the role that individual sites might play in meeting wider community needs for the local area, the city and the District. The draft Brief was subject to public consultation in August-September 2011 and therefore carries weight as a material consideration in assessing planning applications in the area.

**12.24** The Brief identifies the NHS Trust land and University of Chichester land as potentially suitable for residential development and/or student accommodation and/or a residential care home, with the possibility of incorporating community uses. Development is made subject to two requirements: firstly, that provision is made for a new access to the University, which has been a long standing objective for both the Council and the University; and secondly, that playing fields which are considered important to the character of the area and for sports use are retained or are provided locally.

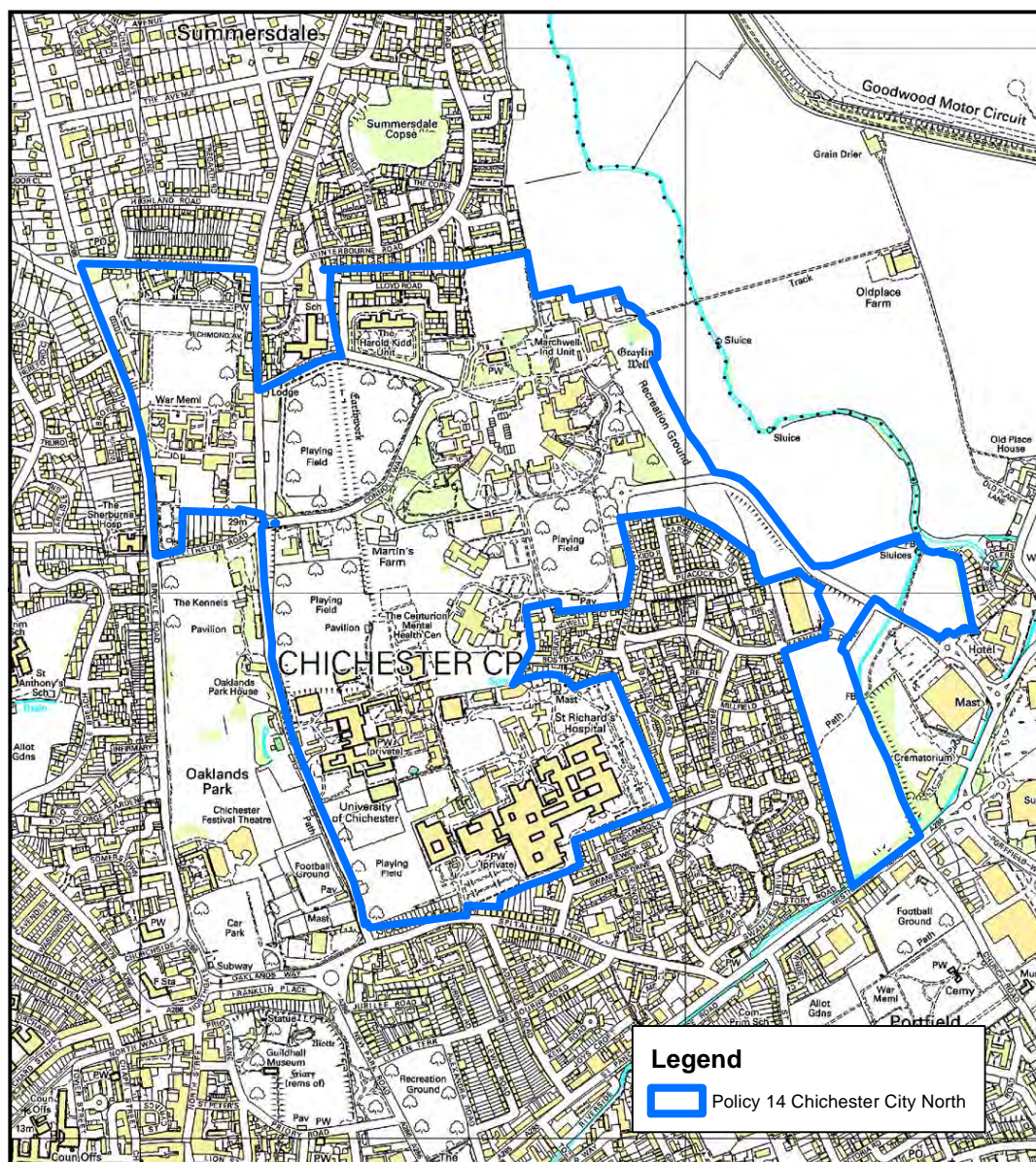
**12.25** The land at Barnfield Drive is identified as suitable for employment or retail uses, provided that any retail uses are complementary to and do not detract from existing shopping provision in the city centre.

**12.26** The Council considers that the principles set out in the 'Sites at Chichester City North Development Brief' should be extended further to encompass other potential sites in the north-east of the city. In particular, there is potential to link future development in the area with planned new development north-east of Chichester city (see Policy 17: Westhampnett/North East Chichester Strategic Development Location). There is also the opportunity to link with potential development opportunities across the city. To facilitate this, the Council proposes to prepare an Area Action Plan, which will set out a coordinated planning framework to guide future proposals and development in the area and the rest of the city.



## 12 . The East-West Corridor

Map 12.4 Development at Chichester City North



CHICHESTER DISTRICT COUNCIL



Location Chichester City North

Description: Chichester City North

Scale: 1:10,000

Date: 23/10/2013

Author:



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### Policy 14

#### Development at Chichester City North

New development, facilities and infrastructure improvements will be brought forward at Chichester City North that support and contribute to the following principles:

- An integrated approach to the planning and design of proposals, so that the character of individual sites is recognised but the need to consider common issues and opportunities is properly addressed;
- Delivery of inward investment and job creation by supporting proposals for economic development;
- Transport proposals that fully consider the movement and access implications of development locally and across the city;
- Development that is permeable and provides good links for pedestrians and cyclists between sites, the local area, the city centre, Centurion Way and the countryside ;
- A new vehicular access to the University, from the east, to relieve College Lane;
- Provision of appropriate community facilities; and
- Retention, enhancement and management of open spaces with access for the general public; and the protection of the trees that contribute considerably to the character of the area.

Sites shown on the Policies Map are allocated for the following land uses in accordance with the guidelines set out in the 'Sites at Chichester City North Development Brief':

- Sussex Partnership NHS Trust Lands - Residential uses, student accommodation and/or a residential care home, open space (to include playing fields/sports pitches with associated sports changing facilities) and community uses. Development should include provision for a new road and cycle path to access the University from Kingsmead Avenue;
- Land at Barnfield Drive - Retail and employment uses (Use Classes A1, B1, B2 and B8) subject to a flood risk assessment and a landfill gas risk assessment. Proposed retail uses should meet an identified need or shortfall, complement existing facilities in the city centre and not harm the vitality or viability of the city centre.

The Council will prepare an Area Action Plan, which will set a coordinated planning framework based on the vision set out in this policy, linking the development of identified sites at Chichester City North with the wider area to the north-east of Chichester city and

## 12 . The East-West Corridor

the rest of the city, including proposed development, green infrastructure, transport and access improvements associated with the Westhampnett Strategic Development Location (see Policy 17).

### Links to Strategic Objectives:

- This policy has links to all strategic objectives.

### Evidence Base:

- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Landscape Capacity Assessment - Extension \(2011\)](#)
- [Open Space Study \(2013\)](#)
- [Retail Study Update \(2010\)](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Sites in Chichester City North Development Brief \(2012\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\) \(2013\)](#)

### West of Chichester Strategic Development Location

**12.27** The West of Chichester development location is bounded by Centurion Way to the east, the railway line to the south and Old Broyle Road to the north. The total site area is about 115 hectares.

**12.28** The proposed site has a number of advantages, which offer considerable potential for development as a sustainable urban extension of Chichester city. It is directly adjacent to the western edge of the Chichester city settlement boundary and is around 2km from the



city centre. It therefore offers good potential accessibility to the city by sustainable modes of travel, as well as providing direct road access to the city without the need to use or cross the A27.

**12.29** The site does not present any major issues of flood risk. In landscape terms, it is relatively self-contained. There are no significant long distance views into the site from the South Downs or from areas to the south and west. However, there are views of Chichester cathedral spire from parts of the site. Development proposals will need to have particular regard to certain natural and historic features including: the Brandy Hole Copse Local Nature Reserve directly adjacent to the north of the site; the Chichester Entrenchments Scheduled Monument immediately to the north and extending into the site, mostly within a well wooded area containing traces of ancient woodland; and an archaeological priority area embracing a non-designated linear feature crossing the southern part of the site. A further major consideration is the potential for increased recreational disturbance impacts on birds at Chichester Harbour; particularly at Fishbourne Channel, which is less than 1km from the southern edge of the site. Proposals to develop the site will have to demonstrate satisfactory mitigation in order for development to proceed.

**12.30** As for other locations around the city, development of the site is currently constrained by the environmental restrictions on Apuldram WwTW. The development will be reliant on additional wastewater capacity, which would be provided by a sewerage undertaker. Through evidence from the Strategic Growth Study - Wastewater Treatment Options and joint working with the Water Quality Group, future capacity has been identified at Tangmere WwTW following its proposed expansion/upgrade in 2019. The development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW.

**12.31** The site has the potential to deliver a large strategic development of 1,600 homes. It is envisaged that the site would be delivered in two phases. The initial phase of development would be focused towards the north of the site, accessed off Old Broyle Road, and would deliver 750 homes, a new Country Park, a neighbourhood centre ('community hub'), which would provide facilities such as a community centre, local shops, small scale office suites and a primary school. Provision is made for the allocation of around 6 hectares of employment land (suitable for B1 uses). Employment development will require a suitable access from the south of the site to the A27.

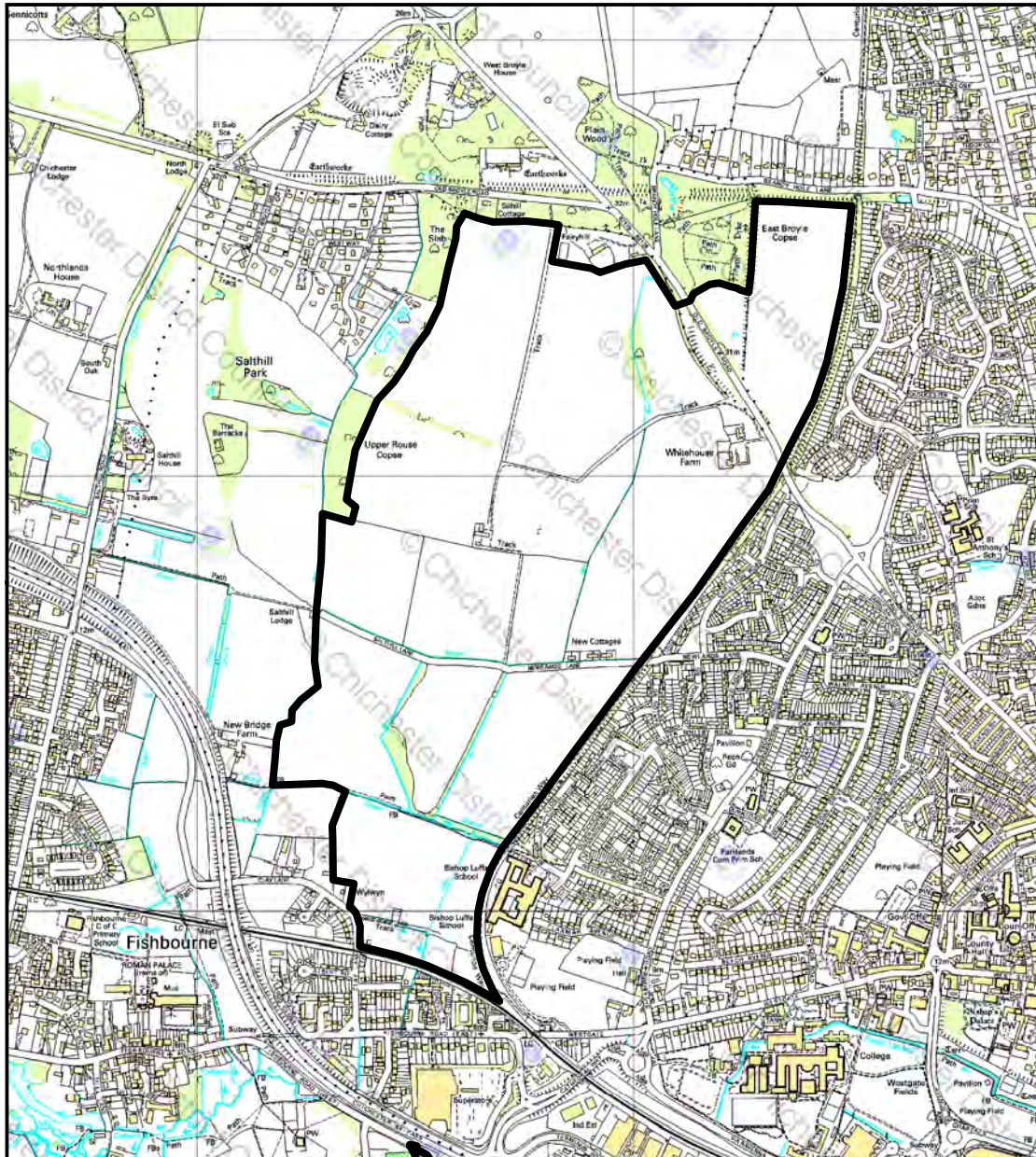
**12.32** The second phase would extend development southward with potential to eventually deliver up to 1,600 homes. It would also provide a new road access to the south of the site linking to Westgate. There is potential for providing a north-south spine road linking from Old Broyle Road to Westgate, subject to further testing as part of an access strategy. Given the likelihood that current wastewater capacity constraints will prevent any development until after 2019, it is considered likely that no more than 1,000 homes will be delivered within the period to 2029. The Plan therefore makes provision for this figure.

**12.33** It is envisaged that the development should take the form of a new neighbourhood, maximising the potential for integration with existing land uses and communities on the western side of the city. This will involve considering opportunities to enhance and broaden

## 12 . The East-West Corridor

the range of facilities that serve the wider local community, with good off-site access (especially by walking and cycling) to existing local facilities, the city centre and key facilities elsewhere in the city.

**Map 12.5 West of Chichester Strategic Development Location**



**CHICHESTER DISTRICT COUNCIL**



Location: West of Chichester Strategic Development Location

Description

Scale: 1:12,000

Date: 04/10/2013

Author: Local Planning and Delivery



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## 12 . The East-West Corridor

**12.34** A number of specific issues need to be taken into account in planning the development and site layout at this location. These include:

- Protecting priority views of Chichester Cathedral spire and creating opportunities for new views;
- Protecting Chichester Entrenchments Scheduled Monument and other non-designated heritage assets and their settings;
- Protecting and potentially enhancing the Brandy Hole Copse Local Nature Reserve, surviving fragments of ancient woodland, and their setting;
- Maximising the potential for sustainable travel links with the city, Fishbourne and the National Park, through improved public transport, cycling and pedestrian routes;
- Providing adequate mitigation for potential off-site traffic impacts, including improved access to the A27 and improvements to the St Paul's Road / Sherborne Road junction;
- Reducing and mitigating potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar. Acceptable mitigation measures will need to be agreed with Natural England, following completion of the Solent Mitigation Study. Measures are likely to include provision of a high proportion of on-site natural greenspace, potentially with a waterside landscape feature, and could involve off-site measures to control and manage dog walkers visiting Chichester Harbour;
- Taking into consideration the existing biodiversity value of the site, particularly the important ecological corridor linking Chichester Harbour to the South Downs National Park; and, in addition
- Reference should be made to Appendix 1 of this Plan which provides a high level strategy for green infrastructure provision at the strategic sites.



### Policy 15

#### West of Chichester Strategic Development Location

Land at West of Chichester is allocated for mixed use development, comprising:

- 1,600 homes (of which 1,000 homes should be delivered during the Plan period);
- 6 hectares of employment land (suitable for B1 Business uses);
- A neighbourhood centre / community hub, incorporating local shops, a community centre, small offices and a primary school; and
- Open space and green infrastructure, including a Country Park.

Development will be masterplanned in accordance with Policy 7. Taking into account the site-specific requirements, proposals for the site should:

- Be planned as a sustainable urban extension of Chichester city, that is well integrated with neighbouring areas of the city, and provides good access to the city centre and key facilities in the city;
- Landscaped to protect priority views of Chichester Cathedral spire;
- Keep land north of the B2178 in open use, free from built development, to protect the natural history interest of both Brandy Hole Copse, and the setting of the Chichester Entrenchments Scheduled Monument;
- Conserve, enhance and better reveal the significance of the Chichester Entrenchments Scheduled Monument and other non-designated heritage assets and their settings and to record and advance understanding of the significance of any heritage assets to be harmed or lost;
- Promote increased biodiversity, and protect and enhance the setting of Brandy Hole Copse Local Nature Reserve and areas of Ancient Woodland;
- Provide an appropriate landscaping buffer on the western boundary of the site, which could form a continuation of the existing planting already present. Appropriate provision should also be made for key landscaping of Centurion Way, where necessary to contribute to green infrastructure;
- Subject to detailed transport assessment, provide road access to the north from Old Broyle Road and to the south from Westgate;
- Provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (Policy 13),

## 12 . The East-West Corridor

including improved access to the A27 and improvements to the St Paul's Road / Sherborne Road junction;

- Make provision for regular bus services linking the site with Chichester city centre, and new and improved cycle and pedestrian routes linking the site with the city, Fishbourne and the South Downs National Park;
- Be planned with special regard to the need to mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar including contributing to any strategic access management issues;
- Protect and enhance the existing biodiversity and important ecological corridor linking Chichester Harbour and the South Downs National Park. Any development will need to:
  - a. Provide multi-functional green infrastructure both across the site and linking development to the surrounding countryside and Chichester city;
  - b. Provide buffer zones to sensitive habitats such as ancient woodland.

Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.

Development of the site should be phased so that the neighbourhood centre / community hub, Country Park are delivered at an early stage of development.



### Links to Strategic Objectives:

- This policy has links to all strategic objectives.

### Evidence Base:

- [A revision of the Ancient Woodland Inventory for West Sussex \(2010\)](#)
- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Focus on Strategic Growth Options \(2010\)](#)
- [Historic Environment Record](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Open Space Study \(2013\)](#)
- [Sequential Test Local Plan Key Policies November 2013](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\) \(2013\)](#)
- [The Future Growth of Chichester: Landscape and Visual Amenity Considerations \(2005\)](#)
- [Water Quality and Strategic Growth for Chichester District Background Paper \(2012\)](#)

## 12 . The East-West Corridor

### Shopwyke Strategic Development Location

**12.35** The proposed development location comprises land previously used as an aggregate and minerals extraction and processing plant. It lies to the east of Chichester city and the A27 Bypass in Oving parish. The A27 defines the north and west boundary with Coach Road and Shopwyke Road forming the eastern and southern boundaries. The total site area is nearly 40 hectares.

**12.36** The majority of the proposed allocation is covered by the Shopwyke Lakes planning permission (August 2013). However, the allocation also covers adjacent land to the north at Portfield Quarry which has permission for nearly 17,500 m<sup>2</sup> B8 warehousing. It also includes some land directly adjacent to the south west of the Shopwyke Lakes permission.

**12.37** The site has a generally low level of landscape sensitivity and is not prominent when viewed from within the South Downs National Park. However, there are views of Chichester Cathedral spire from parts of the site which should be protected.

**12.38** There are no water courses on site. However, roads around the Portfield roundabout are subject to flooding during heavy rain, which is due to a fluctuating water table in the underlying gravels. The Chichester flood relief channel passes to the east of the site which has helped reduce flooding in the area. However the use of Sustainable Urban Drainage Systems and other flood mitigation measures should be designed into the scheme.

**12.39** The site has the potential to deliver a development of around 500 homes within a parkland setting, together with employment uses and supporting amenities including flexible community space, a new neighbourhood centre with local retail facilities and a small enterprise hub.

**12.40** Although the site is physically separated from the city by the A27 Bypass, the development is planned as an extension to the city, forming a new neighbourhood. This will involve opportunities to provide new facilities to serve the wider local community with good off-site access, particularly by walking and cycling to existing local facilities and facilities in the city.

**12.41** A number of specific issues need to be taken into account in delivering the development. These include:

- Protecting existing views of Chichester Cathedral spire, and creating new public viewpoints;
- Shielding residential properties from noise on the A27, through, for example, the sensitive use of acoustic screening;
- Creating a new parkland setting through planting, including maintenance and enhancement of perimeter landscaping to screen development ;

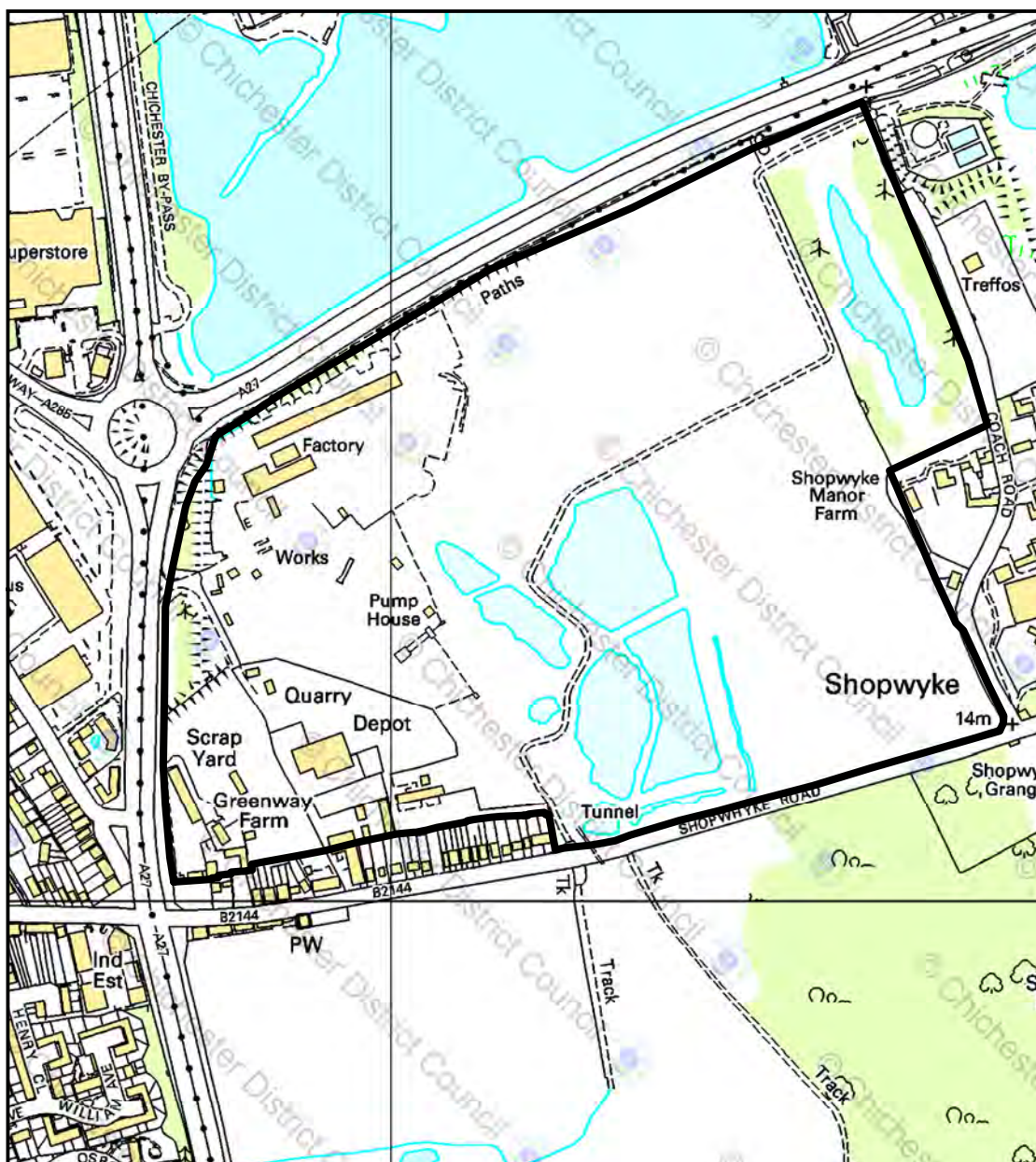
## 12 . The East-West Corridor

- Utilising the existing lake at the eastern end of the site to create a variety of habitats and focussing green infrastructure connections;
- Respecting the setting of the listed barn at Greenway Farm and the cluster of grade II listed buildings associated with the grade 2\* listed Shopwyke Hall to the east;
- Providing adequate mitigation for potential off-site traffic impacts on the A27, in particular the Portfield and Oving Road junctions;
- Maximising the potential for sustainable travel links to the city and towards Westhampnett, Tangmere and the National Park, through improved public transport, and cycling and pedestrian routes. This should include an enhanced bus route across the A27 to the city centre, an improved cycle and pedestrian crossing at the A27/Oving Road junction, and a new footbridge connection across the A27 via Coach Road to Westhampnett village; and
- Providing off-site green links with the National Park and Chichester city and contributing to strategic green infrastructure in conjunction with other planned development to the north east of Chichester city and Tangmere. Reference should be made to Appendix 1 of this Plan which provides a high level strategy for green infrastructure provision at the strategic sites.

**12.42** There are two existing Local Plan employment allocations within the strategic development site, the Portfield Quarry site (currently marketed as Glenmore Business Park) and a small area of land adjacent to the A27 within the Shopwyke Lakes application. The Employment Land Review Update 2013 considers that the Glenmore Business Park site benefits from a strong location adjacent to the A27. The site is seen as suitable for B1 and B2 uses. There is also potential to provide small scale B1 employment uses (such as an enterprise hub) elsewhere within the Shopwyke development.

## 12 . The East-West Corridor

Map 12.6 Shopwyke Strategic Development Location



CHICHESTER DISTRICT COUNCIL



Location: Shopwyke Strategic Development Location

Description

Scale: 1:5,000

Date: 04/10/2013

Author: Local Planning and Delivery



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### Policy 16

#### Shopwyke Strategic Development Location

Land at Shopwyke is allocated for mixed use development, comprising:

- 500 homes;
- At least 4 hectares of employment land (suitable for B1 and/or B2 Business uses);
- A neighbourhood centre / community hub, incorporating local shops to provide for small scale retail uses to meet primarily day to day convenience retail needs and a community centre; and
- Open space and green infrastructure, with the enhancement of the existing lakes for biodiversity improvements and safer access.

Development will be masterplanned in accordance with Policy 7. Taking into account the site-specific requirements, proposals for the site should:

- Be planned as a sustainable urban extension of Chichester city, that is well integrated with neighbourhoods on the east side of the city, providing good access to the city centre and key facilities;
- Explore opportunities for provision of integrated green infrastructure in conjunction with the other strategic sites to the north east of the city and Tangmere;
- Protect existing views of Chichester Cathedral spire and conserve and enhance the historic significance of the listed barn at Greenway Farm and the cluster of buildings associated with the grade II\* listed Shopwyke Hall, which should be analysed at an early stage of the masterplan;
- Provide new and improved road access to the site from the A27. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (Policy 13), including improved access to the A27 and changes to the A27 Oving Road and Portfield junctions; and
- Make provision for regular bus services linking the site with Chichester city centre, and new and improved cycle and pedestrian routes linking the site with the city, Westhampnett, Oving, Tangmere, and the National Park.

Development of the site should be phased so that bridges providing access out of the site, the neighbourhood centre / community hub, open space and green infrastructure are delivered at an early stage of development.



## 12 . The East-West Corridor

### Links to Strategic Objectives:

- This policy has links to all strategic objectives.

### Evidence Base:

- [A revision of the Ancient Woodland Inventory for West Sussex \(2010\)](#)
- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Focus on Strategic Growth Options \(2010\)](#)
- [Historic Environment Record](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Open Space Study \(2013\)](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\) \(2013\)](#)
- [The Future Growth of Chichester: Landscape and Visual Amenity Considerations \(2005\)](#)
- [Water Quality and Strategic Growth for Chichester District Background Paper \(2012\)](#)

### Westhampnett/North East Chichester Strategic Development Location

**12.43** The proposed development location lies to the north east of Chichester city, extending to Westhampnett village. The site is located between the city and the Goodwood Motor Racing Circuit/Aerodrome, extending south to Stane Street and Westhampnett Church.



**12.44** Most of the western half of the identified location lies within the River Lavant floodplain. This area falls within Flood Zones 2 and 3 and is therefore unsuitable for housing development. A further constraint is imposed by potential noise impacts from the Goodwood Motor Circuit/Aerodrome which prevent development on the northern part of the site. These constraints effectively restrict the developable area within the site boundary.

**12.45** However, the location also has a number of advantages for development. It is located close to the A27 and potential employment opportunities, including Rolls Royce, Goodwood Estate and retail and industrial businesses on the eastern side of Chichester. It is considered that, through good design and improved access routes, it will be possible to develop a sustainable new community linked to Westhampnett village and the city.

**12.46** Taking account of the development constraints, the site has potential to deliver a strategic development of 500 homes. Development of the site will be directed towards the settlement of Westhampnett, to the south of Madgwick Lane; and to the eastern edge of Chichester, but away from the floodplain of the River Lavant. The proposed development offers the opportunity to provide or contribute towards new community and recreational facilities.

**12.47** The development should also be planned to provide improved access and transport links to the city, particularly by sustainable forms of travel such as public transport, cycling and walking.

**12.48** A number of specific issues need to be taken into account in planning development at this location. These include:

- The proximity of the site to the Goodwood Motor Circuit and Airfield requires some screening of the site for visual amenity and noise attenuation, together with careful layout of new buildings. Housing development should not be within 400m of the boundary of Goodwood Airfield and Motor Circuit<sup>(1)</sup>. It may be possible for limited development to occur within 400m of the Circuit, subject to any proposal demonstrating that there would be no adverse noise impact on the occupiers of proposed housing development, and no adverse impact on building design or development layout resulting from proposed noise mitigation measures;
- Landscape sensitivity, particularly in terms of views towards and from within the South Downs National Park to the north. The site lies within 1km of the National Park boundary and is open to views from Goodwood and The Trundle to the north;
- The need to ensure that the layout and development of the site respects the setting of the Graylingwell Hospital Conservation Area and the various listed buildings within and in close proximity to the site, and protects important views of Chichester Cathedral spire;
- The River Lavant floodplain offers the opportunity to plan for green infrastructure that will serve both the new development and the wider area, including Westhampnett and Chichester city as a whole. This area could be planned as a new linear greenspace with

1 Existing noise control for the Goodwood Motor Circuit is based upon the nearest dwelling to the Circuit which is 400m away

## 12 . The East-West Corridor

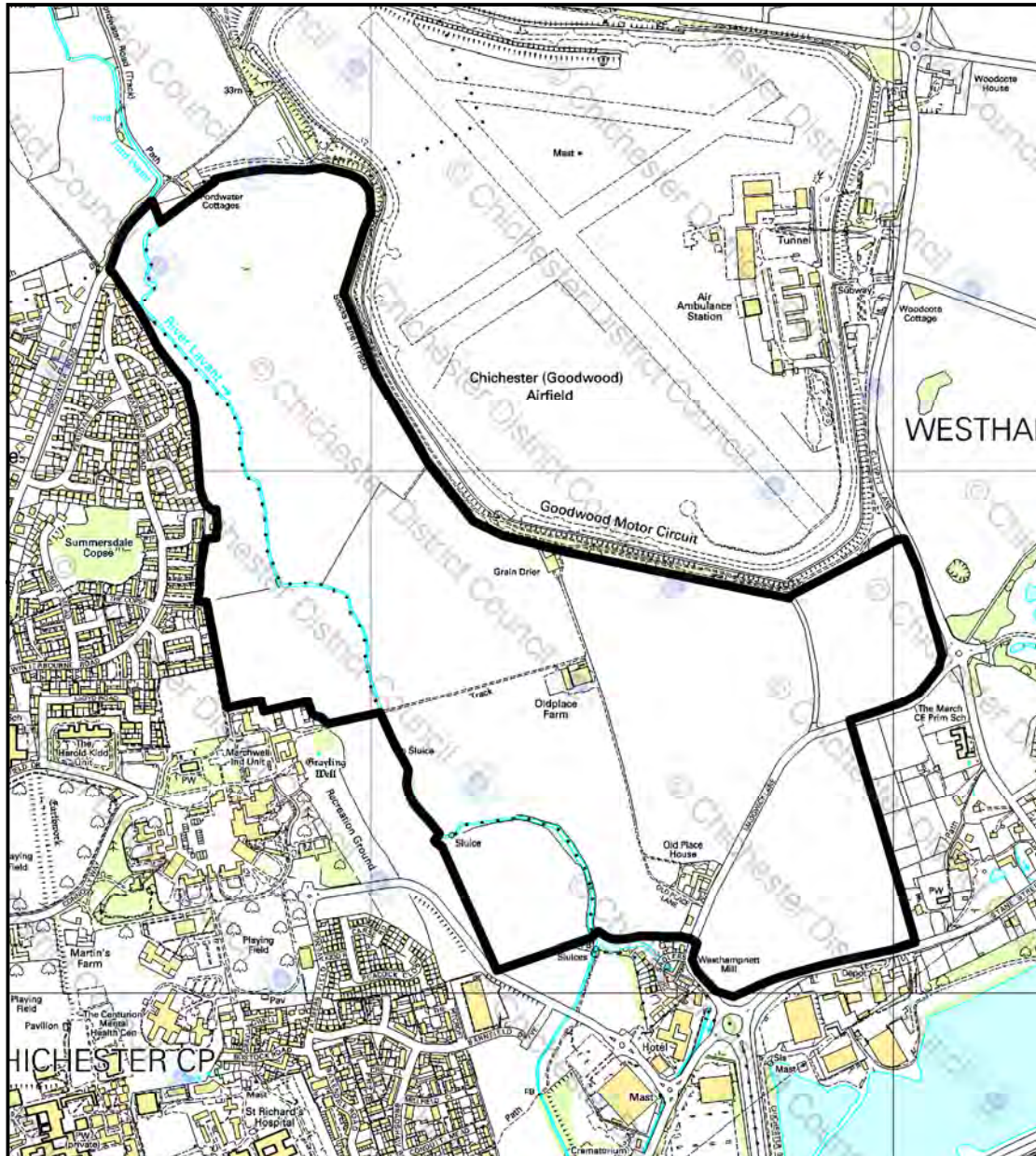
public access, linking northwards to the South Downs National Park, with potential to provide links to the city and towards Tangmere;

- The need to adopt a comprehensive approach to flood risk management on the site. It is essential that surface water drainage for the site is considered at an early stage of masterplanning;
- Maximising the potential for sustainable travel links with the city, through improved public transport, cycling and pedestrian routes, including bus and cycle routes linking the development with the Graylingwell area. There is also potential for improved bus, cycle and walking routes to Tangmere and the National Park;
- Provision of adequate mitigation for potential off-site traffic impacts on the A27 and roads into the city centre; and
- Reference should be made to Appendix 1 of this Plan which provides a high level strategy for green infrastructure provision at the strategic sites.

**12.49** Development of the site will need to be integrated with the proposed Area Action Plan for Chichester City North (see Policy 14), particularly in terms of green infrastructure and linked transport and access improvements on the east side of the city.

**12.50** The development will be reliant on additional wastewater capacity, which would be provided by a sewerage undertaker. Through evidence from the Strategic Growth Study - Wastewater Treatment Options and joint working with the Water Quality Group, future capacity has been identified at Tangmere WwTW following its proposed expansion/upgrade in 2019. The development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW.

Map 12.7 Westhampnett/North East Chichester Strategic Development Location



CHICHESTER DISTRICT COUNCIL



Location: Westhampnett and North East Chichester  
Strategic Development Location

Scale: 1:10,000

Reference:

Date: 08/10/2013

Author:



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Reference

## 12 . The East-West Corridor

### Policy 17

#### Westhampnett/North East Chichester Strategic Development Location

Land to the west of Westhampnett and north-east of Chichester city is allocated for mixed development, comprising:

- 500 homes;
- Community facilities;
- Open space and green infrastructure, including a linear greenspace with public access along the Lavant Valley.

Development will be masterplanned in accordance with Policy 7, taking account of the following site-specific requirements:

- Development of the site will be directed towards the settlement of Westhampnett, to the south of Madgwick Lane, and to the eastern edge of Chichester, but away from the floodplain of the River Lavant;
- Development should be well integrated with the village of Westhampnett and neighbouring residential areas in Chichester city and should be planned to provide good access to existing facilities. Development should provide or contribute to improved local community facilities;
- Provision should be made for green links to the South Downs National Park and Chichester city. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city, including Tangmere;
- Development should be designed with special regard to the landscape sensitivity of the site (especially to views towards and from within the South Downs National Park), and to reduce the impact of noise associated with the Goodwood Motor Circuit/Aerodrome. Major new structural planting will be required to soften the impact of development on views from the north and around the Motor Circuit;
- Development should be designed with special regard to the Graylingwell Hospital Conservation Area, the buildings of the former pauper lunatic asylum and the Grade II registered park and garden in which they sit, and to other listed buildings in the vicinity of the site and their settings. Important views of Chichester Cathedral spire from the area should be protected;
- Adoption of a comprehensive approach to flood risk management on the site, including consideration of surface water drainage as part of the masterplanning process;



- Road access to the site will be determined as part of the masterplanning process, depending on the location(s) for proposed development. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (Policy 13);
- Provision should be made for regular bus services linking the site with Chichester city centre, and new and improved cycle and pedestrian routes linking the site with Chichester city, the South Downs National Park and other strategic developments to the east of Chichester city including Tangmere. This could include exploring the potential for a bus only route linking the development with the Graylingwell area; and
- Development in the Airfield Flight Safety Zone should be strictly controlled and limited to that which can be justified as causing no hazard to the operational needs of the Airfield.

Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.



## 12 . The East-West Corridor

### Links to Strategic Objectives:

- This policy has links to all strategic objectives.

### Evidence Base:

- [A revision of the Ancient Woodland Inventory for West Sussex \(2010\)](#)
- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Focus on Strategic Growth Options \(2010\)](#)
- [Historic Environment Record](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Open Space Study \(2013\)](#)
- [Sequential Test Local Plan Key Policies November 2013](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\) \(2013\)](#)
- [The Future Growth of Chichester: Landscape and Visual Amenity Considerations \(2005\)](#)
- [Water Quality and Strategic Growth for Chichester District Background Paper \(2012\)](#)

### Tangmere Strategic Development Location

**12.51** Tangmere is the largest village in the area to the east of Chichester city and has a range of local facilities, including small shops, primary school, GP surgery and village hall. It is an important focus for employment with the Chichester Business Park located at City Fields Way immediately to the east of the village and Tangmere Airfield Nurseries, which is

designated as a Horticultural Development Area. The village has good road accessibility via the A27; however public transport is quite limited with no late evening buses and very sparse Sunday service.

**12.52** The Local Plan identifies Tangmere as being capable of accommodating further sustainable growth to enhance and develop its role as a settlement hub. This will be achieved through its carefully planned expansion which will deliver a number of benefits for the existing community, including: a range of housing types; employment and training opportunities; open space; social and community facilities; and improved public transport services. Tangmere currently has a relatively high proportion of social housing and it may be appropriate to diversify housing tenures, including by providing low cost ownership options.

**12.53** The proposed development location is mainly situated around the western and southern edges of the village. The indicative location for development covers approximately 73 hectares.

**12.54** The development location would provide direct access to the A27 and is relatively unconstrained in physical terms. There are few identified issues in terms of flooding, although part of the land on the southern edge has high groundwater levels. However, regard will need to be paid to the open landscape of the area and views from the South Downs must be carefully protected.

**12.55** The development will be reliant on additional wastewater capacity, which would be provided by a sewerage undertaker. Through evidence from the Strategic Growth Study - Wastewater Treatment Options and joint working with the Water Quality Group, future capacity has been identified at Tangmere WwTW following its proposed expansion/upgrade in 2019. The development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW.

**12.56** Given the likelihood that current wastewater capacity constraints will prevent any development until after 2019, it is estimated that the site has the potential to deliver around 1,000 homes during the Plan period to 2029; together with supporting community facilities, employment, open space and recreation, and infrastructure. The primary access will be provided from the existing grade separated junction on the A27 to the west of the village. However, it is important to ensure that new development is well integrated with the existing village, both physically and in terms of the community.

**12.57** A number of specific issues need to be taken into account in planning the development and site layout at Tangmere. These include:

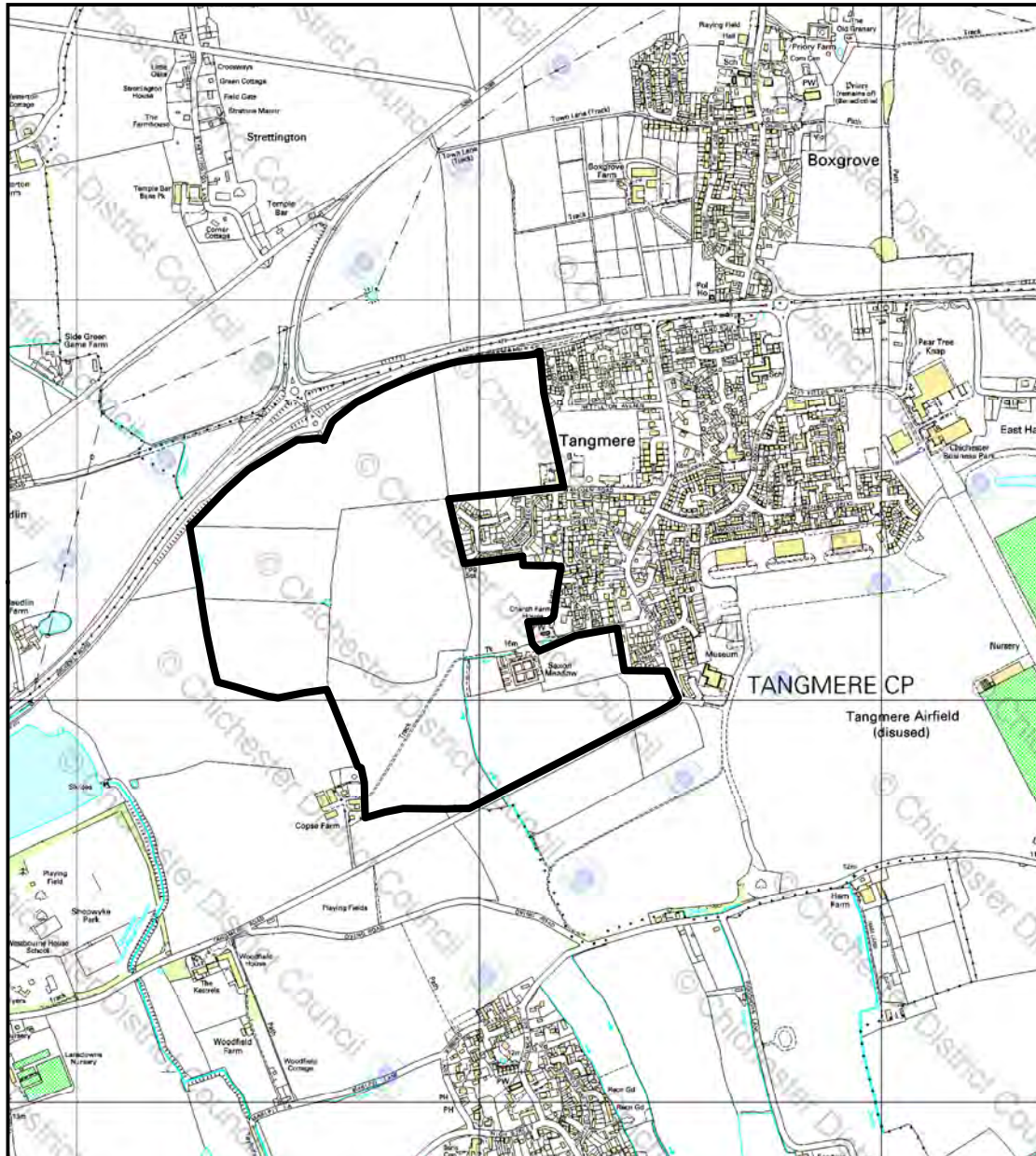
- Local community aspirations for existing facilities serving the village, including improved/expanded local convenience shopping and enhanced social, community, recreation, primary education and healthcare facilities;
- Potential landscape sensitivities, particularly in terms of external views of the site into and from the surrounding area, including the National Park;

## 12 . The East-West Corridor

- The potential to provide off-site green links with the National Park and Chichester city, and potential to develop strategic green infrastructure in conjunction with other planned development to the east of Chichester city. Reference should be made to Appendix 1 of this Plan which provides a high level strategy for green infrastructure provision at the strategic sites;
- The potential to develop off-site green links with existing and planned employment development at Tangmere (the Chichester Business Park and Horticultural Development Area);
- Opportunities to provide substantially improved public transport services linking the village with Chichester city, to improve cycle routes to the city, and to provide better transport links to Barnham rail station and the 'Five Villages' area in Arun District;
- Protecting priority views of Chichester Cathedral spire and heritage assets and creating opportunities for new public view points;
- Conserving and enhancing the setting of the historic village (particularly the Conservation Area) and the heritage of the World War II airfield, including provision for the expansion or relocation of the Tangmere Military Aviation Museum;
- The availability of minerals in the vicinity and the need to take account of the minerals safeguarding area.

**12.58** Following recommendations in the Chichester Employment Land Review Update 2013, the Local Plan allocates land for further expansion of the existing Business Park at City Fields Way to the east of Tangmere village (see Policy 19). For this reason, it is not envisaged that the strategic development location will incorporate anything other than small scale business uses.

### Map 12.8 Tangmere Strategic Development Location



CHICHESTER DISTRICT COUNCIL



Location: Tangmere Strategic Development Location

| Description |
|-------------|
|-------------|

Scale: 1:13,000

Date: 04/10/2013

Author: Local Planning and Delivery



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## 12 . The East-West Corridor

### Policy 18

#### Tangmere Strategic Development Location

Land at Tangmere (within the area shown on the Policies Map) is allocated for mixed development, comprising:

- 1,000 homes;
- Community facilities;
- Open space and green infrastructure.

Development will be master-planned in accordance with Policy 7, taking into account the site-specific requirements, proposals for the site should:

- Be planned as an extension to Tangmere village, that is well integrated with the village and provides good access to existing facilities;
- Incorporate new or expanded community facilities (possibly including a new village centre) providing local convenience shopping. Opportunities will be sought to deliver enhanced recreation, primary education and healthcare facilities;
- Incorporate small scale business uses;
- Make provision for green links to the National Park and Chichester city. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city;
- Protect existing views of Chichester Cathedral spire and reduce any impact on views from within the National Park;
- Subject to detailed transport assessment, provide primary road access to the site from the slip-road roundabout at the A27/A285 junction to the west of Tangmere. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (Policy 13);
- Make provision for: improved more direct and frequent bus services between Tangmere and Chichester city; improved and additional cycle routes linking Tangmere with Chichester city, Shopwyke and Westhampnett. Opportunities should also be explored for improving transport links with the 'Five Villages' area and Barnham rail station in Arun District; and



## 12 . The East-West Corridor

- Conserve and enhance the heritage and potential archaeological interest of the village, surrounding areas and World War II airfield, including the expansion or relocation of the Tangmere Military Aviation Museum.

Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.

Proposals for development should have special regard to the defined County Minerals Safeguarding Area. Preparation of site plans will require liaison with West Sussex County Council at an early stage to ensure that potential mineral interests are fully considered in planning development.

## 12 . The East-West Corridor

### Links to Strategic Objectives:

- This policy has links to all strategic objectives.

### Evidence Base:

- [A revision of the Ancient Woodland Inventory for West Sussex \(2010\)](#)
- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Focus on Strategic Growth Options \(2010\)](#)
- [Historic Environment Record](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Open Space Study \(2013\)](#)
- [Sequential Test Local Plan Key Policies November 2013](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\) \(2013\)](#)
- [The Future Growth of Chichester: Landscape and Visual Amenity Considerations \(2005\)](#)
- [Water Quality and Strategic Growth for Chichester District Background Paper \(2012\)](#)

### Tangmere Strategic Employment Land

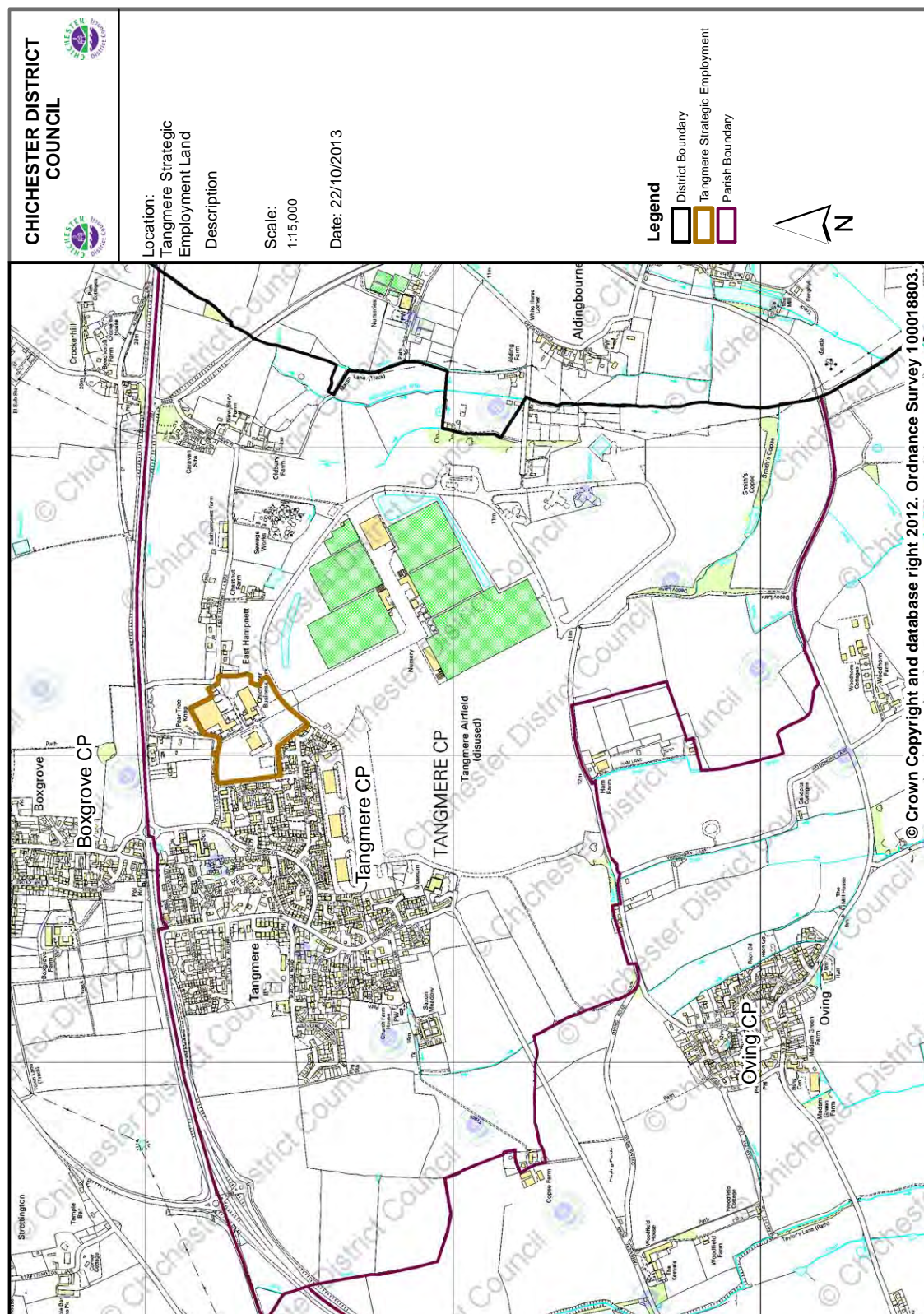
**12.59** There is potential for further expansion of the Chichester Business Park at Tangmere, through development of 4.5 hectares of land, comprising a combination of sites with existing planning permission, undeveloped land allocated in the 1999 Local Plan and other land currently being marketed. The Employment Land Review Update 2013 recommended that

## 12 . The East-West Corridor

consolidating and expanding the existing business park would be preferable to seeking to deliver new employment sites in conjunction with residential development to the west of the village. This would have the benefit of delivering a greater critical mass as a business location and also enable commercial traffic movements to access the A27 directly from Meadow Way, rather than through residential areas.

**12.60** For this reason, it is not envisaged that the strategic development location to the west of the village will incorporate anything other than small scale business uses.

### Map 12.9 Tangmere strategic employment land



### Policy 19

#### Tangmere Strategic Employment Land

4.5 hectares of employment land is allocated for B1-B8 Business uses in the form of an extension to the Chichester Business Park to the east of Tangmere village, with access to the A27 via City Fields Way/Meadow Way.

The Council will work with development promoter(s) to improve high speed broadband access to the business park.

#### Links to Strategic Objectives:

- This policy has links to strategic objectives 3.16 - 3.19

#### Evidence Base:

- [Employment Land Review - Update \(2013\)](#)
- [Employment Site Viability Assessment \(2013\)](#)
- [Settlement Capacity Profiles \(2013\)](#)

#### Southbourne Strategic Development

**12.61** Southbourne is the largest settlement in the west of the Plan area and is a defined 'settlement hub'. It lies on the A259 Emsworth to Chichester road and also benefits from a station on the West Coastway rail line linking Chichester with Portsmouth / Southampton. The village acts as a service centre for the surrounding 'Bournes' area, providing a variety of community services and facilities, including a library, doctor's surgery and a range of education facilities. The village has been identified as a suitable location for strategic development early in the Plan period.

**12.62** Southbourne is located close to Chichester Harbour and consideration must be given to the potential impact of development in terms of recreational disturbance on the Chichester Harbour SPA/SAC/Ramsar, particularly for the area to the south of the A259 which also falls within the AONB. The village is less affected by other constraints, although regard will need to be paid to landscape considerations, particularly with regard to the setting of the AONB and avoiding coalescence with neighbouring settlements along the A259.



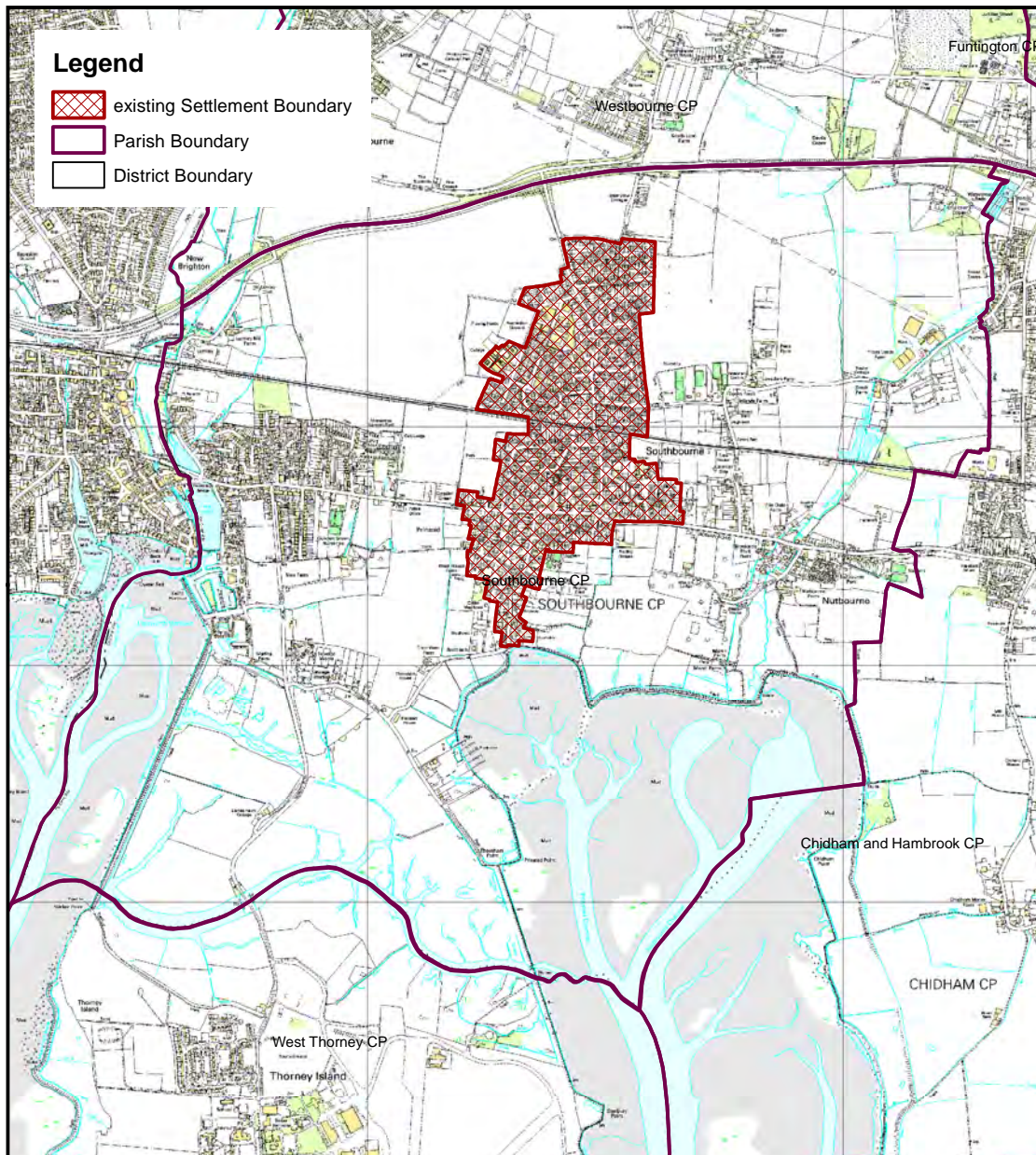
## 12 . The East-West Corridor

**12.63** It is important to sustain and enhance Southbourne's role as a settlement hub, with a level of development that is appropriate to its size, character and environmental constraints. The Local Plan sets the requirement of around 300 homes over the Plan period, together with employment land (subject to investigation of potential sites) and supporting uses, including improved community facilities and open space. Southbourne Parish Council is preparing a neighbourhood plan for the parish which will identify potential development site(s); the Council is working with the Parish Council in the neighbourhood planning process.

**12.64** The Open Space Study 2012 has identified that Southbourne has a deficit in accessible open space including allotments. In addition existing facilities will require up grading in line with its recommendations. The study has highlighted the need for improved facilities for young people for example the provision of additional artificial pitches. There is an opportunity therefore for development to provide access to open space and facilities and for improved green links. Reference should be made to Policy 54 Open Space, Sport and Recreation.

**12.65** Although there is good access to employment elsewhere (for example at Chichester city and Havant), opportunities in Southbourne itself are currently very limited. The existing industrial estate at Clovelly Road is severely constrained and some units may benefit from refurbishment. The 2009 Employment Land Review concluded that its potential for continued employment use should be kept under review and that further investment would be needed to attract occupiers.

**Map 12.10 Southbourne Strategic Development**



**CHICHESTER DISTRICT COUNCIL**



Location: Parish and Settlement of Southbourne

Description

Scale: 1:22,000

Reference:

Date: 18/10/2013

Author: Local Planning and Delivery



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Reference

## 12 . The East-West Corridor

### Policy 20

#### Southbourne Strategic Development

Land at Southbourne will be allocated for development in the Southbourne Neighbourhood Plan including any amendments to the settlement boundary. Development which is required to be planned for will include:

- 300 homes;
- Supporting local facilities and community uses; and
- Open space and green infrastructure.

The neighbourhood plan process will involve the active participation and input from the local community, all relevant stakeholders, including the Council, landowners, service providers and other interested parties. Development will be masterplanned in accordance with Policy 7 at a level proportionate to the scale of development. Taking into account site-specific requirements, development should:

- Be planned as an extension(s) to Southbourne, that is well integrated with the village and provides good access to existing facilities;
- Be located and designed to minimise impact on the surrounding landscape, paying particular regard to the setting of the Chichester Harbour AONB and avoiding coalescence with neighbouring settlements; and
- Take a comprehensive approach to the provision and design of open space and green infrastructure, taking account of the needs of the parish, and with special regard to the need to mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar.

### Links to Strategic Objectives:

- This policy has links to all strategic objectives.

### Evidence Base:

- [Chichester Harbour AONB Landscape Character Assessment \(2005\)](#)
- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Employment Land Review \(2009\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Employment Site Viability Assessment \(2013\)](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Open Space Study \(2013\)](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\) \(2013\)](#)

### Thorney Island

**12.66** Thorney Island is a Ministry of Defence military base and airfield occupied by the Royal Artillery. Should the existing military use of Thorney Island cease, any future use will need to be planned sensitively, having regard to environmental designations and flood risk. Development would need to be compatible with the Chichester Harbour AONB and avoid or mitigate any impact on the adjoining SPA/SAC/Ramsar designation. This is likely to preclude the use of the airfield for civil or general aviation purposes and land and sea based noisy sports.

## 12 . The East-West Corridor

**12.67** Opportunities should be taken to reduce the amount of built development on the island and to significantly enhance the quality of the landscape and the natural environment. Opportunities for increased public access should be explored, providing these are compatible with the environmental designations.

### Policy 21

#### Thorney Island

Should Thorney Island cease to be required for military/defence purposes, assessment of potential alternative uses will be explored through a masterplanning process.

Future land use and development proposals will be planned with special regard to the environmental sensitivity of the location within the Chichester Harbour AONB and the proximity of the Chichester Harbour SAC/SPA/Ramsar.

Planning applications for aviation and noisy sports uses are unlikely to be considered acceptable.

#### Links to Strategic Objectives:

- This policy has links to all strategic objectives.

#### Evidence Base:

- [Chichester Harbour AONB Landscape Character Assessment \(2005\)](#)
- [Coastal Defence Strategy \(2009\)](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Solent Recreational Disturbance and Mitigation Study \(2012\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)



### The Manhood Peninsula

**13.1** The Manhood Peninsula covers the southernmost part of the Plan area, extending from just south of Chichester city to the coast. The area has a separate distinctive character and faces a specific set of planning challenges. These issues include:

- Significant areas at risk from coastal erosion and flooding, which is further accentuated by a high water table and poor land drainage. These issues need to be managed and mitigated in the face of climate change. The Medmerry Realignment, which was permitted in 2011, involves the managed realignment of a section of coastline, involving creation of a new inter-tidal zone. Completion of the Medmerry Scheme will reduce the risk of flooding to some parts of the Manhood Peninsula. Any reduction in the flood risk will be reflected by the Environment Agency National Flood Risk Assessment.
- Environmental designations cover, or impact on, most of the Peninsula, including the Chichester and Pagham Harbours SAC/SPA/Ramsar sites, the Chichester Harbour AONB, and the Medmerry Realignment compensatory habitat.
- Poor road accessibility and problems of traffic congestion resulting from the limited road connections to the north, the junctions on the A27 Chichester Bypass, and the impacts of summer holiday traffic. There are reasonably regular bus services serving Selsey, East Wittering and the other main settlements on the Peninsula; however, these are susceptible to cutbacks, and are limited in terms of evening and weekend services. These problems of accessibility are further accentuated by the fact that the Peninsula relies strongly on Chichester city for employment, shopping, entertainment and other key facilities, which increases the need to travel.
- The local economy is heavily dependent on tourism, agriculture and horticulture, resulting in a relative lack of employment opportunities with many local jobs seasonal and poorly paid. The development of green tourism could extend the season and increase the viability of the tourism economy.
- The Peninsula has an above-average proportion of older people and is a popular retirement area. Many of the coastal areas also have very high numbers of second homes.

**13.2** Across the Peninsula, there is a need to adapt to the potential impacts of climate change and sea level rise and address the economic, social and transport/accessibility issues facing the area, whilst protecting its unique character. Over the past decade, the Council has been working with other public bodies and local communities to develop a coordinated approach known as Integrated Coastal Zone Management (ICZM). This process seeks to integrate the different policies that have an effect on the coast. There is a strong focus upon partnership working and informed collaboration between all relevant stakeholders.

## 13 . Manhood Peninsula

**13.3** In September 2011, the Council adopted 'Towards Integrated Coastal Zone Management (ICZM) on the Manhood Peninsula', which is a spatial plan suggesting management options for the coastal zone. It is an aspirational plan that reflects the views and objectives of the communities on the Peninsula. The document has been subject to public consultation and therefore has some weight as a material planning consideration.

**13.4** This Plan provides a framework for an integrated approach to meet the particular challenges facing the Manhood Peninsula and the Council will continue to work with other relevant stakeholders to implement the community aspirations and objectives set out in the 'Towards ICZM' document.

### Policy 22

#### **Integrated Coastal Zone Management for the Manhood Peninsula**

The Council will prepare plans, strategies, projects and other measures, in partnership with other organisations and local communities, to ensure that the Manhood Peninsula is planned for in a coordinated and integrated manner, whilst recognising the individual needs of the communities within the area.

Proposals and initiatives will be supported that promote the following general objectives:

1. Facilitate the economic, environmental and social well-being of the area;
2. Address proposals for the coastline and coastal communities set out in Coastal Defence Strategies and Shoreline Management Plans;
3. Contribute to greater safeguarding of property from flooding or erosion and/or enable the area and pattern of development to adapt to change, including the relocation of current settlement areas, and vulnerable facilities and infrastructure that might be directly affected by the consequences of climate change;
4. Provide resources to improve the process of harbour and coastal management, incorporating and integrating social, recreational, economic, physical and environmental issues and actions;
5. Improve infrastructure to support sustainable modes of transport, especially cycle ways, bridleways and footpaths, including the National Coastal Footpath; and
6. Provide the means of supporting regeneration on the Manhood Peninsula.

All development proposals must take account of relevant Surface Water Management Plans, Catchment Flood Management Plans and related flood defence plans and strategies. Financial contributions may be required from development on sites where measures to address flood risk or to improve the environmental quality of watercourses have been identified by these plans and strategies.

### Links to Strategic Objectives

- This policy links to strategic objectives 3.16, 3.23-3.25, 3.31 - 3.33, 3.35, 3.36.

### Evidence Base

- [Beachy Head to Selsey Bill Shoreline Management Plan \(2006\)](#)
- [Coastal Defence Strategy \(2009\)](#)
- [Medmerry draft Management Plan \(April 2013 - March 2018\)](#)
- [North Solent Shoreline Management Plan \(2010\)](#)
- [Pagham Harbour Local Nature Reserve Management Plan \(2013-2018\)](#)
- [Towards ICZM on the Manhood Peninsula \(2011\)](#)

### Selsey Strategic Development

**13.5** Selsey is the largest settlement in the Manhood Peninsula and the second largest in the Plan area after Chichester city. It is a defined 'settlement hub' located at the southern end of the Manhood Peninsula (Selsey Bill). The town centre provides a reasonable range of shops and the town also has a range of other facilities, including a secondary school and leisure centre.

**13.6** The town's economy is focused around tourism, particularly linked to the major caravan park to the west of the town. Other significant employment is provided by agriculture/horticulture, food production, and a small manufacturing sector. There is some remaining undeveloped land (approximately 2 hectares) on the existing employment allocation at Ellis Square, off Manor Road.

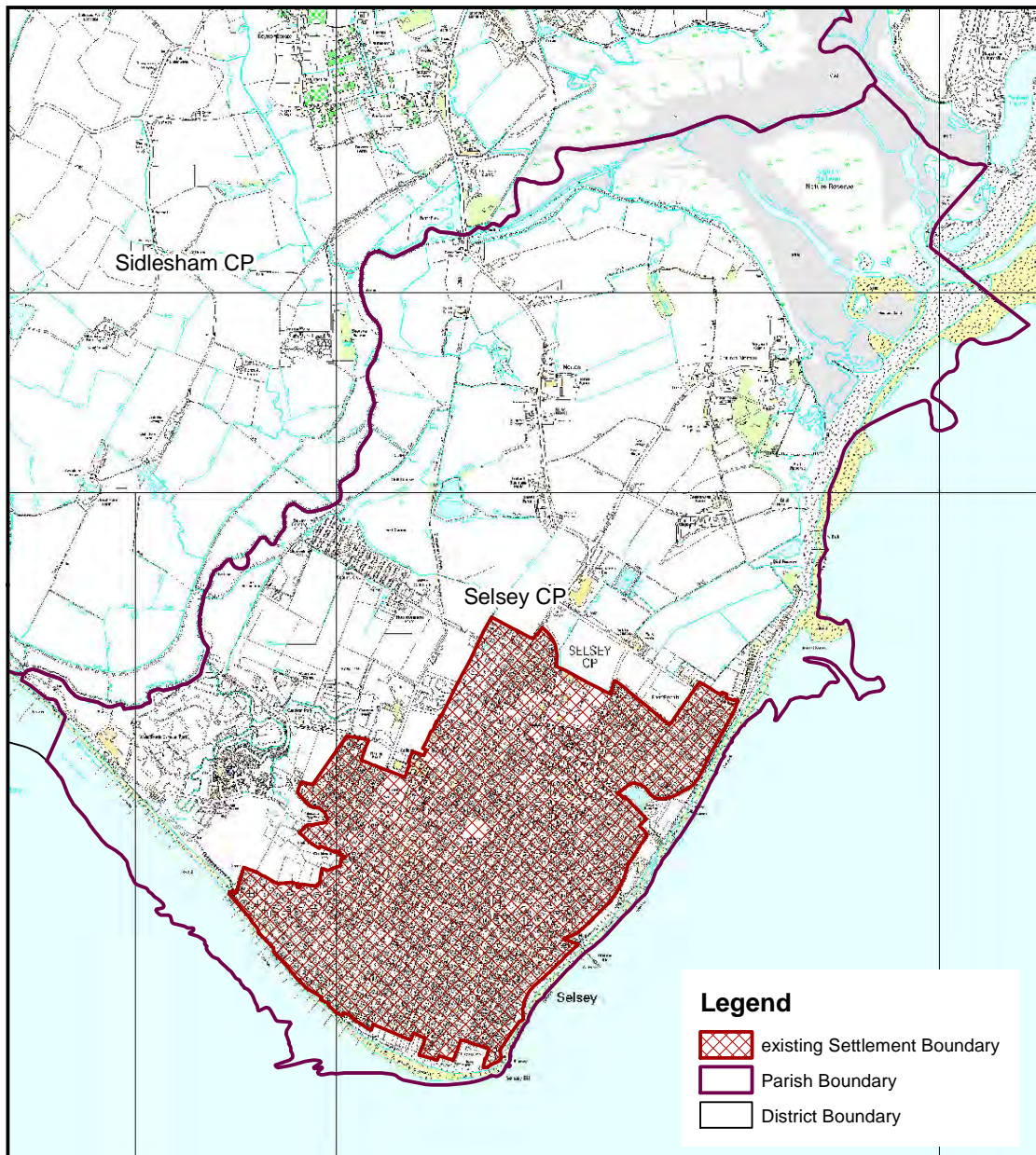
**13.7** Selsey's location imposes significant constraints on potential expansion. Large areas of the town and its surroundings are at risk of coastal flooding. There are also issues relating to environmental impacts on Pagham Harbour to the north of the town and the Medmerry Realignment to the west. The detailed requirements for new development in relation to potential disturbance of birds in Pagham Harbour SPA are set out in Policy 51. In addition, poor accessibility is a major issue. The B2145 is the only road connecting the town to the north and the only public transport is a bus service link with Chichester city, with limited service frequency in the evenings and at weekends.

## 13 . Manhood Peninsula

**13.8** The Local Plan sets the requirement of around 150 homes at Selsey. This modest allocation reflects the physical, environmental and accessibility constraints affecting the town. Selsey Town Council is preparing a neighbourhood plan, which will identify potential development site(s). The Council is working with the Town Council in the neighbourhood planning process.

**13.9** It is intended that additional local employment opportunities should be planned in conjunction with new housing development. Take-up of undeveloped land at Ellis Square has been slow. The Employment Land Review 2013 concludes that the access and environmental quality of the site is good, but attributes the slow development to the relatively weak commercial market locally. It recommends reducing the existing employment land allocation and allowing a greater range of uses on the remainder of the site.

**Map 13.1 Selsey Strategic Development**



**CHICHESTER DISTRICT COUNCIL**



Location: Parish and Settlement of Selsey

Description

Scale: 1:26,000

Reference:

Date: 14/02/2013

Author: Local Planning and Delivery



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Reference



### Policy 23

#### **Selsey Strategic Development**

Land at Selsey will be allocated for development in the Selsey Neighbourhood Plan including any amendments to the settlement boundary. Development which is required to be planned for will include:

- 150 homes; and
- Supporting community facilities and open space.

The neighbourhood plan process will involve the active participation and input from the local community, and all relevant stakeholders, including the Council, landowners, service providers and other interested parties. Development will be masterplanned in accordance with Policy 7, at a level proportionate to the scale of development. Taking into account site-specific requirements, development should:

- Be planned as an extension(s) to Selsey, that is well integrated with the town and provides good access to existing facilities; and
- Take a comprehensive approach to the provision and design of open space and green infrastructure, taking account of the needs of the parish, and with special regard to the need to mitigate potential impacts of recreational disturbance on the Pagham Harbour SPA/Ramsar and the Medmerry Realignment.

Encouragement and support will be given to proposals that facilitate enhancement of the public realm, especially within the town centre and areas along and connecting to the seafront.

### Links to Strategic Objectives:

- This policy has links to all strategic objectives.

### Evidence Base:

- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Infrastructure Delivery Plan \(2013\)](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Open Space Study \(2013\)](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\) \(2013\)](#)

### East Wittering and Bracklesham Strategic Development

**13.10** East Wittering and Bracklesham form a single large village which is a defined 'settlement hub' located on the coast to the west of Selsey. The village has a good range of everyday facilities, including a central shopping area at The Parade, and local services such as doctors, banks etc. serving a wider area. However, it lacks a secondary school and leisure centre. It also provides relatively limited local employment opportunities, although there are industrial premises at Hilton Park on Church Farm Lane.

**13.11** As a defined settlement hub and the second largest settlement on the Peninsula, the village is considered to have potential for some housing and employment growth. There are relatively few physical and environmental constraints to outward expansion of the built area, although a few areas experience some issues of flood risk, particularly in terms of surface water drainage. Particular regard also needs to be paid to the potential environmental impacts of development on the Chichester Harbour AONB to the west of the village, Medmerry Realignment to the east, and the Solent Maritime SAC, Bracklesham Bay and Selsey Beach SSSIs.

## 13 . Manhood Peninsula

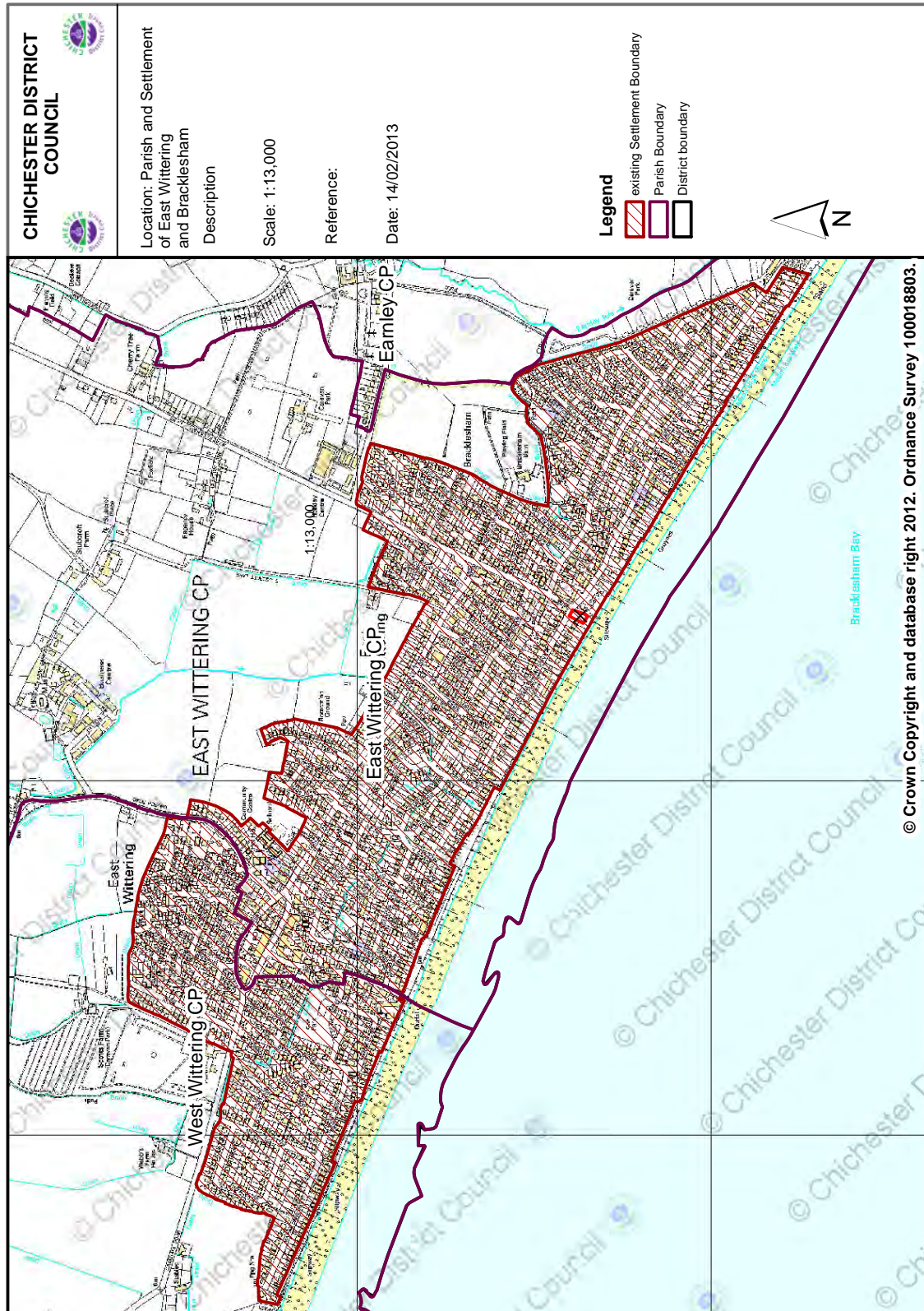
**13.12** The village has reasonable road and public transport access to Chichester city and elsewhere. However, there are concerns about the accessibility to employment and facilities and the potential impact of further traffic increase on local roads.

**13.13** The Local Plan sets the requirement of around 100 homes at East Wittering / Bracklesham. This modest scale of development takes account of the traffic and transport issues affecting the Peninsula, capacity constraints at the Sidlesham WwTW and potential impacts on local designated sites. East Wittering and Bracklesham Parish Council is preparing a neighbourhood plan for the parish, which will identify potential development site(s). The Council is working with the Parish Council in the neighbourhood planning process.

**13.14** It is intended that additional local employment opportunities should be planned in conjunction with new housing development. The Employment Land Review 2013 concludes that commercial demand for further employment space at East Wittering/Bracklesham is likely to be largely restricted to a very local market. However the study considers there is potential for modest provision of small office and workshop units on flexible terms, focused on local businesses. Further work will be undertaken to identify suitable employment sites or options.

**13.15** Being located on the coast, tourism provides a major employment opportunity for the area; our aim of development on the Peninsula is to sustain and enhance tourism provision. The settlement has particular potential to develop water-based recreational activities, such as sailing and kite surfing. The need for improved disabled access to the beach has also been highlighted. The facilitation of improved access to the seafront through development will be encouraged as will improved linkages between the village centre and the coast.

Map 13.2 East Wittering and Bracklesham Strategic Development



## 13 . Manhood Peninsula

### Policy 24

#### **East Wittering and Bracklesham Strategic Development**

Land at East Wittering/Bracklesham will be allocated for development in the East Wittering/Bracklesham Neighbourhood Plan including any amendments to the settlement boundary. Development which is required to be planned for will include:

- 100 homes;
- Employment land (subject to investigation of potential sites); and
- Supporting community facilities and open space.

The neighbourhood plan process will involve the active participation and input from the local community and all relevant stakeholders, including the Council, landowners, service providers and other interested parties. Development will be masterplanned in accordance with Policy 7, at a level proportionate to the scale of development. Taking into account site-specific requirements, development should:

- Be planned as an extension(s) to East Wittering/Bracklesham, that is well integrated and provides good access to existing facilities in the village; and
- Take a comprehensive approach to the provision and design of open space and green infrastructure, taking account of the needs of the parish, and with special regard to the need to mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar and the Medmerry Realignment.

Encouragement and support will be given to proposals that facilitate enhancement of the public realm, especially within the village centre and areas along and connecting to the seafront.



### **Links to Strategic Objectives:**

- This policy has links to all strategic objectives.

### **Evidence Base:**

- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Infrastructure Delivery Plan \(2013\)](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Open Space Study \(2013\)](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Growth Study - Wastewater Treatment Options \(2010\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\) \(2013\)](#)

## 14 . The North of the Plan Area

### North of the Plan area

#### (North East of the District, Camelsdale and Hammer)

**14.1** The North of the Plan area covers those parts of Chichester District which lie north of the South Downs National Park boundary. This includes the north-east of the District, covering Loxwood Parish and most of the parishes of Kirdford, Plaistow and Ifold, and Wisborough Green, together with a small part of Lynchmere Parish close to the Surrey border around the villages of Camelsdale and Hammer.

**14.2** This part of the Plan area is predominantly rural with few sizeable settlements. Conserving the rural character of the area, with its high quality landscape and environment is a key objective. However, there is an identified need to accommodate some small scale development to address local housing and employment needs, and support local village facilities.

**14.3** Accessibility to services and facilities is a particular issue for this area, with local residents having to travel significant distances for many facilities. The larger villages provide a range of local facilities and play an important role in providing services to their local communities. However, for higher order facilities such as employment, shopping, secondary schools and leisure facilities, the area mainly depends on larger settlements outside the District, principally Billingshurst and Haslemere, and further afield Guildford, Horsham and Crawley. Public transport serving the area is also very limited, particularly since recent cuts in local bus services.

**14.4** Given the constraints on development in the area, the Local Plan provides for only limited growth focused on meeting locally generated housing requirements. The strategy seeks to maintain the role of the villages as local service centres and supports small scale proposals in line with the overall Plan strategy and settlement hierarchy. Given the issues of accessibility, future planning for the area needs to focus particularly on protecting and where possible expanding local facilities. It should also seek opportunities to improve accessibility to local facilities and to larger settlements outside the Plan area.

**14.5** All the Parish Councils in this part of the Plan area are committed to producing Neighbourhood Plans, which it is envisaged will provide the main vehicle for identifying sites for small scale housing, employment and other local facilities. In the event that the Neighbourhood Plans do not progress, sites will be identified in the Site Allocation DPD.

### Policy 25

#### Development in the North of the Plan area

Provision will be made for small scale development in the North of the Plan area through Neighbourhood Plans and/or the Site Allocation DPD, in accordance with Policies 2 and 5.

The Council will encourage and support development proposals and other initiatives that:

- Conserve and enhance the rural character of the area, the quality of its landscape and the natural and historic environment;
- Safeguard existing local facilities and expand the range of local facilities; and
- Improve accessibility to facilities in nearby centres outside the North of the Plan area.

#### Links to Strategic Objectives:

- This policy has links to all strategic objectives.

#### Evidence Base:

- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Infrastructure Delivery Plan \(2013\)](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Open Space Study \(2013\)](#)
- [Settlement Capacity Profiles \(2013\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [Strategic Housing Land Availability Assessment \(SHLAA\) \(2013\)](#)

## 15 . Strategic Delivery Policies

### Strategic Delivery Policies

**15.1** This section contains policies which relate to delivering the strategic policies. Along with the other sections of the Plan the policies provide a basis through which planning applications will be considered. They reflect local circumstances and are in addition to national guidance set out in the National Planning Policy Framework.

### The Economy

**16.1** The policies in this section are aimed at developing a strong, responsive and competitive economy. This is achieved by ensuring sufficient land is available in the right place to allow for growth and innovation, including the provision of adequate infrastructure.

**16.2** Chichester District has a good growing climate and both the agricultural and horticultural industries are important. Domestic food production is of strategic national importance. Emphasis is not just on increasing self-sufficiency but also taking advantage of the UK climate to produce more food for home and export markets.

**16.3** Consequently, it is important to protect the best and most versatile agricultural land and to minimise its loss to development in order to safeguard this resource. It is recognised therefore that while the protection of the best and most versatile is a priority there may sometimes be occasions when its loss may be necessary as there may be instances where there are no suitable, sustainable alternatives to development.

### Existing Employment Sites

**16.4** To support a thriving and adaptable local economy, there is a need to maintain a flexible supply of employment land and premises. However, opportunities for new employment sites are limited; therefore it is important to make best use of the existing stock of employment land and floorspace. This means retaining suitable employment sites and encouraging their refurbishment and upgrading to meet modern business needs.

**16.5** The Chichester Employment Land Review (2009) assessed key employment sites within the Plan area and concluded that most are fit for purpose and should be protected for employment uses. A small number of employment sites were considered to be unsuitable or weak employment locations due to lack of effective demand or requiring some form of assistance in delivering new business class (B1-B8) uses. The Study recommended that these sites be kept under close review. The Employment Land Review update (2012) identified a continuing requirement to increase the overall supply of business floorspace and recommended that the Local Plan should support investment in existing sites, including the redevelopment, refurbishment and upgrading of dated employment floorspace and environmental improvements.

**16.6** The Local Plan therefore seeks to protect existing employment sites where these continue to remain suitable for business and related employment uses. The Council will particularly encourage the refurbishment or upgrading of these sites to make them more commercially attractive for business uses. Further work on allocating existing or new employment sites will be undertaken in the Site Allocation DPD.

**16.7** On existing employment sites elsewhere, it may sometimes be appropriate to allow for alternative non-employment uses, subject to clear evidence that the site is no longer required for business uses. To demonstrate that an employment site is no longer required, planning applicants will be required to provide supporting evidence on the viability of the site



## 16 . The Economy

for continued employment use (guidance is set out in Appendix 5) including the availability of employment land/floorspace in the local area and demonstrating that genuine attempts have been made over an extended period to market the site for business or similar uses.

### Policy 26

#### Existing Employment Sites

Planning permission will be granted for development of employment floorspace, refurbishment, upgrading or modernisation of existing premises, and/or proposals which make more efficient use of underused employment sites and premises where it has **been demonstrated that:**

1. There is no material increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to unacceptably disturb occupants of nearby residential properties or be of a scale that is likely to cause unacceptable harm to the enjoyment of the countryside; **and**
2. The proposal does not generate unacceptable levels of traffic movement, soil, water, odour or air pollution and there is no adverse impact resulting from artificial lighting on the occupants of nearby residential properties or on the appearance of the site in the landscape.

Existing employment sites that are well located and commercially attractive will be retained for Business (B1-B8) or similar Sui Generis uses to safeguard their contribution to the local economy.

Planning permission will be granted for alternative uses on land or floorspace currently or previously in Business (B1-B8) or similar Sui Generis uses where **the following criterion is met:**

1. It has been demonstrated (in terms of the evidence requirements accompanying this policy) that the site is no longer required and is unlikely to be re-used or redeveloped for Business (B1-B8) or similar uses.

#### Links to Strategic Objectives:

- This policy links to the strategic objectives 3.16 - 3.19

#### Evidence Base:

- [Employment Land Review - Update 2013](#)

### Chichester Centre Retail

**16.8** The vitality of Chichester city centre depends strongly on its attraction as a high quality shopping destination. Its traditional role as the main focus for retail activity has been challenged by 'out-of-town' retail outlets and internet shopping. In addition, increased mobility means that people are prepared to travel further afield to shop in larger centres. In this very competitive environment, it is important that the city continues to develop and enhance its retail offer in order to retain existing market share and attract new trade. However, the historic character of the city centre could mean that potential future retail development may be constrained.

**16.9 Primary Shopping Frontage** - the most important retail frontages of Chichester shopping centre have been defined as Primary Shopping Frontages (see Appendix 6), because it is important that the retail frontages in those streets are retained and enhanced. In order to minimise the disruption of these shopping frontages, the introduction of new non-retail uses will be carefully controlled. It is recognised that some of these uses provide essential services and need to be located in town centres; but such uses, particularly if grouped together, may undermine the vitality of the city centre by failing to attract casual visitors or by forming blank and inactive frontages. Policy 27 seeks to ensure that non-retail uses in the Primary Shopping Frontages do not become dominant in one area and that where non-retail uses are introduced, an active and visually appealing shop frontage is maintained.

**16.10 Secondary Shopping Frontages** - a number of outer shopping streets have been defined as Secondary Shopping Frontages (see Appendix 6). Within these secondary frontages, non-retail uses such as offices, hotels and medical practitioners, may be permitted, providing that they do not result in the loss of existing residential accommodation and/or the loss of amenity in terms of noise, disturbance, smell, litter, traffic generation and opening hours.

**16.11** For applications for new shop fronts and shop signs within the Chichester City Conservation Area consideration should be given to the 'Shopfront and Advertisement Design Guidance Note' (2010) which gives an indication of the criteria against which the Council assesses applications for new shopfronts and shop signs within Conservation Areas.

### Policy 27

#### Chichester Centre Retail Policy

##### Primary shopping frontages

Within the primary shopping frontages in Chichester Shopping Centre additional non-shopping (A1) uses will be granted at ground floor level where **all the following criteria are met:**

1. Additional uses (Class A2 - A5) results in no more than 25% of the sum total of the street frontages in non-shopping (A1) uses;
2. Additional use results in no more than two non-shopping (A1) uses adjacent to each other or a total of 15 metre continuous non-retail frontage (whichever is the greater);
3. Proposal does not prejudice the effective use of the upper floors; and
4. Shop window and entrance is provided or retained which relates well to the design of the building and to the street-scene and its setting.

##### Secondary shopping frontages

Proposals for town centres uses at ground level within classes A, B1 (a), C1, D1 and D2 of the Use Class Order will be granted within the secondary shopping frontages where the proposal, either cumulatively or individually is considered to have no adverse impact on the vitality or viability of the area. The change of use of ground floor premises to other uses, including residential, will be granted where **all the following criteria are met:**

1. No more than 75% of the whole of the shopping frontage is in non-shopping (A1) use;
2. The proposal does not result in the loss of existing residential accommodation;
3. The proposal does not prejudice the effective use of the upper floors;
4. A shop window and entrance is provided or retained which relates well to the design of the building and to the street-scene and its setting.

Additional retail development will be granted provided that **all the following criteria are met:**

1. The floorspace size reflects the character and scale of the development in the existing shopping centre;
2. Development respects the character of the existing shopping centre in terms of design, scale and materials; and

3. The proposal relates appropriately to the existing shopping frontage

Proposals for residential, leisure and office use above premises in the city centre will be supported to help increase its vitality.

### Links to Strategic Objectives:

- This policy links to the strategic objectives 3.16 and 3.18

### Evidence Base:

- [Creating a Prosperous and Sustainable Economy: An Economic Strategy for Chichester 2013-2019](#)
- [National Planning Policy Framework \(2012\)](#)
- [Retail Study - Update \(2010\)](#)

### Edge and Out of Centre Sites – Chichester

**16.12** Following the conclusions of the Chichester Retail Study Update 2010, the Plan accepts that larger scale retail development may be accommodated on edge or out-of-centre locations, provided that such development does not harm the vitality and viability of the city centre. All out of town retail development will be required to consider the sequential approach as set out in national policy (NPPF paragraphs 24-27).

**16.13** Where the type of goods sold and the particular retail format cannot reasonably be accommodated within the existing shopping centre, the first choice for alternative development sites should be 'edge of centre' i.e. sites which directly adjoin or can be reasonably related to the existing retail area. In Chichester city this is considered to be North, South and West Streets within the inner ring road; and East Street beyond Eastgate Square.

**16.14** If such sites cannot meet the demand for additional floorspace, then 'out-of-centre' developments can be considered for appropriate types of retailing such as superstores and retail warehouses. This type of development may be acceptable on peripheral sites away from the central shopping area within the Chichester Settlement Boundary, providing that such development does not adversely affect the vitality and viability of the existing shopping centre as a whole, taking into account the cumulative effects of the existing and proposed development.

## 16 . The Economy

**16.15** It is essential that retail facilities on such sites complement, rather than compete with, those provided within the city centre. Such units will be restricted to a minimum size of 1000m<sup>2</sup> and to the type of goods sold, i.e. bulky goods which require large units. These units are restricted to limit their potential impact on the smaller retail units which are predominant within the City centre. Proposals over 2,500m<sup>2</sup> of floorspace, should be supported by a retail study demonstrating that there will not be an adverse impact on the City Centre.

**16.16** Sites should be accessible to the community by foot, car, public transport and cycling. In addition, sufficient car parking should be provided on site and the development should not add to traffic generation on the surrounding roads and in the town centre. Sites proposed for such development should not be required for other uses such as employment uses or housing.



### Policy 28

#### Edge and Out of Centre Sites – Chichester Policy

Proposals outside the central retail area for non-food retail and food retail, including extensions, will be granted provided that it can be **demonstrated that all the following criteria have been considered:**

1. The proposal does not adversely affect the vitality and viability of the central shopping area, either as an individual development or cumulatively with similar existing or proposed developments;
2. The proposed retail development on out of centre sites will need to demonstrate that no suitable site can be found, firstly within the existing town centre or, secondly, on the edge of the centre;
3. Proposals over 2,500m<sup>2</sup> are accompanied by a full assessment of the potential impact on town centres and nearby centres;
4. The type of goods sold and the form of shopping unit proposed could not be conveniently accommodated within the existing shopping centre or where suitable sites and premises are not available within the centre or edge of centre sites;
5. The shopping units (including any created by the subdivision of existing units) are of a minimum size of 1,000m<sup>2</sup> gross floorspace;
6. The types of goods sold and the facilities provided complement those provided in the existing retail centre;
7. Servicing and customer traffic can be safely and conveniently accommodated by the surrounding road network and does not add to traffic generation in the town centre;
8. The proposal is easily accessible by the highway network and public transport and includes provision for access by cycle and on foot; and
9. The design of the buildings will not detract from the character or appearance of the site or the surrounding area.

## 16 . The Economy

### Links to Strategic Objectives:

- This policy links to the strategic objectives 3.16 and 3.18

### Evidence Base:

- [Creating a Prosperous and Sustainable Economy: An Economic Strategy for Chichester 2013-2019](#)
- [National Planning Policy Framework \(2012\)](#)
- [Retail Study - Update \(2010\)](#)

### Settlement Hubs and Village Centres

**16.17** East Wittering, Bracklesham and Selsey have a good mix of smaller independent comparison goods retailers, and include a good range of facilities catering for visitors, particularly cafes, bars and restaurants. Proposals which provide quality places for eating, drinking and fashion retailing would enhance the roles of these settlements.

**16.18** Southbourne and Tangmere provide services which can meet basic day to day needs. Additional development which will improve the sustainability of each hub will be supported.

**16.19** There are a number of smaller village centres, which play an important role in providing day to day needs, not only in terms of convenience shopping, but also in terms of local community facilities such as post offices and health centres. By providing a range of facilities in locations which are easily accessible, they provide a focus for the community and help to reduce the need to travel. Safeguarding existing village shops and local community facilities is a key issue.

**16.20** Loss of retail uses within settlement hubs and village centres will generally be resisted. Subject to sufficient evidence demonstrating lack of demand for shopping the change to cafes/restaurants will be considered before other uses such as community uses.

**16.21** For evidence required to justify a change of use please refer to Appendix 5.

### Policy 29

#### Settlement Hubs and Village Centres

Proposals for development will be encouraged where they would contribute to the vitality and viability of the retail centres of East Wittering and Selsey and conform to the shopping function of the centre. Where sites cannot be found within the centres of these settlements, consideration will be given to proposals on edge of centre sites.

In the established shopping centres and other existing local centres, parades and isolated shops, retail uses will be protected. Planning permission for other uses will be granted where it has been **demonstrated that all the following criteria have been met:**

1. The proposal does not result in the reduction of shopping facilities; or
2. There is no demand for continued retail use and the site has been marketed effectively for such use or no local need has been identified.

#### Links to Strategic Objectives:

- This policy links to the strategic objectives 3.18

#### Evidence Base:

- [Creating a Prosperous and Sustainable Economy: An Economic Strategy for Chichester 2013-2019](#)
- [National Planning Policy Framework \(2012\)](#)
- [Retail Study - Update \(2010\)](#)

### Built Tourist and Leisure Development

**16.22** Tourism is an important economic sector and is dependent on the quality of the cultural heritage, natural and historic environment and facilities on offer. It is necessary to balance the provision of visitor facilities against the need to safeguard the landscape, character and environment.

**16.23** Visitors support a range of facilities and services which are important to the local economy and enhance its attractiveness as a location for businesses and residents. However, due to a lack of suitable accommodation an insufficient number of tourists are able to stay

## 16 . The Economy

overnight. To support the visitor economy, new tourist accommodation and attractions will be encouraged in areas that can accommodate additional visitor numbers without detriment to the environment. This will enable development and provide facilities that could extend the tourist season and also benefit the local community.

**16.24** Chichester city and the Settlement Hubs are the preferred locations for new tourism and leisure development, so that new facilities are accessible to existing visitors and that new accommodation is provided where visitors can access a range of services.

**16.25** Within smaller villages and the countryside, proposals should fully assess the potential to re-use existing buildings and extend current businesses, in preference to new build. If there are no other alternative sites or buildings, new sensitively designed tourism buildings and serviced accommodation may be permitted in these locations. A more restrictive line will be taken where development would be more intrusive and environmentally damaging. Occasionally larger scale facilities may be appropriate where they are associated with enhancing visitor use or appreciation of a specific feature or location. Proposals will need to demonstrate the requirement for and compatibility with a countryside location.

**16.26** To demonstrate that a tourist or leisure development is no longer required, planning applicants will be required to provide supporting evidence (guidance is set out in Appendix 5) demonstrating that genuine attempts have been made over an extended period to market the site for similar uses.

### Policy 30

#### Built Tourist and Leisure Development

Proposals for tourism and leisure development, including tourist accommodation, will be granted where it can be **demonstrated all the following criteria have been considered:**

1. It is sensitively designed to maintain the tranquillity and character of the area;
2. Is located so as to minimise impact on the natural and historic environment, including that of visitors or users of the facility, particularly avoiding increasing recreational pressures on Chichester Harbour AONB and Pagham Harbour and other designated sites;
3. It provides a high quality attraction or accommodation; and
4. Encourages an extended tourist season.

Additionally, new tourism buildings including bed and breakfast, self-catering and hotel facilities in the countryside should:

1. Be of a scale appropriate to the location and demonstrate they require a rural location and cannot be accommodated elsewhere, or the proposal is associated with the expansion of an existing facility; and
2. Support the objectives of rural regeneration/diversification.

Proposals involving the loss of tourist or leisure development, including holiday accommodation, will only be granted where there is no proven demand for the facility and it can no longer make a positive contribution to the economy.

#### Links to Strategic Objectives:

- This policy links to the strategic objectives 3.16 - 3.19 and 3.23 - 3.25

#### Evidence Base:

- [Creating a Prosperous and Sustainable Economy: An Economic Strategy for Chichester 2013-2019](#)
- [National Planning Policy Framework \(2012\)](#)
- [Retail Study - Update \(2010\)](#)



### Caravan and Camping Sites

**16.27** Camping and caravanning provides a high level of tourist activity in the District and where possible, should be directed towards sustainable locations which are not covered by an Article 4 Direction. It is essential that any proposals do not have an adverse impact on the special qualities and tranquillity of the landscape. In particular, the Chichester Harbour Area of Outstanding Natural Beauty, the setting of the National Park, Pagham Harbour, or the undeveloped coast; all of which attract tourism in the first place.

**16.28** For the purpose of this Local Plan, caravan and camping sites are those which primarily provide accommodation in temporary and mobile units such as chalets, static caravans, pitches for touring caravans, cabins, tents or yurts.

**16.29** For touring caravan and camping sites over five units and static caravan and chalet sites it must be demonstrated that there is a demand for the site. Proposals that would be likely to lead to a significant excess of supply over demand or adverse visual impact will not be supported.

**16.30** The Council will use seasonal occupancy conditions and/or holiday occupancy conditions to prevent the permanent occupation of the site. The holiday season will not be unnecessarily restricted, but closure periods may be necessary to prevent tourist accommodation becoming places of permanent residence. This is to protect occupants from potential flood risk, to protect wildlife habitats e.g. for over wintering birds, and also caravans are inefficient in terms of heating, which means they are inappropriate to accommodate people in the winter months.

**16.31** Within an area where conditions are in place to restrict occupancy the applicant will need to demonstrate that the method of management of the sites/units will ensure holiday use only and that an effective means of ascertaining compliance is available to the Council.

**16.32** Applicants will be required to provide evidence of need to demonstrate a high demand on existing sites and justification for new sites (guidance is set out in Appendix 5).

### Policy 31

#### Caravan and Camping Sites

Proposals for caravan, camping and chalet sites and associated facilities and alterations to existing sites will be granted, unless there is an Article 4 Direction, where it can be **demonstrated that all the following criteria are met:**

1. They meet a demonstrable need;
2. They are of an appropriate scale in relation to their setting and would not diminish local amenity;
3. They are sensitively sited and designed to maintain the tranquillity and character of the area;
4. They are sited to be visually unobtrusive and can be assimilated so as to conserve and enhance the surrounding landscape; and
5. The road network and the site's access can safely accommodate any additional traffic generated.

Where planning permission for caravans and chalet sites is granted a condition restricting the type of occupation to holiday use will be used in order to retain the tourist accommodation and ensure it is not used for permanent residential use. The period of occupation will be dependent on:

1. Whether the accommodation is within an area at risk of flooding, as defined by the Environment Agency;
2. The degree of protection considered desirable in order to avoid disturbance to sensitive sites of ecological value or to protect the tranquillity and character of the countryside, Chichester Harbour Area of Outstanding Natural Beauty and the setting of the National Park, Pagham Harbour and the undeveloped coast; and
3. The importance of securing the removal of touring units during the winter period where their permanent presence would be harmful to the landscape.

In order to retain touring caravan sites the change of use to static caravans will be refused, unless it can be demonstrated that there is demand, in the interests of maintaining an adequate supply of touring pitches.

Proposals for the use of parts of existing caravan sites for winter storage of touring caravans and other forms of touring units will be granted provided that the proposal does not increase the impact of the use of the sites on the landscape or character of the surrounding area.

## 16 . The Economy

### Links to Strategic Objectives:

- This policy links to the strategic objectives 3.16 and 3.23

### Evidence Base:

- [National Planning Policy Framework \(2012\)](#)
- [The Future Growth of Chichester: Landscape and Visual Amenity Considerations \(2005\)](#)

### Horticultural Development

**16.33** To ensure that the District's horticultural industry remains nationally and internationally competitive, it is important that sufficient suitable sites are available. To support this activity, the Council has designated Horticultural Development Areas (HDAs) in the countryside, where glasshouses and related facilities, including packhouses, may be allowed and the impact of their large size and bulk is minimised.

**16.34** There are four designated HDAs (please refer to Section 21 Policies Map for further details):

- Tangmere;
- Runcton;
- Sidlesham and Highleigh; and
- Almodington.

**16.35** Large-scale horticultural operators at Tangmere and Runcton are characterised by major expanses of large buildings, which have good access to the main road network. Their businesses supply large supermarkets, garden centres and food chains, and are required to adapt and improve constantly to maintain this market. Consequently, operators seek to increase production volume, with larger premises to achieve the economies of scale required to remain viable. The Council considers that the HDAs should remain available for growing and packing horticultural products and other process directly related to the preparation of vegetable and salad products, such as washing and shredding. Other related processes, including cooking, which do not require a countryside setting, should be located on industrial estates.

**16.36** Smaller scale horticultural operations will be focused within the existing HDAs at Sidlesham and Almodington. This is due to the nature of the land as former Land Settlement Areas formed in the 1930s, which were later designated as Horticultural Development Areas in 1992. Many of the horticultural businesses located in these areas are smaller scale.

However, the patchwork nature of the landholdings makes land assembly, and therefore expansion, difficult. These areas are further from the A27 than the Tangmere and Runcton HDAs and are less well served by the road network.

**16.37** It is not expected that large scale operations will occur in the Sidlesham and Almodington HDAs. The principle to be followed in the Local Plan is to reinforce the use of the Sidlesham and Almodington areas for smaller scale horticultural / market garden operations rather than larger scale development.

**16.38** It is acknowledged that additional land may be required by the horticultural industry to expand further through the plan period. The preferred approach for horticultural development is for land within existing HDAs to be used first and if not possible, land adjacent to an HDA. Where it can be demonstrated that development within HDAs is hindered, particularly at Runcton and Tangmere, the Council will where appropriate use its compulsory purchase powers to ensure that the expansion of the horticultural and associated industry is not frustrated.

**16.39** When considering the expansion to HDAs and proposals for new development including packhouses and polytunnels, attention will be given to transport and accessibility to the strategic road network, visual impact on the landscape and the amenity of local residents. In addition that soil, water, air noise and light pollution levels are minimised and mitigated.

### Policy 32

#### Horticultural Development

Large scale horticultural operations will continue to be focused within the existing horticultural development areas at Tangmere and Runcton. The Sidlesham and Almodington horticultural development areas will continue to be the focus for smaller scale horticultural businesses.

Within designated Horticultural Development Areas, as shown on the Policies Map, planning permission will be granted for new glasshouse, packhouse and polytunnel development where it can be **demonstrated that all the following criteria have been met:**

1. There is no material increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to unacceptably disturb occupants of nearby noise sensitive properties or be likely to cause unacceptable harm to the enjoyment of the countryside;
2. The proposal does not generate unacceptable levels of soil, water, odour or air pollution and there is no adverse impact resulting from artificial lighting on the occupants of nearby noise sensitive properties or on the appearance of the site in the landscape;
3. New planting both on and offsite is sufficient to benefit an improvement to the landscape and increases the potential for screening;
4. Adequate vehicular access arrangements exist from the site to the strategic road network;
5. The access and road network is capable of accommodating the vehicle movements generated by the development without detriment to highway safety and residential amenity;
6. The height and bulk of development does not damage the character of the surrounding countryside;
7. It can be demonstrated that water efficiency measures can maintain an adequate supply; and
8. Acceptable surface water drainage capacity exists or can be provided as part of the development including sustainable drainage systems or water retention areas.

Planning permission will be granted for new horticultural development proposals including the extension to existing Horticultural Development Areas **where the above and following criteria have been met:**



1. There is a proven need for the development and it can be demonstrated that the proposal cannot be accommodated within existing HDAs;
2. The land is sufficiently well drained, level and of a quality to be suitable for horticultural development;
3. The site is located close to the strategic road network;
4. The proposal either individually or cumulatively does not adversely impact on the character or appearance to the locality through detailed planting with screening proposals which are in proportion to the scale of development and the site; and
5. Essential infrastructure and services are available or will be provided; and
6. The proposal is not located within open countryside and ensures that long views across substantially open land are retained.

### **Links to Strategic Objectives:**

- This policy links to the strategic objectives 3.16 - 3.17 and 3.23

### **Evidence Base:**

- [Combined Horticultural Production and Energy Hubs \(2012\)](#)
- [Employment Land Review - Update \(2013\)](#)
- [Growing Together - A strategy for the West Sussex Growing Sector \(2010\)](#)
- [Viability of the horticultural glasshouse industry in West Sussex \(2009\)](#)

## 17 . Housing and Neighbourhoods

### Housing and Neighbourhoods

#### Design of New Homes and Residential Neighbourhoods

**17.1** To ensure that the new homes are sustainable and relate well to the existing settlement, it is important that they take account of community aspirations, through consultation with the Parish Council, and Neighbourhood Planning, in order to offer a high quality of living environment. This will require consideration of:

- public open space, recreation and community facilities;
- the natural landscape and historic environment;
- infrastructure provision, including education, primary healthcare, and transport;
- the provision of an appropriate and sustainable mix of housing for the local area; and
- ensuring new homes are built in line with Building for Life Standards or equivalent replacement minimum standards, whichever are higher (Policy 40).

**17.2** In providing new homes, it is important that they are designed and constructed to a high quality with good standards of internal space and adequate provision of bulky household storage, such as for bicycles and waste recycling. This is particularly important in higher density and affordable rented housing, which generally has higher levels of occupancy.

**17.3** The quality of the public realm and the provision of 'public art' can contribute to a sense of place. Wherever possible, it is important to maximise any opportunities to invest in and improve the public realm in and around development areas.

#### Density of New Homes and Neighbourhoods

**17.4** Achieving appropriate housing density is important in securing an efficient use of land. However, it is important that this is considered within the context of the need to create high quality development that has access to public open space, adequate parking and provision for other amenities to enhance the sustainability of the community.

**17.5** The Council will maintain a flexible approach towards housing density as it is important to balance the need to make efficient use of land with the characteristics of the surrounding built up area. This can also be affected by innovative and imaginative design of new homes that respond to site constraints and make the best use of the land available.

**17.6** Densities of 35 dwellings per hectare are broadly considered appropriate by the Council on most green and brownfield development across the District. However, higher densities may be sought in urban areas where sites are better served by public transport and have access to a range of services and facilities.

### Market Housing

**17.7** Local Planning Authorities need to have a clear understanding of housing market and needs through the preparation of a Strategic Housing Market Assessment (SHMA). The Coastal West Sussex SHMA (2012) provides an evidence base of the current housing market and need across the market area.

**17.8** The SHMA (or successor documents) will be used to inform the mix of market housing to be provided on new development, in conjunction with any other local evidence relevant to the specific development proposal.

**17.9** Open market development must provide affordable housing in line with Policy 34.

### Specialist housing

**Older persons' housing:** The growing older population (particularly in the oldest age groups) is likely to lead to a significant increase in the requirements for specialist accommodation. There is also evidence of under-occupation of larger homes in both the affordable and market sectors, particularly within the rural area. The Council will support the delivery of housing for older persons including Lifetime Homes, sheltered, and extra-care housing where it meets identified needs and does not conflict with other priorities. Sheltered and extra-care housing will be expected to provide both market and affordable housing on-site in line with Policy 34.

**17.10** West Sussex County Council supports the provision of extra-care housing rather than traditional care homes. The provision of extra-care accommodation on a mixed tenure basis will be encouraged.

**Student housing:** The student population of Chichester University grew by 14% between 2008/9 – 2010/11. The growth of students living within the private rented sector in Chichester has influenced the dynamics of the housing market in the City and the supply of entry-level market housing, increasing pressure on the private rented sector and contributing to escalating rents. Measures to address this will be achieved through joint working with the University and College Institutes of Higher Education, including the potential development of halls of residence student housing in appropriate locations.

**Empty homes/conversions of other buildings:** In line with the NPPF, the Council will identify and bring back into residential use empty homes and buildings, including where appropriate commercial buildings.

**Sub-division of existing properties:** The sub-division of larger properties will be considered acceptable where there is local demand for smaller properties and there is sufficient car parking, amenity and infrastructure provision.

## 17 . Housing and Neighbourhoods

### Policy 33

#### New Residential Development

Planning permission will be granted for new residential development, including extension and replacement dwellings, where it can be **demonstrated that all the following criteria have been met:**

1. Proposals meet the highest standards of design;
2. Adequate infrastructure and provision for its future maintenance is provided;
3. Proposals provide for high quality linkage direct from the development to the broadband network;
4. The proposal provides a high quality living environment in keeping with the character of the surrounding area and its setting in the landscape;
5. The scheme provides an appropriate density of development. This will be determined by its immediate context, on-site constraints, the type of development proposed and the need to provide an appropriate mix of dwellings;
6. The proposal respects and where possible enhances the character of the surrounding area and site, its setting in terms of its proportion, form, massing, siting, layout, density, height, size, scale, neighbouring and public amenity and detailed design; and
7. The proposal has taken into account the need to promote public safety and deter crime and disorder through careful layout, design and the use of Secured by Design principles and standards.

#### Links to Strategic Objectives

- This policy links to the strategic objectives 3.20 - 3.24

#### Evidence Base

- [Coastal West Sussex Strategic Housing Market Assessment - Update \(2012\)](#)
- [National Planning Policy Framework \(2012\)](#)

### Housing Need

**17.11** Meeting the housing needs of the District and tackling homelessness are key objectives for the Council. The Council is the Housing Authority for the whole of the District and its Housing Strategy seeks to address the changing demands on Council services, whilst increasing the supply of housing to meet local needs.

**17.12** Chichester District suffers from affordability issues associated with low average wages, but very high average house prices. The Council will seek to address this through new housing supply to meet the local need. There are significant financial barriers to home ownership, and the level of housing need has built up as the delivery of both market and affordable housing has failed to keep pace with demand. This is supported by evidence from the Council's housing register.

### Affordable Housing Threshold and Contributions

**17.13** Given the high levels of current and potential future need for affordable housing, it is important that opportunities are taken to ensure that new residential development (whether from the proposed strategic sites or unidentified sources) contributes to the supply of affordable homes in the district, to meet identified local needs in terms of type and tenure. The Council will use up-to-date information from research and the Housing Register to negotiate the provision of affordable housing in new development. Precise requirements will depend on the development and the site in question.

**17.14** In considering the affordable housing thresholds and contributions the Council must take account of the NPPF and the likely impact of the thresholds and proportions of the affordable housing proposed on housing delivery and the provision of infrastructure. The Local Plan Viability Report has considered the total level of developer contributions available to meet both the Community Infrastructure Levy, affordable housing contributions and to ensure deliverability of the plan. This study has informed the level of affordable housing contributions.

**17.15** Policy 34 will apply to both allocated sites and unidentified windfall development. Neighbourhood Plans will need to take account of the provision of affordable housing as part of any development. Developers are encouraged to contact the Council as early as possible to engage in meaningful pre-application advice. This will ensure that the affordable housing requirements are designed into the scheme from the outset.

### Affordable Housing Mix

**17.16** The SHMA includes an analysis of household incomes, which has been used to consider levels of need for different types of affordable housing. Any tenure split will need to take account of the local housing market and the context of the site. This may be updated in line with any future updates to the SHMA (or successor documents) or in line with guidance from the Homes and Communities Agency (HCA) or government.

**17.17** At the District-wide level, the SHMA recommends an appropriate mix, size and type of affordable rented housing required on new development. This will be used as the basis for affordable housing requirements over the Local Plan period. At the individual scheme

## 17 . Housing and Neighbourhoods

level however, the SHMA's recommendation will be considered together with information on local housing need and stock turnover to identify the appropriate mix of affordable rented housing required.

### Delivery

**17.18** The Council expects that affordable housing would usually be provided by Registered Providers (RPs), and in most cases by one of its preferred development partners. However, in exceptional circumstances, the Council may use its discretion to allow other 'Approved Bodies' to deliver affordable housing units in circumstances where RPs are unable to do so. This will, at all times, be strictly in line with the NPPF and the Council's Housing Allocation Scheme, where appropriate.

**17.19** The Council will normally require affordable housing to be provided on-site, unless there are exceptional circumstances that mean off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Where the proportion of affordable housing results in a requirement for a fraction of a unit, the fraction will be sought as a financial contribution (in the form of a commuted sum), which is equivalent to the proportion of a typical unit on the development.

**17.20** In order to prevent social exclusion and to help establish a mixed, balanced and sustainable community within large developments, it is very important that the affordable housing is well integrated and distributed throughout the site; this can be aided through providing a range of affordable tenures. Housing should be tenure blind and the affordable housing should not be externally distinguishable from the market housing.



### Policy 34

#### Affordable Housing

On all residential development sites 30% affordable housing contribution will to be sought where there is a net increase of dwellings. This can be delivered through the following approaches:

1. The affordable homes should be provided on site. Commuted sums will only be accepted on sites where there is a net increase of 5 dwellings or less, or in exceptional circumstances. If it can be demonstrated that affordable housing may not be appropriate, development of affordable dwellings on another site may be considered. If this is not achievable, as a last resort and in exceptional circumstances only, the Council will seek a financial contribution to enable provision of affordable homes elsewhere within the district;
2. Where the affordable housing calculation results in fractions of homes, the fraction will be sought as a commuted sum;
3. Where developers are unable to meet the requirements for the delivery of affordable housing set out in the policy, the Council will expect this to be demonstrated through an 'open book' process. An independent valuer appointed by the Council, at the developer's cost, will provide an independent viability assessment. In the first instance an alternative approach will be developed through negotiation. This is likely to involve amending the tenure mix. If this is still demonstrated to be unviable, the affordable housing requirement may be reduced; and
4. In exceptional cases, where a commuted sum is accepted, the payment should reflect the cost of providing the number, type and size of affordable dwellings which would have been provided on-site.

The affordable housing to be provided on site will be required to be affordable tenures, as defined in the National Planning Policy Framework.

The policy will be monitored and updated to reflect up-to-date viability studies, the Coastal West Sussex Strategic Housing Market Assessment, and other relevant evidence.

## 17 . Housing and Neighbourhoods

### Links to Strategic Objectives

- This policy links to the strategic objectives 3.20 - 3.24

### Evidence Base

- [Chichester District Council Housing Register](#)
- [Coastal West Sussex Strategic Housing Market Assessment Update \(2012\)](#)
- [Development Viability Study \(2013\)](#)
- [National Planning Policy Framework \(2012\)](#)

### Affordable Housing on Exception Sites

**17.21** Proposals for exception sites must meet an identified local housing need in the Parish in which they are proposed. Applications must be accompanied by satisfactory evidence, which demonstrates that the scale and mix of housing proposed will meet a local need. This should be based on information from the Council's housing register or up-to-date parish housing needs survey (that has been produced by/on behalf of the Council and with its approval).

**17.22** To ensure deliverability, applicants must also demonstrate that the proposal is economically viable. Due to their location, exception sites must be owned and managed by an approved Registered Provider. Exception sites must provide affordable housing for local households in perpetuity; consequently, the units must be secured through a Section 106 with an accompanying Nomination Agreement with the Registered Provider that provides the nomination criteria for the homes.

**17.23** In assessing the suitability of proposed affordable housing exception sites, consideration will be given to the existing and potential supply of affordable housing from other sites within the settlement. Where the area has a defined Settlement Boundary proposals must demonstrate that there is a lack of sites available within the settlement. They should also be located adjacent to the Settlement Boundary and in all circumstances be well related to the settlement, local services and facilities. Where suitable sites are unavailable, the local housing need may be met in another settlement within 5 miles or their local sub-area.

**17.24** Outside of settlement boundaries (as defined in Policy 2), schemes will only be permitted if the Council is satisfied that the existing affordable housing stock will not meet the current local housing need, and where the scheme can be considered to be well-integrated within the settlement.

## 17 . Housing and Neighbourhoods

**17.25** Proposals for affordable housing exception sites will not be permitted in scattered or isolated locations.

**17.26** The scale of the development should be appropriate to the settlement. In assessing this, account will be taken of extant unimplemented permissions in the settlement. Proposals should be of a high standard of design and environmental sustainability, and respect the form, scale and character of the surrounding settlements and countryside.

**17.27** Communities that develop a Neighbourhood Plan and produce their own Settlement Boundary, (or where a Settlement Boundary is defined in any subsequent Site Allocation DPD) may support the development of exception sites as additional growth over the plan period. Affordable housing provided under this policy will be in addition to the housing provided in Policy 34.

**17.28** If no public subsidy is available (or where cross-subsidy from sales would enable development on a grant-free basis) the Council may, in exceptional circumstances, allow a small number of market units to be built on exception sites (as highlighted in the NPPF and its accompanying Environmental Impact Assessment). However, the type and proportion of homes must be based on an agreed assessment of local needs and the local housing market. Proposals for mixed-tenure exception sites must not generate profit for the developer or landowner and must therefore be accompanied by a viability appraisal that demonstrates the minimum number of market homes necessary to facilitate the affordable housing.

**17.29** For the purposes of this policy a 'local connection' is set out in the rural allocations policy contained in the Councils' Allocations Scheme. This can be found at [www.chichester.gov.uk/affordablehousingto rent](http://www.chichester.gov.uk/affordablehousingto rent).

### Policy 35

#### Affordable Housing Exception Sites

Where there are no available and deliverable sites within a settlement affordable housing may be permitted on exception sites outside of Settlement Boundaries to meet a specific local need where **one of the two following criteria is met:**

1. In settlements that have a defined Boundary, proposals should be located adjacent to the Boundary and in all circumstances be modest in scale and well related to the settlement, local services and facilities; or
2. In the rest of the plan area, schemes will only be permitted where it is considered that the proposal is modest in scale and can be integrated to an existing settlement without damage to its character or setting and is well related to local services and facilities.

And **all the following criteria are met:**

1. The scheme provides 100% affordable housing (unless a robust justification is provided in line with paragraph 17.28);
2. The proposed development would help meet an identified local need by households with a 'local connection' to the parish, and the mix of dwelling sizes, types and tenures is supported by the local housing need;
3. There are insufficient sites available and deliverable within the Settlement Boundary (where applicable) to meet the local need for affordable housing;
4. The proposed scheme is economically viable and deliverable, and is able to be properly managed by a partner Registered Provider or other Approved Body in perpetuity;
5. The proposal does not result in the net loss of existing affordable housing; and
6. The site is subject to an appropriate planning obligation to ensure that the affordable housing will be retained as affordable housing for households with a local connection in perpetuity.

### Links to Strategic Objectives

- This policy links to the strategic objectives 3.20 - 3.24

### Evidence Base

- [Chichester District Council Housing Register](#)
- [Coastal West Sussex Strategic Housing Market Assessment Update \(2012\)](#)
- [National Planning Policy Framework \(2012\)](#)

### Planning for Gypsies, Travellers and Travelling Showpeople

**17.30** Gypsies, Travellers and Travelling Showpeople form an ethnic minority group, and there is a well-established and largely settled gypsy and traveller community with extensive family ties. This Policy sets out a criteria based approach to identifying sites for providing accommodation for Gypsies, Travellers and Travelling Showpeople within the Plan Area.

**17.31** Government guidance indicates that councils should assess and meet Gypsy, Traveller and Travelling Showpeople's housing needs in the same way as other housing needs, including providing land for sites.

**17.32** In partnership with the Coastal West Sussex Authorities and the South Downs National Park Authority (SDNPA), with support from West Sussex County Council, a Coastal West Sussex Authority Gypsy and Traveller and Travelling Showpeople Assessment (GTAA) (2012/13). The GTAA has identified a need for Chichester to provide a total of 59 pitches for Gypsies and travellers and 18 plots for travelling showpeople during the plan period as set out in the table below:

**Table 17.1 Pitch and Plot Provision required in the Plan Area to accommodate Gypsies and Travellers**

| 2012-2017 |         | 2018-2022 |         | 2023-2027 |         |
|-----------|---------|-----------|---------|-----------|---------|
| Public    | Private | Public    | Private | Public    | Private |
| 17        | 20      | 5         | 6       | 5         | 6       |

## 17 . Housing and Neighbourhoods

**Table 17.2 Plot Provision required in the Plan Area to accommodate Travelling Showpeople**

| 2012-2017 | 2018-2022 | 2023-2027 |
|-----------|-----------|-----------|
| 11        | 3         | 4         |

**17.33** In order to support the GTAA, the Coastal West Sussex Authorities and the South Downs National Park Authority (SDNPA), with support from West Sussex County Council, a Sites Specific Study (Phase 2) (2013) has been undertaken. This study identifies potential sites across the Plan Area and assesses their potential suitability for accommodating Gypsies, Travellers and Travelling Showpeople. The study seeks to provide an evidence base to the Site Allocation DPD, which will identify suitable sites to contribute to the delivery of the above provision.

**17.34** A criteria-based policy is also required to ensure that the provision of Gypsy, Traveller and Travelling Showpeople accommodation is located in a suitable location. In applying the policy, the extent to which a traditional lifestyle and a settled base can contribute to sustainable development will be considered. In addition, sites for mixed residential and business uses (i.e. storage of equipment for Travelling Showpeople) will be considered where appropriate.

**17.35 Safeguarding existing sites:** To maintain a supply of land and associated accommodation, the Council considers it important to ensure that, within the Plan Area, existing permanent authorised sites for Gypsies and Travellers are retained. Permitted accommodation for Traveller sites within the rural area will not set a precedent for permanent built dwellings. In order to protect existing permitted sites from other forms of development, sites will be safeguarded and will be shown on the Local Plan Policies map and forthcoming Site Allocation DPD.



### Policy 36

#### Planning for Gypsies, Travellers and Travelling Showpeople

The Gypsy and Traveller and Travelling Showpeople Assessment (2013) (Phase 1) identifies the potential need for permanent pitches and plots for the period 2012 to 2027 as:

- 59 additional permanent residential Gypsy and Traveller pitches of which 37 pitches are required before 2017; and
- 18 additional plots for Travelling Showpeople, of which 11 are required before 2017.

Where there is a shortfall in provision, sites will be allocated within the Site Allocation DPD. The Council's annual monitoring will ensure provision is provided at the appropriate time.

In assessing the suitability of sites for allocation in the Site Allocation DPD and for the purposes of determining planning applications, proposals will be supported where it can be **demonstrated that all the following criteria have been met:**

1. It is well related to existing settlements with local services and facilities. Sites should either be within or close to such settlements or close to major roads and/or public transport thus affording good access to local services;
2. Has safe and convenient vehicular access, be suitable in terms of topography and be in a location where the necessary infrastructure already exists or can reasonably be provided;
3. Be able to achieve a reasonable level of visual and acoustic privacy for both people living on the site and for those living nearby. The site will provide an acceptable level of amenity for the proposed residents and will not have an unacceptable level of impact on the residential amenity of the neighbouring dwellings;
4. Not compromise the essential features of nationally designated areas of landscape, historical or nature conservation protection;
5. Avoid locations where there is a risk of flooding, or which are adjacent to incompatible uses such as a refuse tip, sewage treatment works or significantly contaminated land; and
6. That in rural and semi-rural areas sites should not dominate the nearest settled community.

In the case of sites for Travelling Showpeople, proposals will be assessed upon the basis of established need. Site suitability assessment will also take account of the nature and scale of the Showpeople's business in terms of the land required for storage and/or the exercising of animals.

## 17 . Housing and Neighbourhoods

Existing traveller sites will be safeguarded for traveller use. These sites will continue to be safeguarded for as long as the need exists for traveller accommodation in the Plan Area.

### Links to Strategic Objectives

- This policy links to the strategic objectives 3.20 - 3.23

### Evidence Base

- [Gypsy & Traveller Accommodation Assessment \(2013\)](#)
- [Gypsy and Traveller Accommodation Needs Assessments: Guidance \(2007\)](#)
- [National Planning Policy Framework \(2012\)](#)
- [Planning Policy for Traveller Sites \(2012\)](#)

### Accommodation for Agricultural and other Rural Workers

**17.36** As a largely rural District there is often a need for accommodation for full time workers related to agriculture, horticulture, forestry, equestrian activities or other rural based enterprise. This accommodation may require a countryside location where new residential development would not otherwise be permitted. In such cases, applications for new or 'replacement dwellings' will be required to demonstrate an essential need for the accommodation. Whether this is essential in any particular case will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any of the individuals involved.

**17.37** Planning permission for new occupational dwellings in the countryside will be assessed thoroughly with the aim of detecting attempts to abuse (e.g. through speculative proposals) the concession that the planning system makes for such dwellings. In particular, it is important to establish whether the stated intentions to engage in farming, forestry or any other rural based enterprise are genuine, are reasonably likely to materialise and are capable of being sustained for a reasonable period of time. The evidence required to be included is outlined in Appendix 5.

**17.38** The Council will investigate the history of the holding to establish the recent pattern of land use and whether any dwellings or buildings suitable for conversion or occupation have recently been sold separately from the farmland. In order to retain the property for its intended use, a restrictive condition will be included on any such planning approval limiting its occupation to a person solely or mainly, or last working in agriculture, forestry or a rural enterprise.

**17.39** There may be circumstances where housing currently restricted to occupation by agricultural or related workers is no longer required for its original purpose. In such circumstances, any application to remove a restrictive occupancy condition for any dwelling in the countryside will need to demonstrate that the need for which the dwelling was approved originally no longer exists. Evidence demonstrating how this requirement has been investigated will be needed to support any application to vary or remove a restrictive occupancy condition.

### Policy 37

#### Accommodation for Agricultural and other Rural Workers

Development proposals which are necessary to meet the accommodation needs of full-time workers in agriculture, forestry or other businesses requiring a countryside location should **demonstrate that all the following criteria have been met:**

1. Provision on-site or in the immediate vicinity is essential for the operation of the business;
2. No suitable accommodation exists or could be made available in established buildings on the site or in the immediate vicinity;
3. The proposal does not involve replacing a dwelling disposed of recently as general market housing;
4. The dwelling is no larger than is required to meet the operational needs of the business; and
5. The siting and landscaping of the new dwelling minimises the impact to the character and appearance of the countryside and ensures no adverse impact on designated sites.

Where a new dwelling is granted, this will be the subject of a condition ensuring the occupation will be limited to a person solely or mainly working, or last working in the locality in agriculture, forestry or other rural business.

#### Links to Strategic Objectives

- This policy links to the strategic objectives 3.20 - 3.24

#### Evidence Base

- [Coastal West Sussex Strategic Housing Market Assessment Update \(2012\)](#)
- [National Planning Policy Framework \(2012\)](#)

## 17 . Housing and Neighbourhoods

### Local and Community Facilities

**17.40** Local services and community facilities include local shops, meeting places, sports venues, cultural buildings (including theatres), public houses and places of worship although this list is not exhaustive. It is important that local services and community facilities aimed at meeting daily needs are available where people live, including in smaller towns and villages in order to minimise the need to travel.

**17.41** The local facilities in many of the District's smaller settlements are improving both in terms of quality and quantity. The Council will seek the retention and protection of local and community facilities that serve the local residents within the Plan area and encourage the provision of new facilities either in isolation or by merging with existing facilities.

**17.42** Support will also be given to the provision of new facilities where local communities identify a need, particularly in parish/neighbourhood plans.

**17.43** As local facilities also include businesses such as village shops, local convenience stores, pubs and farm shops, the Council's Economic Development service can offer advice and support. However, the planning system itself will not be able to protect local facilities where these are no longer commercially viable. In such cases, there is a requirement that the premises have been marketed for a reasonable period of time, (see Appendix 5). Alternative local facilities and services should be thoroughly examined and assessed and in the last instance conversion to residential may be acceptable.

**17.44** Protection is easier in the case of publicly managed facilities such as schools and community halls, because the authorities can work with local service providers to determine the planning and funding of facilities. The loss of indoor sports facilities within community halls is covered by Policy 54.

### Policy 38

#### Local and Community Facilities

Planning permission for development leading to the loss of an existing community facility will be granted, where it can be **demonstrated that all the following criteria have been considered:**

1. There is no longer a demand for the facility within the area and that the premises have been marketed for a reasonable period of time;
2. The proposed development would provide a beneficial facility to the local community; and
3. There is provision for new or replacement facilities to meet an identified need in locations which are well related and easily accessible to the settlement or local community.

**Links to Strategic Objectives:**

- This policy has links to strategic objectives 3.26 - 3.29

**Evidence Base:**

- [Settlement Capacity Profiles \(2013\)](#)

## 18 . Transport, Access and Communications

### Transport, Access and Communications

#### Transport, Accessibility and Parking

**18.1** New development may provide opportunities to deliver improvements to transport, access and communications. It is necessary to consider the impact of any new development on the existing transport network, how it links to the network, impacts on highway safety and the provision for movement, servicing and parking for cars and bicycles.

**18.2** A Transport Assessment and Travel Plan will be required where a development proposal will have a significant transport implication. It will need to be demonstrated in the Transport Assessment that the impact can be satisfactorily mitigated, and Travel Plans will take up reasonable opportunities to improve the sustainable transport mode share. Where it is not significant, relevant information on access and movement will be required within the Design and Access Statement.

**18.3** The provision of adequate parking in new development is important; however, there needs to be flexibility to provide appropriate car and cycle parking. The availability of car parking has a role in improving accessibility to necessary local services and facilities, particularly in rural areas and for certain groups of society such as the disabled.

**18.4** For residential development a local car parking assessment, which is location specific, should be undertaken using the West Sussex Parking Calculator which can be found at [www.westsussex.gov.uk/leisure/getting\\_around\\_west\\_sussex/parking](http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/parking). For 'other' use classes please refer to West Sussex County Council's website.

**18.5** The development of high-speed broadband technology and other communication networks plays a vital role in enhancing the provision of local community facilities and services. The Plan recognises the importance of delivering Super-Fast Broadband to rural areas, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services (see Policy 8 and Policy 33).



### Policy 39

#### Transport, Accessibility and Parking

Planning permission will be granted for development where it can be **demonstrated that all the following criteria have been considered:**

1. All development provides for the access and transport demands they create, through provision of necessary improvements to transport networks, services and facilities, either directly by the developer or indirectly in the form of financial contributions;
2. Development is located and designed to minimise additional traffic generation and movement, and should not create or add to problems of safety, congestion, air pollution, or other damage to the environment;
3. The proposal has safe and adequate means of access and internal circulation/turning arrangements for all modes of transport relevant to the proposal;
4. The proposal encourages development that can be accessed by sustainable modes of transport, in part, through the creation of links between new development and existing pedestrian, cycle and public transport networks;
5. The proposal provides for safe, easy and direct movement for those with mobility difficulties;
6. The proposal does not create residual cumulative impacts which are severe; and
7. Proposals provide for high quality linkage direct from the development to the broadband network.

Developments with significant transport impacts must submit a Travel Assessment in accordance with the NPPF, and a Travel Plan including defined targets, implementation, funding, and monitoring regime.

The level of car parking provision should be in accordance with current West Sussex County Council guidance. This, together with residential parking and the level of cycle parking, will be assessed on a flexible site by site basis depending on the provision of public transport and access to local facilities.

## 18 . Transport, Access and Communications

### Links to Strategic Objectives

- This policy links to the strategic objectives 3.31 - 3.34

### Evidence Base

- [County Parking Standards and Transport Contributions Methodology \(2010\)](#)
- [Infrastructure Delivery Plan \(2013\)](#)
- [National Planning Policy Framework \(2012\)](#)

### The Environment

#### Carbon Reduction and Resource Use

**19.1** A key issue for the District is accommodating the development needs within environmental and landscape limitations, whilst promoting more sustainable patterns of development through enabling improved accessibility to key services and facilities, public transport nodes and employment opportunities. Development is therefore directed to the most sustainable locations within the Plan area in order to minimise the need to travel.

**19.2** Policies in this section contain more detail based on the Environment Strategy and aim to protect and enhance the natural, built and historic environment, to use natural resources wisely and to mitigate and adapt to climate change.

**19.3** All development should achieve high environmental standards, be appropriately designed for the site and its setting, and adaptable for long-term use. Developers will be encouraged to implement appropriate mitigation and adaptation initiatives to address the potential impact of climate change. Development should utilise sustainable design and construction techniques, for example, energy conservation and efficiency, water efficiency, reducing waste, re-using materials and recycling materials. All relate to the need to make the most efficient use of limited resources. It is recognised, however, that planning alone cannot ensure that development is sustainable or that energy is conserved. The Council will therefore work with other departments, as well as other agencies, to ensure that the principles of reducing our impact on the environment and climate change are followed.

**19.4** The energy efficiency of new developments is influenced by factors such as housing type and orientation. The layout and orientation of developments are important in determining how much daylight and sunlight is received within buildings, in gardens and in the open space between buildings. Sunlight is a good source of energy, which building design should seek to use in order to reduce consumption of conventional fuels.

**19.5** Building related energy consumption is also a significant contributor to greenhouse gas emissions. The need to achieve higher levels of energy efficiency and locally produced clean, low carbon and renewable energy related to new development is an important aspect of sustainable construction. However, sustainable construction for new and refurbished buildings incorporates more than just aspects of energy use. It also relates to other environmental impacts that buildings and inhabitants cause, for example, on water drainage and usage, waste generation and the use of unsustainable materials (in construction). Improved design of buildings can also lead to benefits in terms of ecology and quality of life for residents.

### Policy 40

#### Carbon Reduction Policy

For all new dwellings or for new non-domestic buildings, evidence will be required by the developer to **demonstrate that all of the following criteria have been considered (proportionate to the scale of development):**

1. How the proposal aims to protect and enhance the environment, both built and natural. Where this is not possible, how any harm will be mitigated;
2. The proposal achieves a minimum of Level 4 from 2013 to 2016; and Level 5 from 2016 in the Code for Sustainable Homes or equivalent replacement national minimum standards, which ever are higher;
3. New development complies with Building for Life Standards or equivalent replacement national minimum standards, whichever are higher by ensuring it is accessible to all, flexible towards future adaptation in response to changing life needs, easily accessible to facilities and services; and takes into account the need for on-site waste reduction and recycling;
4. Commercial and industrial buildings, BREEAM Level 'very good' can be delivered or equivalent replacement national minimum standards, which ever are higher;
5. Where appropriate, the proposals apply sound sustainable design, good environmental practices, sustainable building techniques and technology, including the use of materials that reduce the embodied carbon of construction and the use of re-used or recycled materials;
6. Energy consumption will be minimised and the amount of energy supplied from renewable resources will be maximised to meet the remaining requirement, including the use of energy efficient passive solar design principles where possible;
7. The proposals include measures to adapt to climate change, such as the provision of green infrastructure, sustainable urban drainage systems, suitable shading of pedestrian routes and open spaces and drought resistant planting/landscaping;
8. The historic and built environment, open space, and landscape character will be protected and enhanced;
9. The natural environment and biodiversity will be protected and/or where appropriate provision will be made for improvements to biodiversity areas and green infrastructure;
10. The development is appropriate and sympathetic in terms of scale, height, appearance, form, siting and layout and is sensitively designed to maintain the tranquillity and local character and identity of the area; and

11. The reduction of the impacts associated with traffic or pollution (including air, water, noise and light pollution) will be achieved, including but not limited to the promotion of car clubs and facilities for charging electric vehicles.

### Flexibility

The standards achieved as detailed above may be a matter for negotiation at the time of the planning application, having regard to abnormal costs, economic viability, the feasibility of meeting the standards on a specific site and other requirements associated with the development. This should be based on quantitative financial evidence.

### Links to Strategic Objectives

- This policy links to all the strategic objectives

### Evidence Base

- [National Planning Policy Framework \(2012\)](#)

### Off-site Renewable Energy

**19.6** National policy promotes increasing energy efficiency, the minimisation of energy consumption and the development of renewable energy sources. This Plan supports development that promotes these objectives. An important element in this is to ensure that the Council embraces effective energy efficiency and the use of off-site renewable energy in all new developments helping to reduce the emission of greenhouse gases and their effect on climate change.

**19.7** Proposals should generally be accompanied by a landscape assessment appropriate to the nature and scale of the proposal and its setting, especially near the South Downs National Park and designated areas, such as the Chichester Harbour Area of Outstanding Natural Beauty.

### Policy 41

#### Off-site Renewable Energy

Planning permission will be granted for off-site renewable energy (e.g. solar, biomass and energy crops, anaerobic digestion, wind and landfill gas) where it has been demonstrated that **all the following criteria have been met:**

1. There is no significant adverse effect on landscape or townscape character, ecology and wildlife, heritage assets whether designated or not, areas or features of historical significance or amenity value;
2. There is no significant adverse impact on local amenity, health and quality of life as a result of noise, emissions to atmosphere, electronic interference or outlook through unacceptable visual intrusion; and
3. There is no adverse impact on highway safety.

Where development is granted, mitigation measures will be required as appropriate to minimise any environmental impacts.

All development proposals for a renewable energy generation scheme should, as far as is practicable, provide for the site to be reinstated to its former condition should the development cease to be operational.

When considering the social and economic benefits, account will be taken of the degree of community participation/ownership of a scheme.

#### Links to Strategic Objectives

- This policy links to the strategic objectives 3.24 - 3.25

#### Evidence Base

- [National Planning Policy Framework \(2012\)](#)



### Flood Risk

**19.8** As a consequence of the rise in sea levels and storm surges, parts of the District will be at increased risk from coastal erosion, groundwater, fluvial and/or tidal flooding. Hard defences may not be possible to maintain in the long term, therefore development needs to be strongly restricted in areas at risk to flooding, whilst ensuring that existing towns and villages are protected by sustainable means that make space for water in suitable areas.

**19.9** Inevitably, there are serious concerns about the impacts of flooding, both in respect of current properties at risk but also the long-term management of the area. These issues are therefore key factors in determining the scale and location of development. It is important that inappropriate development is avoided in areas currently at risk from flooding, or likely to be at risk as a result of climate change, or in areas where development is likely to increase flooding elsewhere.

**19.10** Any development in the District must therefore have regard to flood and erosion risk, by way of location specific measures, such as additional flood alleviation, which will protect people, properties and vulnerable habitats from flooding.

**19.11** Any risk must be assessed by using the Environment Agency Flood maps and the Council's Strategic Flood Risk Assessment (SFRA). The latter was originally published in 2008 and some of the data has been superseded by mapping from the Environment Agency, which should also be taken into account. The Council is due to update the SFRA in 2015 to take account of the Medmerry Realignment.

**19.12** Built development can lead to increased surface water run-off; therefore new development is encouraged to incorporate mitigation techniques in its design, such as permeable surfaces and Sustainable Drainage Systems (SuDS). Where appropriate, SuDS should be used as part of the linked green infrastructure network to help cope with intense rainfall events. In determining the suitability of SuDS for individual development sites, developers should seek advice from the Environment Agency.

### Policy 42

#### Flood Risk

Flood and erosion risk will be taken into account at all stages in the planning process to avoid inappropriate development in areas at current or future risk, and to direct development away from areas of highest risk.

Development in areas at risk of flooding as identified by the Environment Agency flood risk maps will be granted where **all the following criteria are met:**

1. The proposal meets the sequential and exception test (where required) in relation to the National Planning Policy Framework;
2. A site-specific flood risk assessment demonstrates that the development will be safe, including the access and egress, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall;
3. The proposal incorporates specific requirements of the site, and protection, resilience and resistance measures appropriate to the character and biodiversity of the area;
4. Development would not result/exacerbate coastal squeeze of any European sites or prevent managed realignment that may be required to ensure no adverse effect on European sites as a result of coastal squeeze;
5. The scheme identifies adaptation and mitigation measures;
6. Appropriate flood warning and evacuation plans are in place; and
7. New site drainage systems are designed taking account of events which exceed the normal design standard i.e. consideration of flood flow routing and utilising temporary storage areas.

All development will be required to ensure that, as a minimum, there is no net increase in surface water run-off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.

In locations where strategic flood defence or adaptation measures are necessary within the site itself, proposals will be required to demonstrate how measures have been incorporated as an intrinsic part of the scheme in a manner which meets the requirements to manage flood risk.

All development proposals must take account of relevant Surface Water Management Plans, Catchment Flood Management Plans and related flood defence plans and strategies. Financial contributions may be required from development on sites where measures to address flood risk or to improve the environmental quality of watercourses have been identified by these plans and strategies.

The reports prepared as part of the criteria above must demonstrate that the development is safe and will not increase flood risk elsewhere; will reduce overall flood risk and take into account contingency allowances, addressing climate change as set out in the NPPF Technical Guidance and the relevant Shoreline Management Plans and Coastal Defence Strategy.

### Links to Strategic Objectives

- This policy links to the strategic objectives 3.23 - 3.24 and 3.35 - 3.36

### Evidence Base

- [Beachy Head to Selsey Bill Shoreline Management Plan \(2006\)](#)
- [Marine and Coastal Access Act 2009](#)
- [Marine Regulations and Licensing](#)
- [North Solent Shoreline Management Plan \(2010\)](#)
- [Strategic Flood Risk Assessment \(2008\)](#)
- [UK Marine Policy Statement \(2011\)](#)

### Chichester Harbour Area of Outstanding Natural Beauty (AONB)

**19.13** Chichester Harbour AONB is a unique landscape comprising sheltered open water areas with contrasting narrow channels. The movement of the tide exposes bare mudflat and saltmarsh creating a wide, open and remote wilderness. The undeveloped character of the harbour is unique on the south coast and its status as a Ramsar wetland, a Special Protection Area, a Special Area of Conservation and a Site of Special Scientific Interest reflects its importance to nature conservation. The largely flat hinterland includes highly productive farmland, as well as woodlands and hedgerows that contribute to the rural character of the area. The flatness of the landscape makes the AONB particularly vulnerable to visual intrusion from inappropriate development, both within or adjacent to the boundary, which can often be seen from significant distances across inlets, the main harbour channels, or open countryside. The District Council will have particular regard to these characteristics in determining development proposals affecting the AONB.

## 19 . The Environment

**19.14** Chichester Harbour Conservancy has produced an AONB Management Plan on behalf of the constituent Authorities (Havant Borough Council, Chichester District Council, West Sussex County Council and Hampshire County Council). The Conservancy has also produced an AONB Landscape Character Assessment and Design Guidelines for New Dwellings and Extensions, both of which have been endorsed by the District Council. The AONB Management Plan and its supporting documents identify the distinctive features and characteristics of the landscape and provide the framework for the management and ongoing spatial planning of Chichester Harbour AONB.

**19.15** Applicants are encouraged to seek pre-application advice from Chichester Harbour Conservancy for proposed development including intertidal structures, reclamation and dredging, increases in the resident fleet or moorings and dry berth transfers.

**19.16** Communities within the AONB have development needs which should be met. These include the need for affordable homes, employment, a choice of transport modes, community facilities, and a population sufficient to enable rural facilities and services to remain viable. Where development is likely to have an adverse impact, there may be a requirement to demonstrate which alternatives have been considered and that developing the proposed site outweighs the landscape value of the area.

### Policy 43

#### Chichester Harbour Area of Outstanding Natural Beauty (AONB)

The impact of individual proposals and their cumulative effect on Chichester Harbour AONB and its setting will be carefully assessed. Planning permission will be granted where it can be **demonstrated that all the following criteria have been met:**

1. The natural beauty and locally distinctive features of the AONB are conserved and enhanced;
2. Proposals reinforce and respond to, rather than detract from, the distinctive character and special qualities of the AONB;
3. Either individually or cumulatively, development does not lead to actual or perceived coalescence of settlements or undermine the integrity or predominantly open and undeveloped, rural character of the AONB and its setting; and
4. Is appropriate to the economic, social and environmental well-being of the area or is desirable for the understanding and enjoyment of the area (where this is consistent with the primary purpose of conserving and enhancing natural beauty); and
5. Consideration has been given to the requirements of the Chichester Harbour AONB Management Plan.

Opportunities for remediation and improvement of damaged landscapes will be taken as they arise.

#### Links to Strategic Objectives

This policy links to the strategic objectives 3.23 and 3.26.

#### Evidence Base

- [Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions \(2010\)](#)
- [Chichester Harbour AONB Landscape Character Assessment \(2005\)](#)
- [Chichester Harbour AONB Management Plan 2009-2014 \(2008\)](#)
- [Countryside and Rights of Way Act 2000](#)
- [National Planning Policy Framework \(2012\)](#)

## 19 . The Environment

### Development around the Coast

**19.17** Outside settlement boundaries and service villages, the character of the District's coast, small coastal villages and hamlets should be protected and enhanced.

**19.18** Development in close proximity to the sea suffers physical damage caused by wave and wind borne sand, grit and shingle and chemical degradation of materials from saltwater and spray. The Council will generally recommend a minimum of 25 metres setback in particularly exposed coastal locations to safeguard dwellings and residents.

**19.19** Essential to the efficient and effective maintenance and repair of storm damage to coast protection and sea defence works is the easy access for plant and vehicles from the highway to the sea wall/beach. There is provision within the Environment Agency's Land Drainage and Sea Defence Bye-laws for the consent of the Environment Agency to be obtained for any works between low water mark and a line 15 metres from the landward side of the defences it maintains. This 15 metre strip of land is required for access for maintenance and/or future improvement and the Council will ensure the land is safeguarded from obstruction. This may be done by a condition on an approval removing permitted development rights, such as where the land is part of an existing garden or if necessary, by refusal of an application for safety and access relating to coastal defence.

**19.20** Reference must be made to the relevant Shoreline Management Plans and Coastal Defence Strategy to ensure that any proposed development is not affected by a coastal management policy or "managed realignment" or "no active intervention". Even in areas where the policy is "hold the line" there is no guarantee of future funding and it is anticipated that all coast protection schemes will require a degree of contribution in order to secure government grant.



## Policy 44

### Development around the Coast

Planning permission will be granted for development in the coastal area, outside of Settlement Boundaries, where it can be **demonstrated that all the following criteria have been considered:**

1. There are no harmful effects on or net loss of nature conservation or areas of geological importance within the Chichester and Pagham Harbours and Medmerry Realignment;
2. The development provides recreational opportunities that do not adversely affect the character, environment and appearance of the coast and Chichester Harbour Area of Outstanding Natural Beauty;
3. Regard has been shown to the high quality and inclusive design of new buildings in coastal locations in accordance with other relevant design and historic environment policies;
4. There are measures for mitigation of any detrimental effects including where appropriate the improvement of existing landscapes relating to the proposal;
5. Where appropriate, opportunities have been taken to upgrade existing footpaths and cyclepaths, enhance and protect the National Coastal Footpath and ensure that public access is retained and provided to connect existing paths along the waterfront;
6. The development would result in improvements to or redistribution of moorings, marine berths or launch on demand facilities (dry berths) in the harbours; and
7. The development would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation.

The Council will seek to safeguard a minimum of a 15 metre strip of land immediately behind the landward edge of the existing or proposed sea defence or coast protection works to facilitate access for plant and materials used in connection with their maintenance or repair.

The Council will seek to safeguard a minimum of a 25 metre strip of land, measured from the landward edge of the existing or proposed sea defence or coast protection works in harsh marine environment areas in order to prevent storm damage to buildings. Planning permission will be granted for a replacement dwelling unless there is past evidence that the existing or demolished property has been damaged as a result of the harsh marine environment. Repeat applications for replacement dwellings will be refused unless the applicant can demonstrate no future harm.

## 19 . The Environment

### Links to Strategic Objectives

- This policy links to the strategic objectives 3.23 - 3.25

### Evidence Base

- [Beachy Head to Selsey Bill Shoreline Management Plan \(2006\)](#)
- [Chichester Harbour AONB Management Plan 2009-2014](#)
- [Coastal Defence Strategy](#)
- [Marine and Coastal Access Act 2009](#)
- [Marine Regulations and Licensing](#)
- [North Solent Shoreline Management Plan \(2010\)](#)
- [Solent Waders and Brent Goose Strategy \(2010\)](#)
- [Towards ICZM on the Manhood Peninsula \(2011\)](#)
- [UK Marine Policy Statement \(2011\)](#)

### Development in the Countryside

**19.21** Areas outside settlement boundaries are defined as ‘countryside’ which includes villages, hamlets, farms and other buildings as well as undeveloped open land. In order to protect the landscape, character, quality and tranquillity of the countryside it is essential to prevent inappropriate development. At the same time, it is necessary to provide for the needs of small rural communities, and enable those who manage, live and work in the countryside to continue to do so.

**19.22** Some limited and carefully planned development may be acceptable to enable the countryside and local rural communities to evolve and thrive. Support is given to the local delivery of services and the retention of local shops, community facilities and pubs. In parts of the countryside there is a shortage of sites suitable to meet local social, community and economic development needs. The Council will support the conversion of existing buildings and the re-use of previously developed sites for rural affordable housing, local community facilities and/or small scale employment generating uses which are accessible, well designed and well related to existing development.

**19.23** Where essential development in the countryside is proposed to meet a demonstrable need, the following preferences for development should be applied:

- Conversion of existing buildings worthy of retention; or
- Redevelopment of sustainably located previously developed sites; or
- If no appropriately located and deliverable previously developed sites exist in the local area, greenfield sites within or immediately adjacent to existing settlements may be considered.

**19.24** As part of rural diversification, farm shops can play a key role. However, in allowing for such developments, it is important they have a limited impact on their surroundings or on existing shopping facilities. As such, they should be small scale and sell predominantly farm produce. Where necessary, the Council will restrict the range of goods sold.

**19.25** Applications for retail extensions on existing sites in the countryside will be considered where it has been demonstrated that the application has undertaken appropriate sequential and impact assessments and given consideration of the development's impact upon the rural character of the area.

### Policy 45

#### Development in the Countryside

Within the countryside, outside settlement boundaries, development will be granted where it requires a countryside location and meets the essential, small scale, and local need which cannot be met within or immediately adjacent to existing settlements.

Planning permission will be granted for sustainable development in the countryside where it can be **demonstrated that all the following criteria have been met:**

1. The proposal is well related to an existing farmstead or group of buildings, or located close to an established settlement;
2. The proposal is complementary to and does not prejudice any viable agricultural operations on a farm and other existing viable uses; and
3. Proposals requiring a countryside setting, for example agricultural buildings, ensure that their scale, siting, design and materials would have minimal impact on the landscape and rural character of the area.

Retail development in the countryside will be strictly controlled. Farm shops will be permitted provided they sell goods that have predominantly been produced on the farm.

### Links to Strategic Objectives

- This policy links to the strategic objectives 3.23 - 3.25

### Evidence Base

- [National Planning Policy Framework \(2012\)](#)
- [Solent Waders and Brent Goose Strategy \(2010\)](#)

### Alterations, Change of Use and/or Re-use of Existing Buildings in the Countryside

**19.26** There has traditionally been a considerable stock of rural buildings converted for other uses. The conversion of rural buildings can help sustain the rural communities and aid economic diversification of rural areas without creating a need for new buildings. Therefore there will be a preference for the reuse of buildings over new build, where these are well related to existing settlements and would contribute to the objectives of achieving a sustainable countryside.

**19.27** Many buildings in the countryside are listed or are of listable quality or contribute to local distinctiveness as non-designated heritage assets; many may form part of important farmstead groups or contribute to landscape and/or settlement character. The fact a building is not listed does not mean it is not of historic significance. Where the significance of a building is revealed as part of the planning process it may be treated as a non-designated heritage asset and proposals to alter or replace these buildings will be assessed on this basis.

**19.28** Residential conversions often have a more significant impact on the building and its setting through, for example, the proliferation of domestic accessories. Therefore, proposals to convert rural buildings in the countryside for economic or community uses will be encouraged before residential uses are considered (guidance is set out in Appendix 5). For the purpose of the policy, economic re-use includes commercial, industrial, tourism (including holiday accommodation) and other employment development. Where residential use is proposed, it will be necessary to demonstrate in detail what has been done to address the impacts associated with permanent residential occupation and to secure economic reuse before residential.

**19.29** Live/work units and other mixed use development (defined as primarily employment generating uses and residential uses) have benefits in providing rural businesses with employment premises, increasing employment opportunities and encouraging appropriate diversification while also breathing life into old derelict buildings and importantly retaining their character. However, it is important that the proportion of employment is appropriately controlled and this will be assessed on a site-by-site basis. Where residential conversion is a subordinate part of a mixed use scheme the residential element should not be implemented

ahead of other elements of the scheme. The conversion will have to take account of the existence of any protected species and an initial site survey will be required to establish the presence of any protected species.

**19.30** Where appropriate, permitted development rights will be withdrawn to protect the visual amenities of the area, the size, rural character and appearance of the building or structure, and affordability of the development. It may also be necessary to impose conditions to ensure retention of the proposed use through restricted occupancy for that purpose.

**19.31** Not all buildings in the countryside will be suitable for reuse. In order to maintain the character and appearance of the countryside, and promote sustainable rural communities, only appropriate buildings in sustainable locations should be converted and reused. It is unlikely that the conversion of remote or isolated rural buildings to residential use will be acceptable.

**19.32** Additionally, the buildings must be capable of conversion and/or re-use without significant alteration or rebuilding or an increase in the use of surrounding land for ancillary purposes. In considering what is 'significant' the overall aim will be to conserve and enhance the character of the landscape, whilst retaining as far as possible the rural character and appearance of the building itself and the setting within which it is located.

**19.33** Where buildings are of a poor design or scale or do not respect the landscape character or its surroundings, the building may be suitable for redesign or re-modelling or alternatively replacement.

### Policy 46

#### **Alterations, Change of Use and/or Re-use of Existing Buildings in the Countryside**

Proposals for the conversion or reuse of a building in the countryside, outside settlement boundaries, will be granted where it can be **demonstrated that all the following criteria have been met:**

1. The building is structurally sound and is capable of conversion for employment uses without the need for significant extension, alteration or rebuilding;
2. It has been demonstrated that economic uses, including live/work units, have been considered before residential and are unviable;
3. The proposal is complementary to and does not prejudice any viable agricultural operations on a farm and other existing viable uses;
4. The form, bulk and general design of the building is in keeping with its surroundings and the proposal and any associated development will not harm its landscape character and setting;
5. For residential, including holiday use, the proposal would involve the re-use of a traditional building of architectural or historic merit; and
6. The proposal will not damage the fabric or character of any traditional building or the historic character and significance of the farmstead and in the case of a Heritage Asset, whether designated or not, the proposal will not damage the architectural, archaeological or historic interest of the asset or its setting.

Development/conversions that would create new isolated homes in the countryside will be avoided unless there are special circumstances as outlined in Government guidance. Where appropriate a condition restricting further alterations or rebuilding including extensions may be applied.

#### **Links to Strategic Objectives**

- This policy links to the strategic objectives 3.16, 3.20 and 3.23 - 3.25

#### **Evidence Base**

- [National Planning Policy Framework \(2012\)](#)



### Heritage

**19.34** The District has a large number of “Heritage Assets”, both designated and non-designated, including Scheduled Monuments, a large number of archaeological sites that have been recorded in the District Historic Environment Record, Historic Parks and Gardens, Listed Buildings and Conservation Areas. There are also a number of other buildings, which have been identified as important, such as those on the Local Buildings List for Chichester City and ‘positive’ buildings within Conservation Areas. Outside statutorily designated areas a diversity of townscapes and landscapes make up the remainder, containing buildings of historic and architectural value. In the rural areas, there are a number of estates, villages, farmsteads and historic houses of heritage significance and some highly valued landscapes. These different character areas warrant protection in their own right.

**19.35** Buildings and areas of architectural and historic interest make a valuable contribution to the character of the area; and the historic environment, as a whole, is important for its potential to increase knowledge; its value for leisure, education and tourism; and as a key economic driver. The historic environment is an irreplaceable resource; therefore every effort should be made to ensure appropriate protection and enhancement.

**19.36** Wherever possible, the Council will seek to encourage awareness of the heritage assets and promote investigation of archaeological records. This may include joint action with organisations such as English Heritage.

**19.37** Settlements in the District have considerable individual character because of the variations in the physical form and the use of traditional materials. It is important to maintain the separate individual identity and character of different settlements and a clear transition between the urban areas and the countryside. The Local Plan aims to maintain the general settlement pattern by reducing the coalescence of settlements through green infrastructure in maintaining or enhancing the gaps. Any development should respect the character and scale of the existing settlements and make a positive contribution to the quality of the built environment.

**19.38** The form and appearance of the built environment combine with elements of the natural environment to give the area its unique character. Whilst buildings of particular merit may be listed, other buildings of architectural or historic interest, or which contribute to the quality of the landscape as non-designated heritage assets, may also be worthy of protection. It is imperative that key buildings which contribute most to the character of the area should be protected.

**19.39** Historic Parks and Gardens are an important part of the heritage and environment of the District. They are comprised of a variety of features: the open space itself; views in and out; the planting; water features; built features; and archaeological remains. There is a need to protect such sites and their settings from new development which may have a detrimental impact on the historic interest.

## 19 . The Environment

**19.40** Local distinctiveness in the built environment is founded on the understanding of the characteristics and influences of the locality particularly its landscape quality and corresponding use of materials. Understanding this can help to shape our modern communities, giving them a sense of history and distinct local identity whilst supporting sustainable development through use of locally sourced materials and promoting traditional skills. Development will be expected to complement and enhance the varied built environment, creating interesting and attractive buildings and places. It is important that new developments are designed to a high standard to ensure an attractive and functional place for people to live, work and visit to deliver prosperity and help attract inward investment.

**19.41** Where development proposals are required to be accompanied by a Design and Access Statement, it should be used to explain how the principles of good design have been incorporated into the development. This should include a Heritage Assessment detailing any impact on heritage assets, whether designated or not, such as Listed Buildings, monuments, archaeological remains and Conservation Areas.

**19.42** Design should be based on an understanding of the characteristics of the local area, in terms of character, built form, architecture, heritage and landscape. Well designed attractive places improve the quality of life for all, minimising the opportunity for crime and the perception or fear of crime and enhance the environment; at the same time it contributes to the development of safer, stronger and sustainable communities that can adapt to the challenges of a changing climate.

**19.43** Chichester District can be divided into four locally distinctive character areas:

1. The Low Weald to the north of the District. Characterised by predominantly agricultural and woodland areas, small and medium sized villages, hamlets and farmsteads linked by a network of narrow roads and lanes.
2. The Wealden Greensand (mainly within the South Downs National Park). Characterised by distinctive steep woodland slopes, open heathland, irregular fields defined by hedgerows, low ridges and narrow vales drained by streams and rivers.
3. The South Downs (also mainly within the National Park) rising from the Coastal Plain to the south then falling away to the Wealden Greensand to the north. Characterised by a combination of open and wooded landscapes.
4. The Coastal Plain framed with the backdrop of the South Downs to the north. Characterised by a flat, open more exposed landscape with remnants of woodland and small villages connected by a network of narrow winding lanes and minor roads.

**19.44** Within these character areas there are also several views and vistas, which should be protected in the design and layout of new development. These include views:

- Across the Rother Valley
- Across the Low Weald from the Upper Greensand Escarpment
- Towards Chichester Cathedral
- Towards the South Downs from the Coastal Plain

**19.45** The cathedral city of Chichester has a long history as a settlement; although it has the appearance of a Georgian city it dates back to Roman times and reflects its many layers of history. The combination of its street pattern, Roman/Medieval Walls has led to a compactness, which has been a unique influence on how the City has and will evolve.

**19.46** The Local Plan is one of several tools that will be used to protect and enhance local character and our heritage assets. A study, “The Future Growth of Chichester: landscape and visual amenity considerations” (2005) assesses how major development around Chichester city might be accommodated without an unacceptable impact on landscape character, or the setting of the city. An urban fringe landscape character assessment and the identification of priority views into and out of Chichester forms the basis of the study. The Council will be undertaking a range of other actions, including plans and studies to help guide the future development of significant sites and areas. We will work closely with the City, Town and Parish Councils to assess the heritage impact of development; this work will help inform the Chichester City Area Action Plan, development briefs, masterplans and Neighbourhood Plans.

### Policy 47

#### Heritage

New development which recognises, respects and enhances the local distinctiveness and character of the area, landscape and heritage assets will be supported. Planning permission will be granted where it can be **demonstrated that all the following criteria have been met:**

1. The proposal conserves and enhances the special interest and settings of designated and non-designated heritage assets including:
  - Monuments and sites and areas of archaeological potential or importance and their setting;
  - Listed buildings;
  - Buildings of local importance including locally listed and positive buildings;
  - Historic buildings or structures/features of local distinctiveness and character;
  - Buildings within a Conservation Area; and
  - Historic Parks or Gardens, both registered or of local importance and historic landscapes.
2. Development respects distinctive local character and sensitively contributes to creating places of a high architectural and built quality;
3. Development is in-keeping with existing designed or natural landscapes; and
4. The individual identity of settlements is maintained, and the integrity of predominantly open and undeveloped character of the area, including the openness of the views in and around Chichester and Pagham Harbours, towards the city and the Cathedral and the South Downs National Park, is not undermined.

### Links to Strategic Objectives

- This policy links to the strategic objectives 3.19, 3.23 - 3.24 and 3.27

### Evidence Base

- [Chichester Local Buildings List](#)
- [Conservation Area Character Appraisals](#)
- [Historic Environment Record](#)
- [Historic Landscape Characterisation of Sussex \(2010\)](#)
- [Landscape Capacity Assessment \(2009\)](#)
- [Land Capacity Assessment - Extension \(2011\)](#)
- [National Planning Policy Framework \(2012\)](#)
- [The Future Growth of Chichester: Landscape and Visual Amenity Considerations \(2005\)](#)

### Natural Environment

**19.47** There will be development in the Plan Area, some of which will be on the edge of our towns and villages. In planning for this development the Local Plan takes account of and seeks to reduce the impact of development on the natural environment.

**19.48** Protecting and enhancing the natural environment of the District includes providing adequate open space, sport and recreation facilities and maintaining the biodiversity. Designated open space and areas of biodiversity form key components of a green infrastructure network. Due to the coastal nature of the District the protection of the coast and views are of importance.

**19.49** Development proposals must take account of international, national and local designations as part of their application. Exceptions will only be made where no reasonable alternatives are available and the benefits of development clearly outweigh the negative impacts. Where a development proposal would result in any significant harm that cannot be prevented or mitigated, appropriate compensation will be sought.

## 19 . The Environment

**19.50** The Plan area includes parts of four national landscape areas: Low Weald, Wealden Greensand, South Downs and South Coast Plain. A Strategy for the West Sussex Landscape has been developed by West Sussex County Council, which sets a vision for each of the character areas, and landscape guidelines relating to development. Further evidence is also contained within background studies commissioned as part of developing the Local Plan.

### Policy 48

#### Natural Environment

Planning permission will be granted where it can be **demonstrated that all the following criteria have been met:**

1. There is no adverse impact on:
  - The openness of the views in and around the coast, designated environmental areas and the setting of the South Downs National Park;
  - The tranquil and rural character of the area; and
  - Development recognises distinctive local landscape character and sensitively contributes to its setting and quality;
2. Proposals respect and enhance the landscape character of the surrounding area and site, public amenity and detailed design;
3. Development of poorer quality agricultural land has been fully considered in preference to best and most versatile land; and
4. The individual identity of settlements, actual or perceived, is maintained and the integrity of predominantly open and undeveloped land between settlements is not diminished.



### Links to Strategic Objectives

- This policy links to the strategic objective 3.23.

### Evidence Base

- [Historic Landscape Characterisation of Sussex \(2010\)](#)
- [Intensive Urban Surveys \(2007\)](#)
- [Pagham Harbour Visitor Study \(2012\)](#)
- [Solent Recreational Disturbance and Mitigation Study \(2012\)](#)
- [The Future Growth of Chichester: Landscape and Visual Amenity Considerations \(2005\)](#)

### Biodiversity

**19.51** The Council is currently identifying and mapping components of the local ecological networks, including the sites designated for wildlife, priority habitats and the wildlife corridors and stepping stones that connect them. The findings of this study along with advice from partners will inform decision making in relation to identifying and protecting local wildlife corridors, incorporating beneficial features into development and deciding on mitigation measures. Opportunities should be taken to link habitats as part of a 'green network' to reconnect isolated sites and facilitate species movement (See Policy 52).

**19.52** All new developments are encouraged to take account of and incorporate biodiversity into their features at the design stage. The Policy below protects sites of biodiversity importance, which contain wildlife or geological features that are of special interest. Exceptions will only be made where no reasonable alternatives are available and the benefits of development clearly outweigh the negative impacts. Where a development proposal would result in any significant harm to biodiversity and geological interests that cannot be prevented or mitigated, appropriate compensation will be sought.

**19.53** Conserving biodiversity is not just about protecting rare species and designated nature conservation sites. It also encompasses the more common and widespread species and habitats, all of which make an important contribution to quality of life. The Council will seek to preserve and enhance the biodiversity and geological diversity of the District by working with partners to implement the aims and proposals of the Chichester Local Biodiversity Action Plan and the Nature Conservation Strategy.

### Policy 49

#### Biodiversity

Planning permission will be granted for development where it can be **demonstrated that all the following criteria have been met:**

1. The biodiversity value of the site is safeguarded;
2. Demonstrable harm to habitats or species which are protected or which are of importance to biodiversity is avoided and mitigated;
3. The proposal has incorporated features that enhance biodiversity as part of good design and sustainable development;
4. The proposal protects, manages and enhances the District's network of ecology, biodiversity and geological sites, including the international, national and local designated sites (statutory and non-statutory), priority habitats, wildlife corridors and stepping stones that connect them;
5. Any individual or cumulative adverse impacts on sites are avoided;
6. The benefits of development outweigh any adverse impact on the biodiversity on the site. Exceptions will only be made where no reasonable alternatives are available; and planning conditions and/or planning obligations may be imposed to mitigate or compensate for the harmful effects of the development.

#### Links to Strategic Objectives:

- This policy links to the strategic objectives 3.23 - 3.25

#### Evidence Base:

- [National Planning Policy Framework \(2012\)](#)
- [Solent Waders and Brent Goose Strategy \(2010\)](#)

### Development and Disturbance of Birds in Special Protection Areas

**19.54** Chichester and Langstone Harbours and Pagham Harbour are designated as internationally important wildlife sites (Special Protection Areas) and the Council is under a legal duty to protect designated bird populations and consider whether development may have a “likely significant effect” on the Harbours.

**19.55** If the impact of development is likely to adversely affect the integrity of an SPA - either by itself or in combination with other developments - and this cannot be avoided or mitigated effectively, then the Council is likely to refuse planning permission. Evidence collected during the Solent Disturbance and Mitigation Project indicates that bird species in Chichester and Langstone Harbours SPA are being adversely affected by disturbance with human activity a major influence<sup>(1)</sup>.

**19.56** For Chichester and Langstone Harbours SPA Natural England advise that a likely significant effect from all new housing around the Solent in combination cannot be ruled out and therefore new housing developments will need to provide for a package of avoidance and mitigation measures. In the medium to long term this is likely to be provided through a Solent-wide joint project to which developments will contribute through S106 agreements and/or CIL.

**19.57** Until such time as that joint project is able to accept payments, the Council will not accept financial payments for avoidance and mitigation measures unless they are based on specific identified measures as set out in an S106 agreement and can demonstrate that such measures be both effective and deliverable. Nor will it commit itself to providing or managing avoidance or mitigation proposals on behalf of applicants, although this may occur once a co-ordinated package of measures arising from the Solent Disturbance and Mitigation Project is agreed.

**19.58** For Pagham Harbour SPA, an impact from recreational disturbance is also considered to be likely under the precautionary principle, given the similarity of the habitat to the Solent SPAs. At Pagham there is also the issue of potential disturbance in summer to ground nesting birds. Evidence from visitor surveys suggests that the majority of visitors to Pagham Harbour who are resident within Chichester District come from within 3.5km of the site. Within this ‘zone of influence’ net increase in residential development should provide for mitigation measures to avoid any impact or be subject to an ‘appropriate assessment’ under Regulation 61 of the Habitats Regulations 2010 to show that any impact (either alone or in-combination with other developments) is not significant.

**19.59** For all net increases in residential development within the zones of influence, avoidance measures will be required. This may include access management of the harbours for example, increased wardening and the creation/enhancement of green infrastructure to improve local access in less sensitive areas and provide a similar quality experience to that

1 [http://www.solentforum.org/forum/sub\\_groups/Natural\\_Environment\\_Group/Disturbance\\_and\\_Mitigation\\_Project/](http://www.solentforum.org/forum/sub_groups/Natural_Environment_Group/Disturbance_and_Mitigation_Project/)

## 19 . The Environment

found at the Harbours. Additional work will be undertaken as part of the Green Infrastructure Strategy (produced as a Supplementary Planning Document) to assess the impact on a site specific scale and access to the Harbours.

### Policy 50

#### **Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Areas**

It is Natural England's advice that all net increases in residential development within the 5.6km 'Zone of Influence' are likely to have a significant effect on the Chichester and Langstone Harbours SPA and will need to be subject to the provisions of Regulation 61 of the Conservation of Habitats and Species Regulations 2010. In the absence of appropriate avoidance and/or mitigation measures that will enable the planning authority to ascertain that the development would not adversely affect the integrity of the SPA, planning permission will not be granted because the tests for derogations in Regulation 62 are unlikely to be met. Furthermore, such development would not have the benefit of the presumption in favour of sustainable development in the National Planning Policy Framework.

Net increases in residential development, which incorporates appropriate avoidance/mitigation measures, which would avoid any likelihood of a significant effect on the SPA, will not require an 'appropriate assessment'. Appropriate avoidance/mitigation measures will comprise:

- a) A contribution in accordance with the joint mitigation strategy outlined in Phase III of the Solent Disturbance and Mitigation Project; or
- b) A developer provided package of measures associated with the proposed development designed to avoid any significant effect on the SPA; or
- c) A combination of measures in (a) and (b) above.

Avoidance/mitigation measures will need to be phased with development and shall be maintained in perpetuity. All mitigation measures in (a), (b) and (c) above must be agreed to be appropriate by Natural England. They should also have regard to the Chichester Harbour AONB Management Plan.

The provisions of this policy do not exclude the possibility that some residential schemes either within or outside the Zone of Influence might require individual assessment under the Habitats Regulations. For example, large schemes, schemes proposing bespoke avoidance/mitigation measures, or schemes proposing an alternative approach to the protection of the SPAs. Such schemes will be assessed on their own merits, and subject to advice from Natural England.

## Policy 51

### Development and Disturbance of Birds in Pagham Harbour Special Protection Area

Net increases in residential development within the 3.5km 'Zone of Influence' are likely to have a significant effect on the Pagham Harbour SPA and will need to be subject to the provisions of Regulation 61 of the Conservation of Habitats and Species Regulations 2010. In the absence of appropriate avoidance and/or mitigation measures that will enable the planning authority to ascertain that the development would not adversely affect the integrity of the SPA, planning permission will not be granted because the tests for derogations in Regulation 62 are unlikely to be met. Furthermore, such development would not have the benefit of the presumption in favour of sustainable development in the National Planning Policy Framework.

Net increases in residential development, which incorporates appropriate avoidance/mitigation measures, which would avoid any likelihood of a significant effect on the SPA, will not require 'appropriate assessment'. Appropriate avoidance/mitigation measures will comprise:

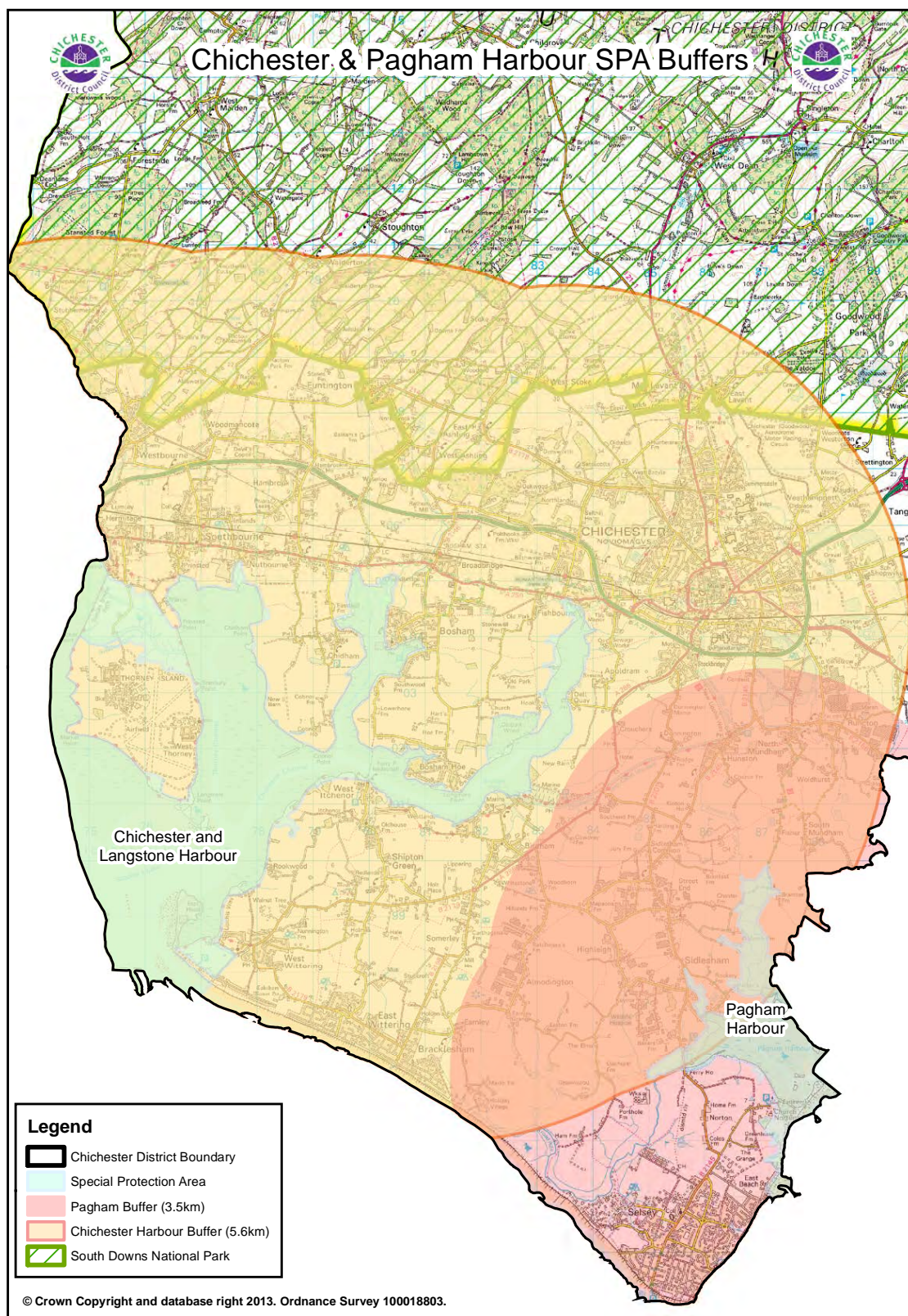
- a) A contribution towards the appropriate management of the Pagham Harbour Local Nature Reserve in accordance with the LNR Management Plan
- b) A developer provided package of measures associated with the proposed development designed to avoid any significant effect on the SPA; or
- c) A combination of measures in (a) and (b) above.

Avoidance/mitigation measures will need to be phased with development and shall be maintained in perpetuity. All mitigation measures in (a), (b) and (c) above must be agreed to be appropriate by Natural England in consultation with owners and managers of the land within the SPA

The provisions of this policy do not exclude the possibility that some residential schemes either within or outside the Zone of Influence might require individual assessment under the Habitats Regulations. For example, large schemes, schemes proposing bespoke avoidance/mitigation measures, or schemes proposing an alternative approach to the protection of the SPAs. Such schemes will be assessed on their own merits, and subject to advice from Natural England.



**Map 19.1 Development and Disturbance of birds in Special Protection Areas**





**Links to Strategic Objectives**

- These policies links to the strategic objectives 3.23 - 3.25

**Evidence Base**

- [Biodiversity and Geological Conservation: Circular 06/2005](#)
- [Conservation of Habitats and Species Regulations 2010](#)
- [Pagham Harbour Visitor Study \(2012\)](#)
- [Solent Recreational Disturbance and Mitigation Study \(2012\)](#)

**Green Infrastructure**

**19.60** Green Infrastructure is a term used to refer to the living network of green spaces, water and other environmental features in both urban and rural areas. It is often used in an urban context to cover benefits provided by trees, parks, gardens, road verges, allotments, cemeteries, woodlands, rivers and wetlands. Green Infrastructure is also relevant in a rural context, where it might refer to the use of farmland, woodland, wetlands or other natural features to provide services such as flood protection, carbon storage or water purification. Green Infrastructure maintains critical ecological links between town and country<sup>(2)</sup>.

**19.61** The Plan Area has a wide range of sites designated for their sensitive character, flora and fauna and other environmental value. It is important that these areas are protected, maintained and where possible enhanced. Maintaining an inter-connected network of green spaces is essential to retaining existing biodiversity and enhancing areas by providing important links and corridors for species, helping to protect against habitat fragmentation and allowing species migration. Green infrastructure also has an important role to play in mitigating the effects of climate change and provides important cooling, shading and filtering effects that will become more significant if temperatures rise as predicted.

**19.62** The protection and enhancement of biodiversity and open spaces should not just be seen in isolation, but as the development of green infrastructure networks across the Plan Area. The provision of a continuous coastal path is a valued green network, as it provides better access to the beaches, helps to avoid conflict with different users and makes more use of the extensive seashore. In addition, it provides a sea view walk for residents and tourists as well as providing access for cyclists and horse riders throughout the year.

## 19 . The Environment

**19.63** Trees and woodland are essential to the value of Green Infrastructure; their appropriate management, retention and provision of new tree planting can help to combat climate change and flooding, alleviate pollution and modify microclimate.

**19.64** Some key strategic green infrastructure assets of biodiversity, landscape and recreational value in the District, include but are not limited to:

- Canals, river corridors, tributaries and river valleys;
- Disused railway corridors (e.g. Chichester to Lavant);
- Cycle paths such as Centurion Way and Salterns Way;
- Cycle and pedestrian links within the Plan Area and to the National Park;
- Natural and semi-natural urban greenspaces such as the Medmerry Realignment, East Beach Pond, ditches, hedgerows, allotments and play areas;
- Farmland which is predominantly arable land in the south of the Plan Area and pasture and equestrian uses in the north-east;
- Wetland areas at Chichester and Pagham Harbours;
- Coastal features such as vegetated shingle at Selsey and West Wittering; and
- Ancient Woodlands and Historic parks and formal and informal recreation areas such as Bishops Palace Garden, Priory Park, and Oaklands Park.

**19.65** Growth in the District is likely to result in increased pressure on existing green infrastructure although it also represents an opportunity to increase both its accessibility and quality. The impact of development may lead to increased user pressure on the more sensitive biodiversity sites and may require alternative compensatory provision, for example in the form of Suitable Alternative Natural Greenspace (SANGs). This is particularly relevant to Chichester and Langstone Harbour and Pagham Harbour and the impact of recreational pressure on the birds that use these Special Protection Areas.

**19.66** Appendix 1 provides the guiding principles for GI on strategic development locations. A more detailed Strategy will be produced as a Supplementary Planning Document which will identify a range of more specific requirements to improve and maintain links into and between settlements, open spaces, natural assets and the biodiversity networks. The Strategy will also provide guidance on the protection, enhancement and management of the defined 'Green Network', identify any deficits of green infrastructure in the surrounding area, advise on mitigation and the financial contributions required and will be a tool for Development Management in considering planning applications.

**19.67** All new development will place additional demands and may impact directly on existing green infrastructure assets and generate demands for new provision. Any negative impacts that the development may have should be weighed against the benefits of the proposal. This may include looking at whether the assets are surplus to requirements, if the proposal impacts on a small area or corridor or if a wider need exists for the development and there is no alternative location. If the adverse impact cannot be negated through reasonable means then mitigation should be provided on or off site. The form and nature of mitigation will depend on the context of the site and will be determined on a case-by-case basis. This will ensure that new provision relates well to the overall green infrastructure network and is suitable to the site.

**19.68** When drawing up a Green Infrastructure Strategy the Council's approach will be to establish a network of corridors and assets. The approach will include:

- Ensuring that corridors and assets are protected and enhanced to maintain the overall network
- Priority for the creation of new or enhanced Green Infrastructure in relation to the strategic sites will be set out in the Strategic Allocations Policies (Policies 15-18, 20 and 23-24 and Appendix 1)
- Link between Green Infrastructure assets will be preserved, enhanced or newly created to improve health and well-being, public access and biodiversity value
- New or enhanced corridors and assets should be multi-functional
- Advice and guidance will be provided on the need for development proposals to protect and where appropriate enhance the biodiversity value of land and buildings i.e. green roofs, and minimise the fragmentation of habitats. Where possible development proposals should also maximise opportunities for the creation, restoration, enhancement and connection of natural habitats, including ditches and water environments.

### Policy 52

#### Green Infrastructure

Development will be expected to contribute towards the provision of additional green infrastructure, address any deficits in local green infrastructure provision and protect and enhance existing green infrastructure.

Planning permission will be granted where it can be **demonstrated that all the following criteria have been met:**

1. The proposals maintain and where appropriate contribute to the network of green infrastructure i.e. public and private playing fields, recreational open spaces, parklands, allotments and water environments;
2. The proposals contribute to improving the health and well-being of the local and wider community;
3. Where appropriate, the proposals incorporate either improvements to existing green infrastructure or the restoration, enhancement or creation of additional provision/areas;
4. Where appropriate, the proposals incorporate either improvements to existing ecology and biodiversity or the restoration, enhancement or creation of additional habitat and habitat networks;
5. Where appropriate, the proposals incorporate either improvements to existing trees, woodland, landscape features and hedges or the restoration, enhancement or creation of additional provision/areas;
6. Where appropriate, the proposals create new green infrastructure either through on site provision or financial contributions. Where on-site provision is not possible financial contributions will be required and be negotiated on a site by site basis; and
7. The proposals do not lead to the dissection of the linear network of cycleways, public rights of way, bridleways and ecological corridors such as ancient woodlands, hedgerows, ditches and water environments.

Such provision will be required in accordance with adopted policies and strategies relating to green infrastructure and biodiversity network provision. Development that will harm the green infrastructure network will only be granted if it can incorporate measures that avoid the harm arising or sufficiently mitigate its effects.

Where compensatory provision is to be made for the loss of existing green infrastructure the provision of new and/or enhancement of green infrastructure will be required in addition to any compensatory provision. Where appropriate, the Council will seek to secure via planning obligation provision for the future management and/or maintenance of green infrastructure.

The Council will expect that a legal agreement is entered in to where it is necessary to secure green infrastructure provision, or to ensure the long term sustainable management of green infrastructure. Unless stated elsewhere the Council will normally not be responsible for the long term maintenance and management of green infrastructure.

### Links to Strategic Objectives:

- This policy links to all the strategic objectives

### Evidence Base:

- [Natural Environment White Paper - The Natural Choice: securing the value of nature \(2011\)](#)
- [Pagham Harbour Visitor Study \(2012\)](#)
- [Solent Recreational Disturbance and Mitigation Study \(2012\)](#)
- [Solent Waders and Brent Goose Strategy \(2010\)](#)
- [West Sussex Rights of Way Improvement Plan \(2007\)](#)

### The District's Canals

**19.69** The Chichester Ship Canal linked Chichester City with the Harbour and, together with the Portsmouth and Arundel Canal, fed into the River Arun at Ford. In conjunction with the Wey and Arun Canal, this created an inland water route from Portsmouth to London via the River Wey.

**19.70** Through navigation along this route is currently not possible as a result of road culverts, development or abandonment. The Wey and Arun Canal Trust Limited and the Chichester Ship Canal Restoration Board are working to restore their respective sections.

**19.71** The benefits of enhancements to the District's canals could include increased recreation, leisure pursuits and economic activity in line with objectives and aspirations set out in the Green Infrastructure policy and national guidance.

## 19 . The Environment

**19.72** Proposals for development may need to include an ecological study and a transport assessment to identify how proposals will avoid or mitigate any potential impact.

### Policy 53

#### District Canals

Appropriate development that assists the provision of through navigation or enhancement of the Chichester Ship Canal and the Wey and Arun Canal will be supported where it meets environmental, ecological and transport considerations.

Appropriate development will be permitted where it would not adversely affect the remaining line and configuration of the Portsmouth and Arundel Canal and features along it.

#### Links to Strategic Objectives:

- This policy links to 3.23 and 3.26

#### Evidence Base:

- [Chichester Ship Canal Restoration Plan](#)
- [National Planning Policy Framework \(2012\)](#)
- [Natural Environment White Paper - The Natural Choice: securing the value of nature \(2011\)](#)
- [Wey & Arun Canal Restoration Implementation Strategy \(2007\)](#)



### Health and Well Being

#### Open Space, Sport and Recreation

**20.1** The Local Plan can assist in enhancing well-being and promoting healthy lifestyles by protecting, enhancing and providing new open space, sport and recreation facilities. Open space also forms a key component of a green infrastructure network (see Policy 52) and therefore contributes to the area's biodiversity assets.

**20.2** Open space includes formal facilities such as parks, sports and recreation grounds, children's play areas, outdoor sports facilities, amenity spaces, allotments, and cemeteries; and also more informal facilities such as natural green spaces, beaches, lakes, watercourses, recreational routes and golf courses. Indoor sports facilities include swimming pools, leisure centres, and sports facilities provided in community centres and schools, where public access may be restricted to certain times.

**20.3** The Chichester Open Space Study 2013 proposes quantity, access and quality standards for different types of open space in the Plan Area. When existing provision is compared against the recommended standards, the study identifies that whilst there is a significant supply of natural green space, the Plan area has an overall shortfall in the quantity of allotments, amenity open space, play space and parks, sport and recreation grounds. The study recognises that whilst there may be some opportunities to utilise some of the natural green space for alternative open space provision, much of it has biodiversity, historical or cultural value and therefore is protected through other Local Plan policies. Some areas have sufficient local provision for certain types of open space, although every area is deficient in some form of provision in terms of quantity, accessibility or quality. The study also highlights the very poor access to youth provision, with significant gaps in many of the settlements. Therefore, Policy 54 seeks to retain all open space unless an equivalent replacement can be provided in terms of quantity, accessibility and quality.

**20.4** Where a surplus of provision is identified against the standards set out in the Open Space Study, proposals involving the loss of facilities will need to take into account the potential for the use of the land to help reduce shortfalls of other types of open space and future needs arising from development. To further inform decision making the Council has commissioned a Playing Pitch Strategy which will assess the requirements of individual sports. Policy 38 covers the loss of community halls.

**20.5** New housing developments create an additional need for both open space and recreational facilities. Where access to existing local facilities or the quality of provision is inadequate, new developments will be expected to provide new or improved facilities in respect of allotments, amenity open space, play space and parks, sport and recreation grounds and natural or semi-natural greenspace. The provision of additional natural greenspace may be required as part of mitigation measures to protect against the potential disturbance to bird populations (see Policies 50-51). In accordance with the standards set out in the Open Space Study, on-site provision for, and/or financial contributions towards open space, sports and recreation facilities will be sought to meet the recreational needs of

## 20 . Health and Well Being

the residents' new housing development. All types of residential development where there is a net increase in homes will be expected to contribute to the provision of facilities, with the exception of sheltered accommodation, nursing homes and hostels. Where possible, new or improved facilities should be provided on-site; however, whether the provision is on-site, off-site or both will depend on the size of the proposed development and existing provision within the local area both in terms of quantity, accessibility and quality.

**20.6** The study also recommends standards and sets out a methodology for development contributions towards certain indoor sports facilities including sports halls, swimming pools, synthetic pitches, and health and fitness stations. The Local Plan seeks to ensure that existing facilities are protected and where needed positive improvements are achieved.

**20.7** Further details on the methodology for seeking contributions towards open space, sport and recreational facilities are set out in the Open Space Study. The standards and methodology will be set out in the Infrastructure Delivery Plan and CIL charging schedule and development contributions towards off-site facilities will be sought through CIL when introduced. The Council will use appropriate planning obligations to secure the provision and maintenance of open space, sport and recreation facilities.

**20.8** The Area Based Policies identify the locations where new and enhanced open space, sport and recreation facilities will be sought in association with strategic development and refers to additional provision that will be sought to address current needs where opportunities arise. Where appropriate, other specific allocations and enhancements will be identified in the relevant Area Action Plans; Neighbourhood Plans; Site Allocation DPD; and the Green Infrastructure Strategy.

**20.9** Recreational activities which are likely to create noise disturbance to the surrounding environment should demonstrate that activities would not adversely impact on the tranquillity and enjoyment of local residents, or other users of the coast and countryside.

### Policy 54

#### Open Space, Sport and Recreation

The Council will seek to retain, enhance and increase the quantity and quality of open space, sport and recreation facilities, and improve access to them.

Development involving the loss of open space, sport and recreation facilities will be granted permission where **all the following criteria have been met:**

1. Alternative accessible replacement facilities of overall at least equivalent quantity and quality are provided: or
2. Where the Chichester Open Space Study identifies a surplus of provision, future needs and the potential of the open space to meet any shortfall in other types of provision in the local area have been taken into account; and
3. There are no adverse impacts on biodiversity, heritage assets or the integrity of the Green Infrastructure network.

Exceptions will only be made where the benefit of the development outweighs any harm, and it can be demonstrated there are no reasonable alternative sites available.

New residential development (excluding replacement dwellings) will be required to contribute towards:

1. The creation of new open space, sports and recreation facilities; and/or
2. Improving the quality and/or accessibility of existing open space or indoor facilities

New or improved facilities should be provided in accordance with the provision standards and methodology set out in the Chichester Open Space Study, Infrastructure Delivery Plan and Community Infrastructure Levy Charging Schedule.

Developers will be expected to contribute to provision through the Community Infrastructure Levy (CIL) or on larger sites through on-site provision and/or a S106 contribution as appropriate.

Where opportunities arise, the provision of new or enhanced open space, sport and recreation facilities will be encouraged to meet any identified shortfalls in the local area.

Where possible, sports and built facilities that attract large numbers of people will be located in larger settlements and will be easily accessible by public transport, cycling and walking.

### Links to Strategic Objectives

- This policy has links to strategic objectives 3.26 and 3.28 - 3.29

### Evidence Base

- [Open Space Study \(2013\)](#)

### Equestrian Development

Equestrian activities and facilities are very popular in the Plan Area, particularly on the Manhood Peninsula and the more commercial polo activities in the northeast of the District. The Council recognises the contribution these activities make to the rural economy and the need to make provision for equestrian development. However, it is necessary to ensure that there is no harm to the character and appearance of the countryside.

Horse related development requires adequate land for commercial enterprises and associated new buildings, generally in a countryside location. New stable blocks and field shelters can often appear isolated and intrusive on undeveloped land; therefore, where possible, the re-use of existing buildings will be encouraged. Associated development such as lighting, storage, waste disposal, manèges and sub-division of fields can be prominent features in the landscape and in some cases may not be appropriate. Additionally, these uses and structures as well as the re-profiling and manicured appearance of grass land for polo uses can, both individually and cumulatively, change the visual character of an area and its landscape.

It is essential that any equestrian development does not have an adverse impact on the special qualities of the landscape, for example, the Area of Outstanding Natural Beauty, National Park or the undeveloped coast. Therefore, proposals should provide comprehensive details of the development required; such as size, materials and fencing together with a detailed scheme of land and site management. The design and materials of new horse related structures must be in keeping with the character of the rural area. As part of the proposals, the protection of watercourses and ground water from contamination associated with slurry disposal will be required.

In most cases conditions will be attached to the planning permission requiring stables and field shelters to be used only for private use and not business and commercial uses. Appendix 5 sets out the details of information which may be required as part of a planning application.

### Policy 55

#### Equestrian Development

Planning permission for horse related development will be granted where it can be **demonstrated that all the following criteria have been considered:**

1. There is adequate land for the number of horses kept;
2. Existing buildings are reused where possible but where new buildings are necessary, these are well-related to existing buildings, appropriate to the number of horses to be kept and the amount of land available;
3. There is minimal visual impact on the landscape caused by the proposed development either individually or cumulatively;
4. It does not result in the irreversible loss of the best and most versatile agricultural land;
5. There is an agreed comprehensive scheme of management for any ancillary development including lighting, storage, waste disposal, manèges and sub division of fields;
6. The proposal, either on its own or cumulatively, with other horse related uses in the area, is compatible with its surroundings, and adequately protects water courses, groundwater and the safety of all road users;
7. The proposal does not lead to the need for additional housing on site; and
8. The proposal is well related to or has improved links to the existing bridleway network, with no impact on the bridleway capacity to accommodate the growth.

#### Links to Strategic Objectives:

- This policy links to the strategic objectives 3.26

#### Evidence Base:

- [National Planning Policy Framework \(2012\)](#)

## 21 . Policies Map

### Policies Map

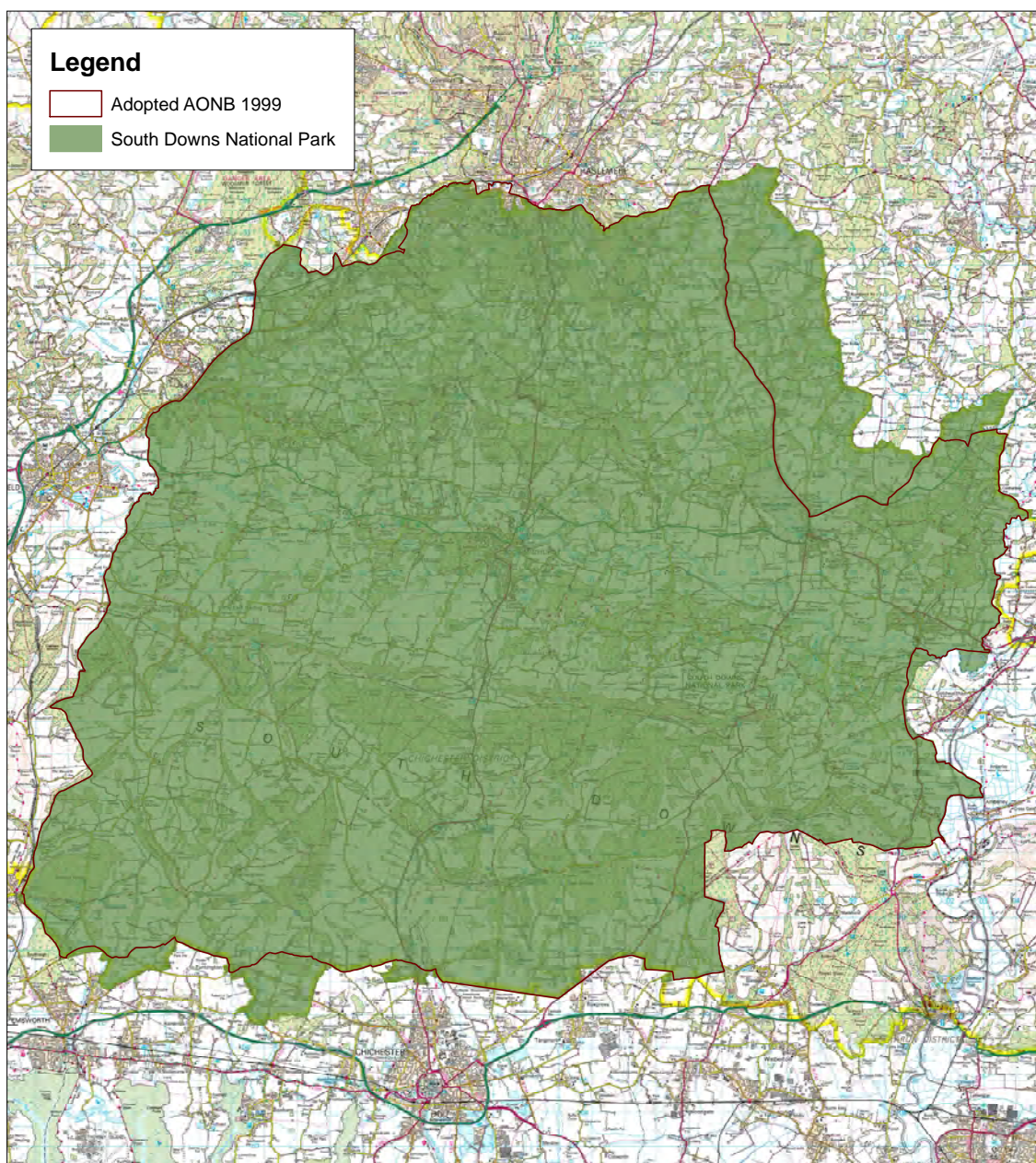
**21.1** The maps included in this section only show the changes made to the 1999 Proposals Map from the Adopted Local Plan. Reference should be made to the to the 1999 Proposals Map in conjunction with these maps until the adoption of this Plan.

**21.2** Upon adoption of the Local Plan, the Policies Map will identify in detail the location of sites on a policy by policy basis and will be available as an interactive map.

**21.3** The maps contained in Section 12 and 13 of this Plan show the broad locations for strategic development.



Map 21.1 Area of Outstanding Natural Beauty and South Downs National Park



CHICHESTER DISTRICT COUNCIL



Location Sussex Downs AONB and South Downs National Park

Description Adopted Local Plan 1999  
Inset map 1 - changes to Sussex Downs AONB

Scale: 1:40,000

Date: 22/08/2013

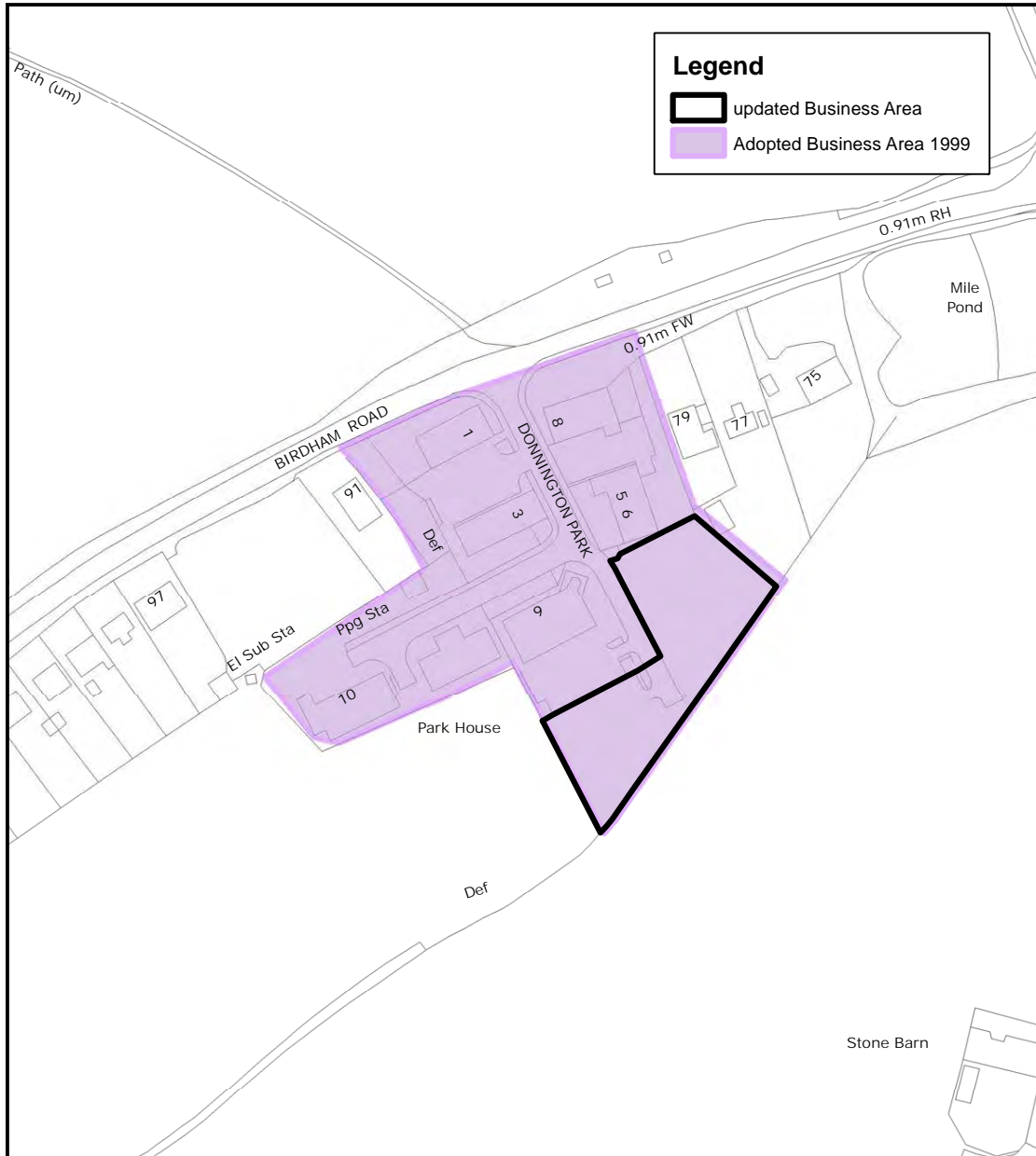
Author:



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## 21 . Policies Map

Map 21.2 Donnington Business Area



CHICHESTER DISTRICT COUNCIL



Location Donnington Business Area

Description Adopted Local Plan 1999  
Inset map 1 - changes to Business Area

Scale: 1:1,500

Date: 23/08/2013

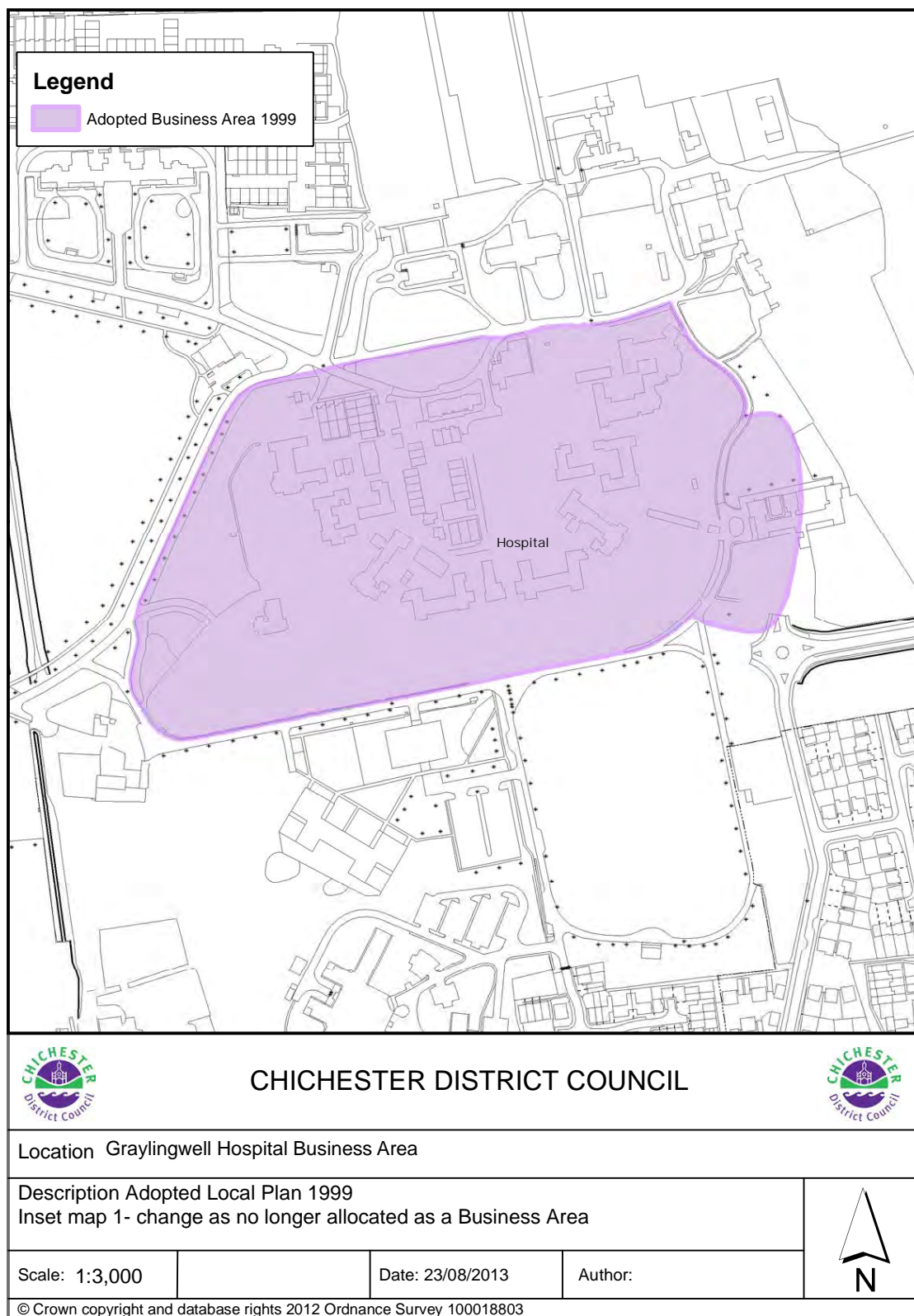
Author:



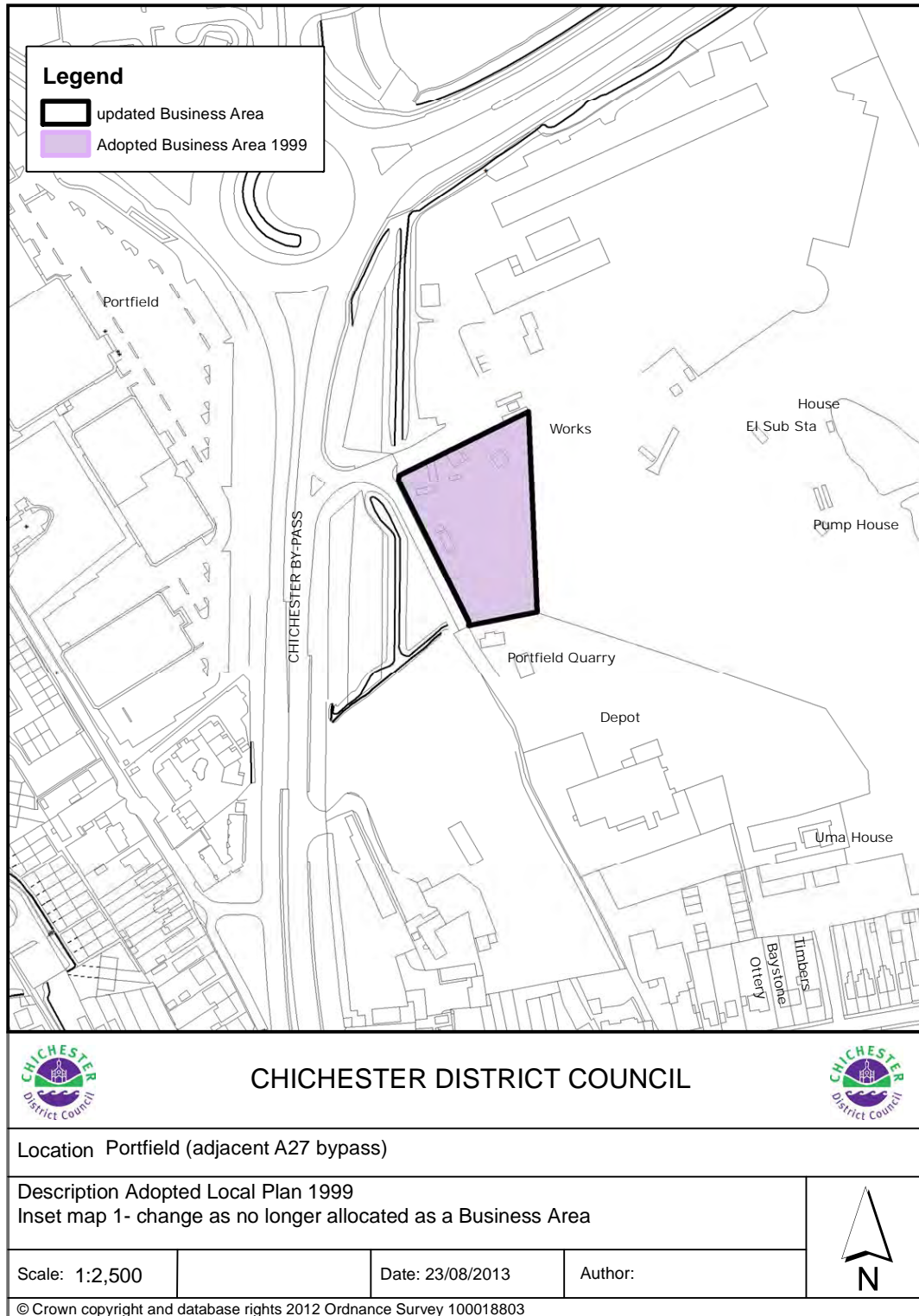
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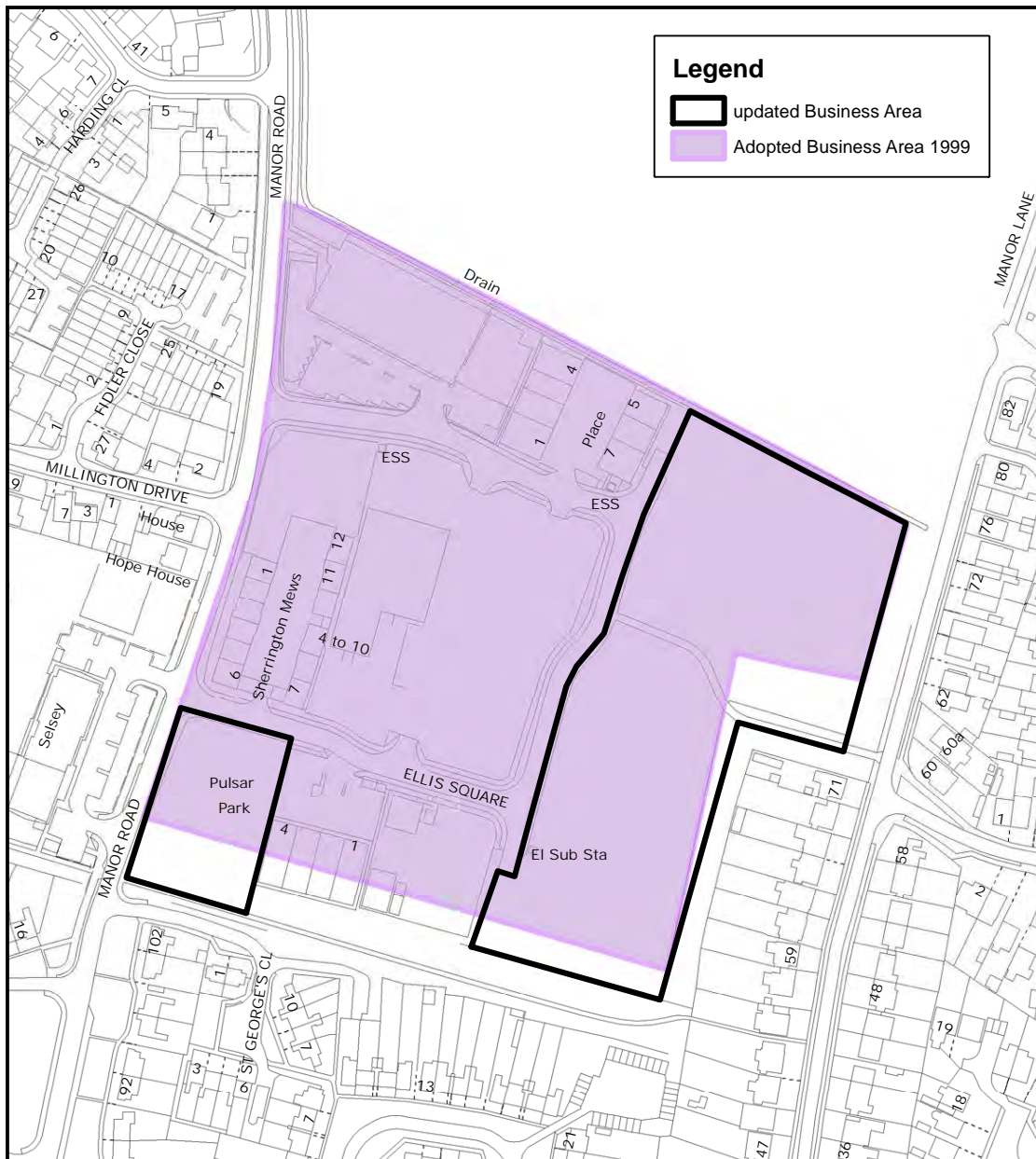
Map 21.3 Graylingwell Hospital Business Area



## Map 21.4 Portfield Business Area



## Map 21.5 Selsey Business Area



CHICHESTER DISTRICT COUNCIL



Location Selsey Business Area

Description Adopted Local Plan 1999  
Inset map 3 - changes to Business Area

Scale: 1:2,000

Date: 23/08/2013

Author:

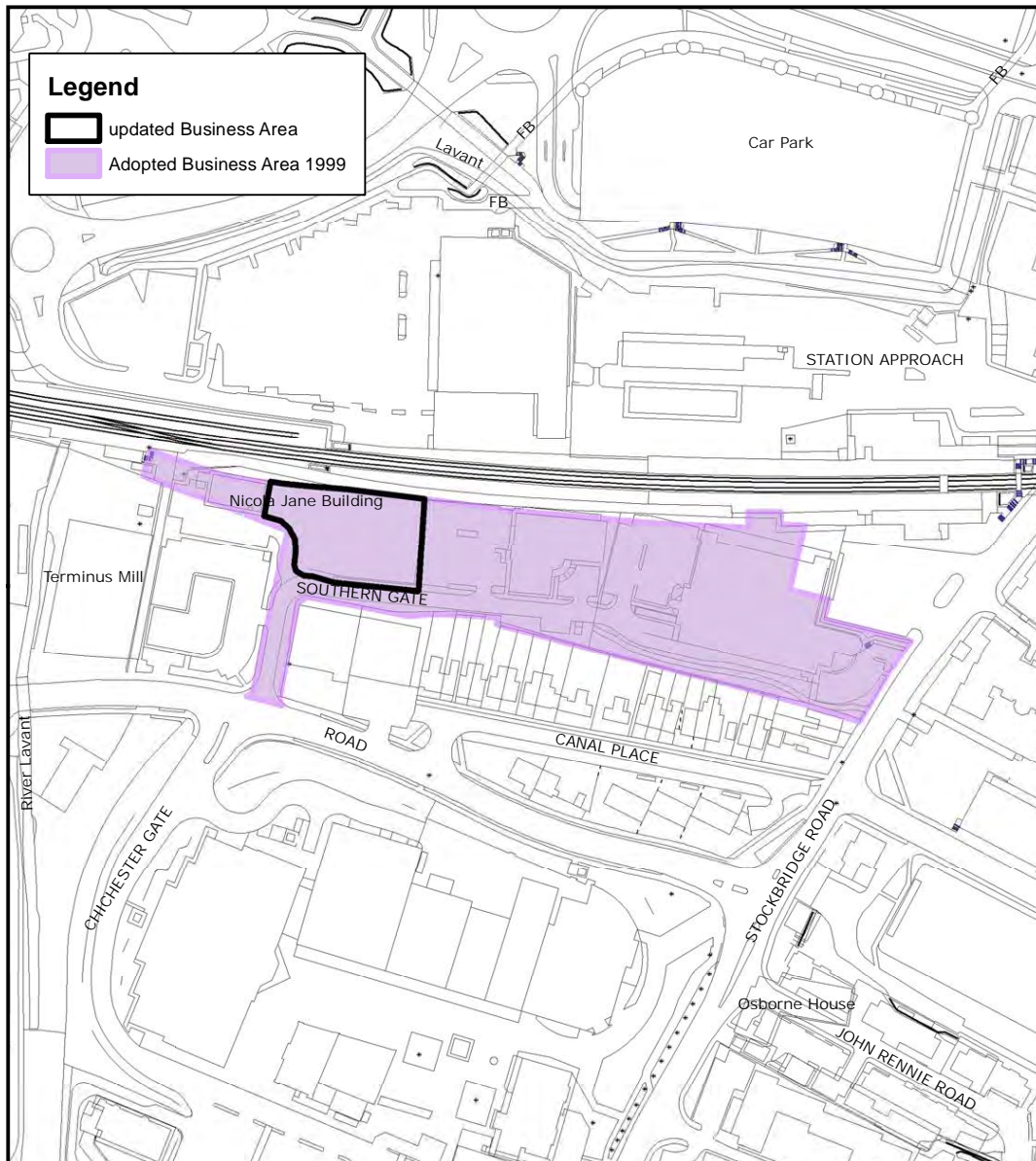


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## 21 . Policies Map

**Map 21.6 Southern Sidings Business Area**



**CHICHESTER DISTRICT COUNCIL**



Location Southern Sidings

Description Adopted Local Plan 1999  
Inset map 1- changes to Southern Sidings Business Area

Scale: 1:2,000

Date: 23/08/2013

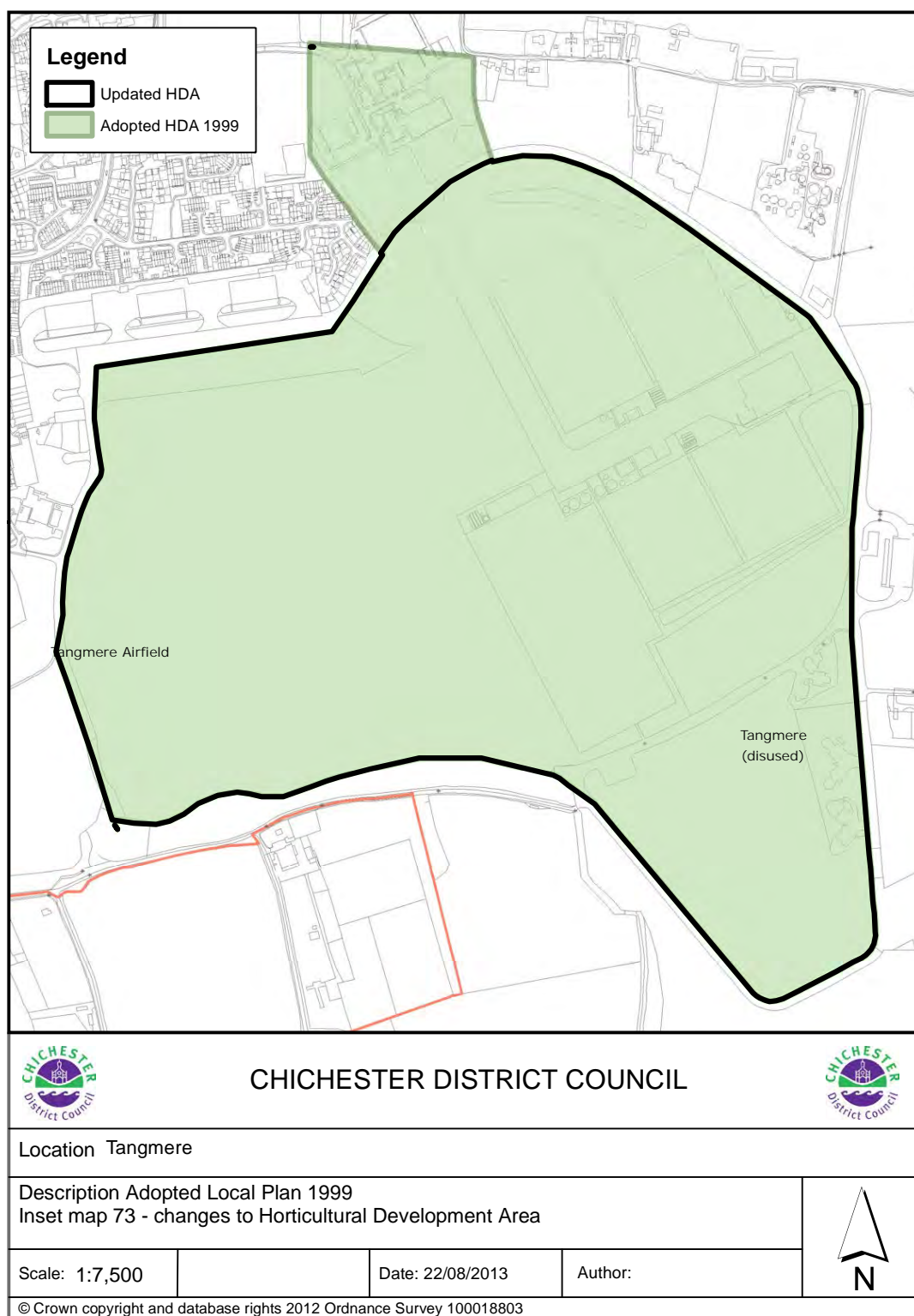
Author:



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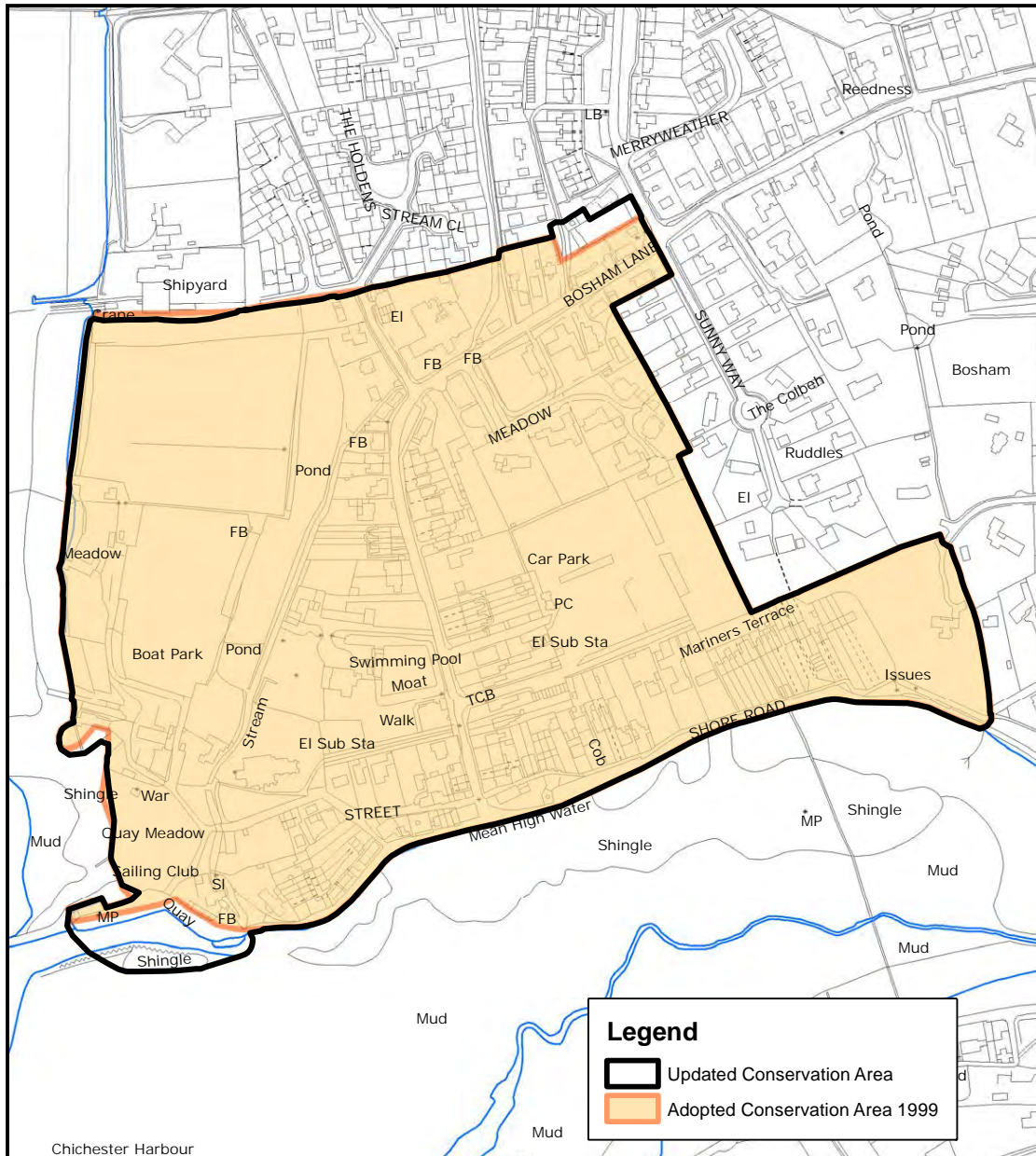


Map 21.7 Tangmere Horticultural Development Area



## 21 . Policies Map

**Map 21.8 Bosham Conservation Area**



**CHICHESTER DISTRICT COUNCIL**



Location Bosham

Description Adopted Local Plan 1999  
Inset map 6 - changes to Conservation Area

Scale: 1:3,500

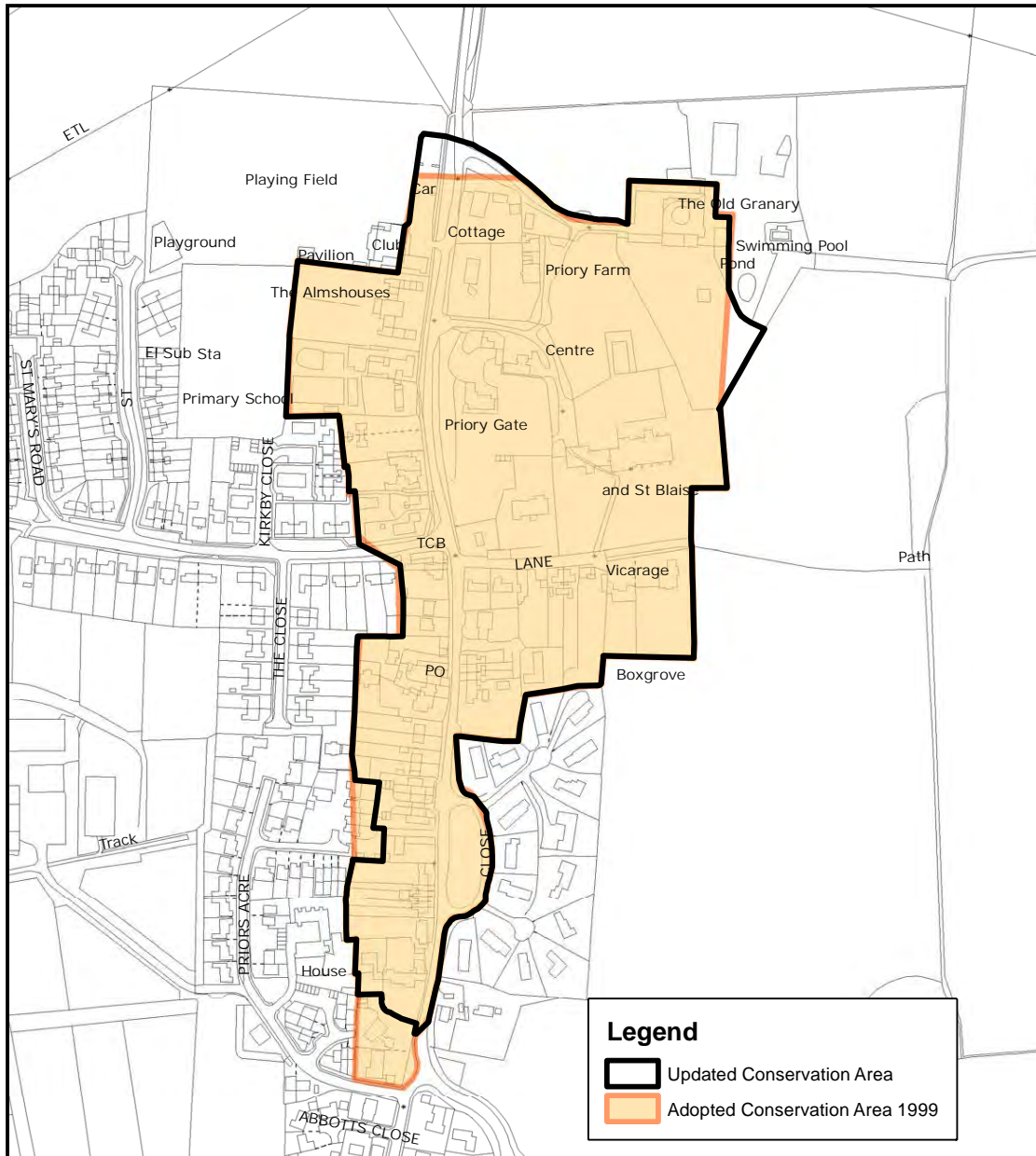
Date: 21/08/2013

Author:



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## Map 21.9 Boxgrove Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Boxgrove

Description Adopted Local Plan 1999  
Inset map 7 - changes to Conservation Area

Scale: 1:3,500

Date: 21/08/2013

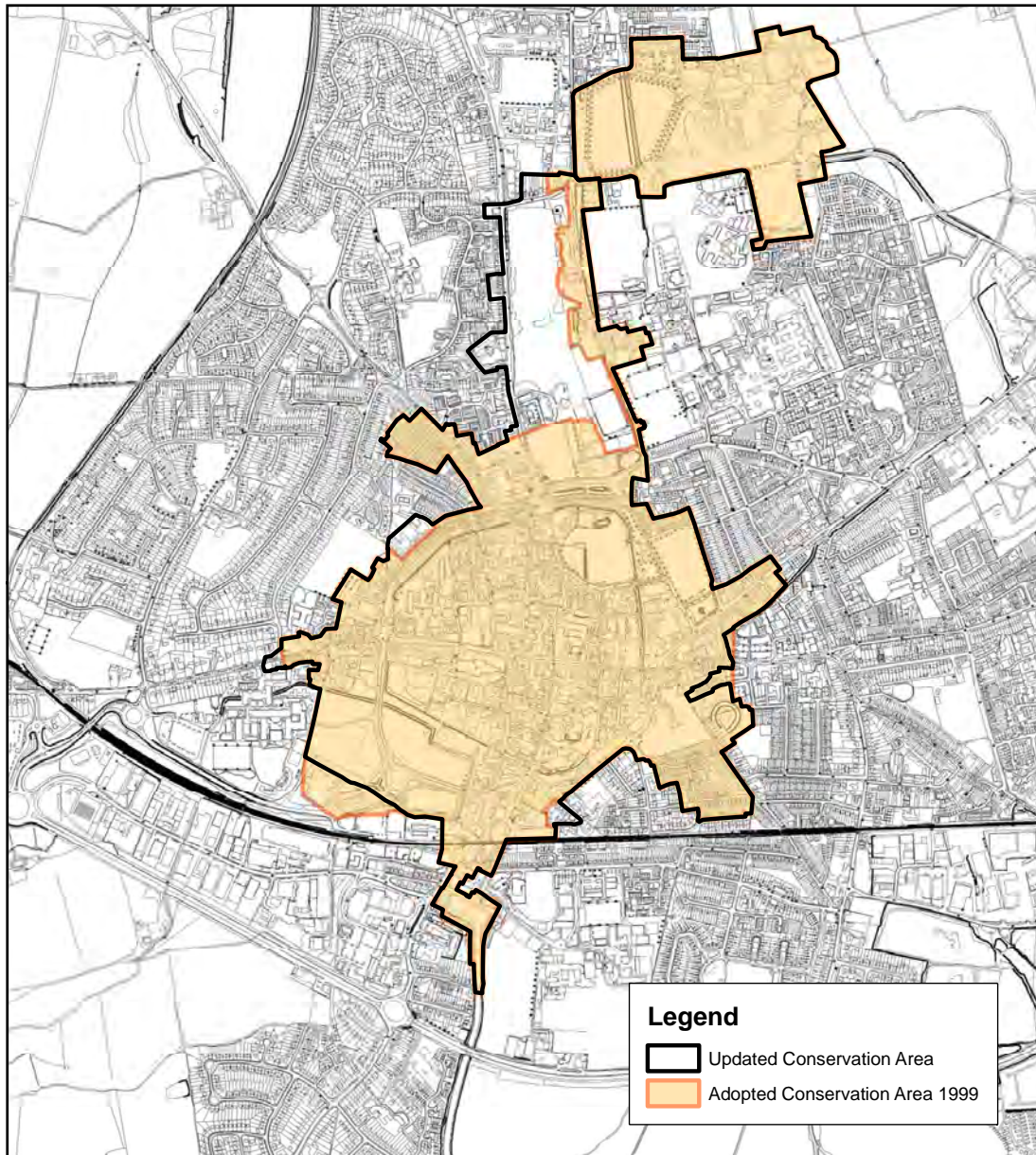
Author:



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**Map 21.10 Chichester and Graylingwell Conservation Area**



**CHICHESTER DISTRICT COUNCIL**



Location Chichester and Graylingwell

Description Adopted Local Plan 1999  
Inset map 1 - changes to Conservation Area

Scale: 1:10,500

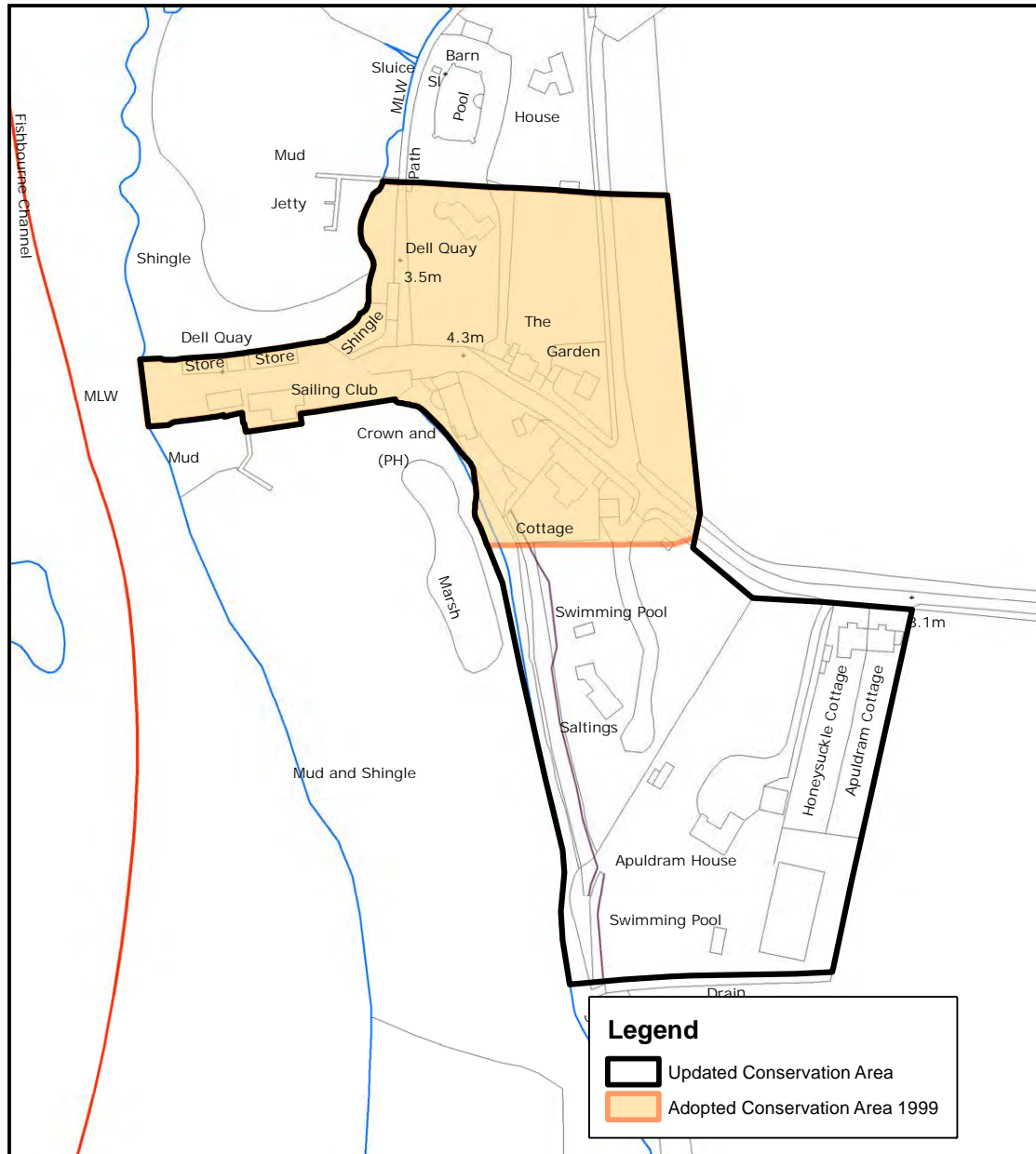
Date: 30/08/2013

Author:



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Map 21.11 Dell Quay Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Bosham

Description Adopted Local Plan 1999  
Inset map 6 - changes to Conservation Area

Scale: 1:2,000

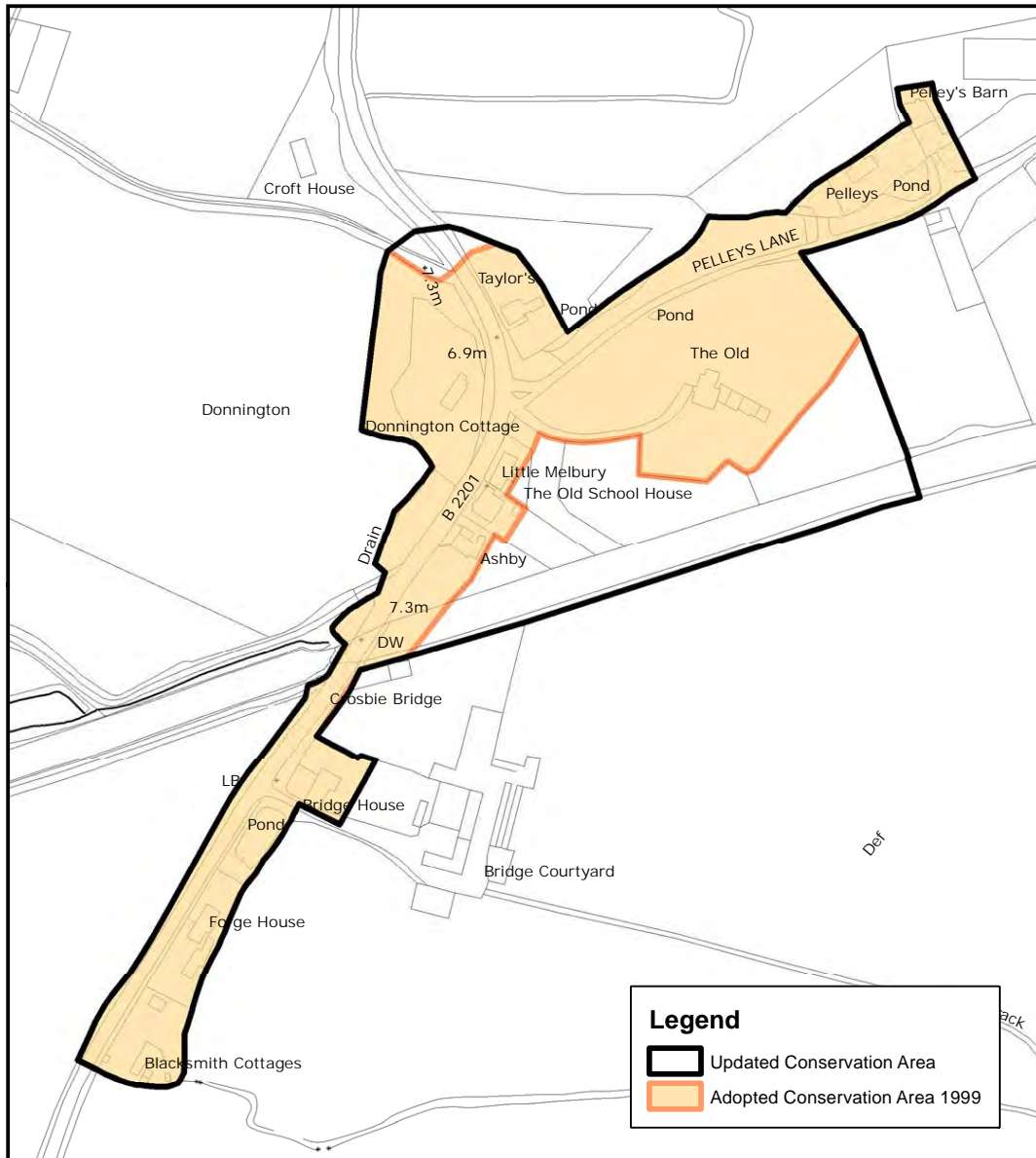
Date: 21/08/2013

Author:



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**Map 21.12 Donnington Conservation Area**



**CHICHESTER DISTRICT COUNCIL**



Location Donnington

Description Adopted Local Plan 1999  
Inset map 20 - changes to COnservation Area

Scale: 1:2,500

Date: 30/08/2013

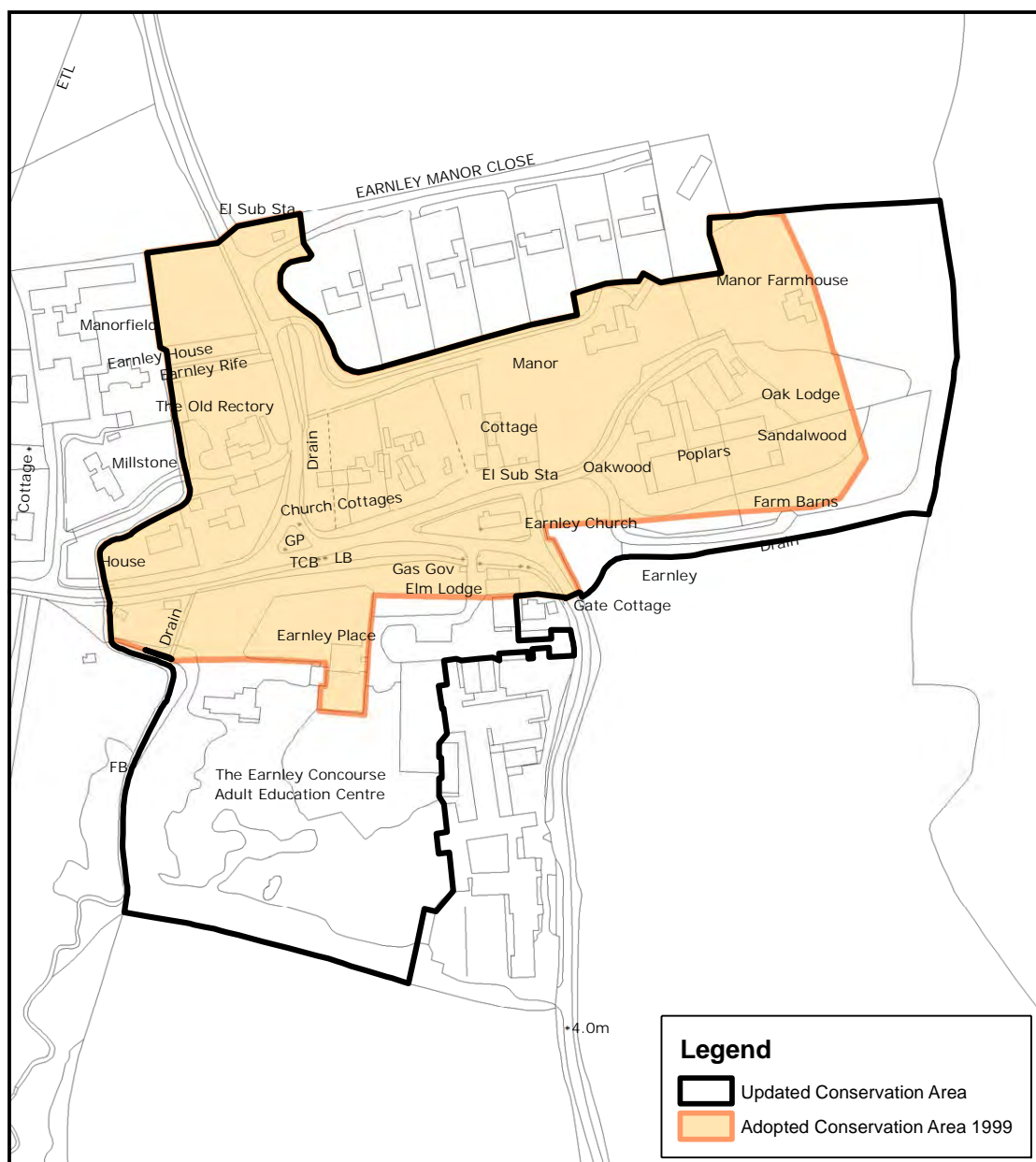
Author:



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Map 21.13 Earnley Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Earnley

Description Adopted Local Plan 1999  
Inset map 2 - changes to Conservation Area

Scale: 1:2,400

Date: 21/08/2013

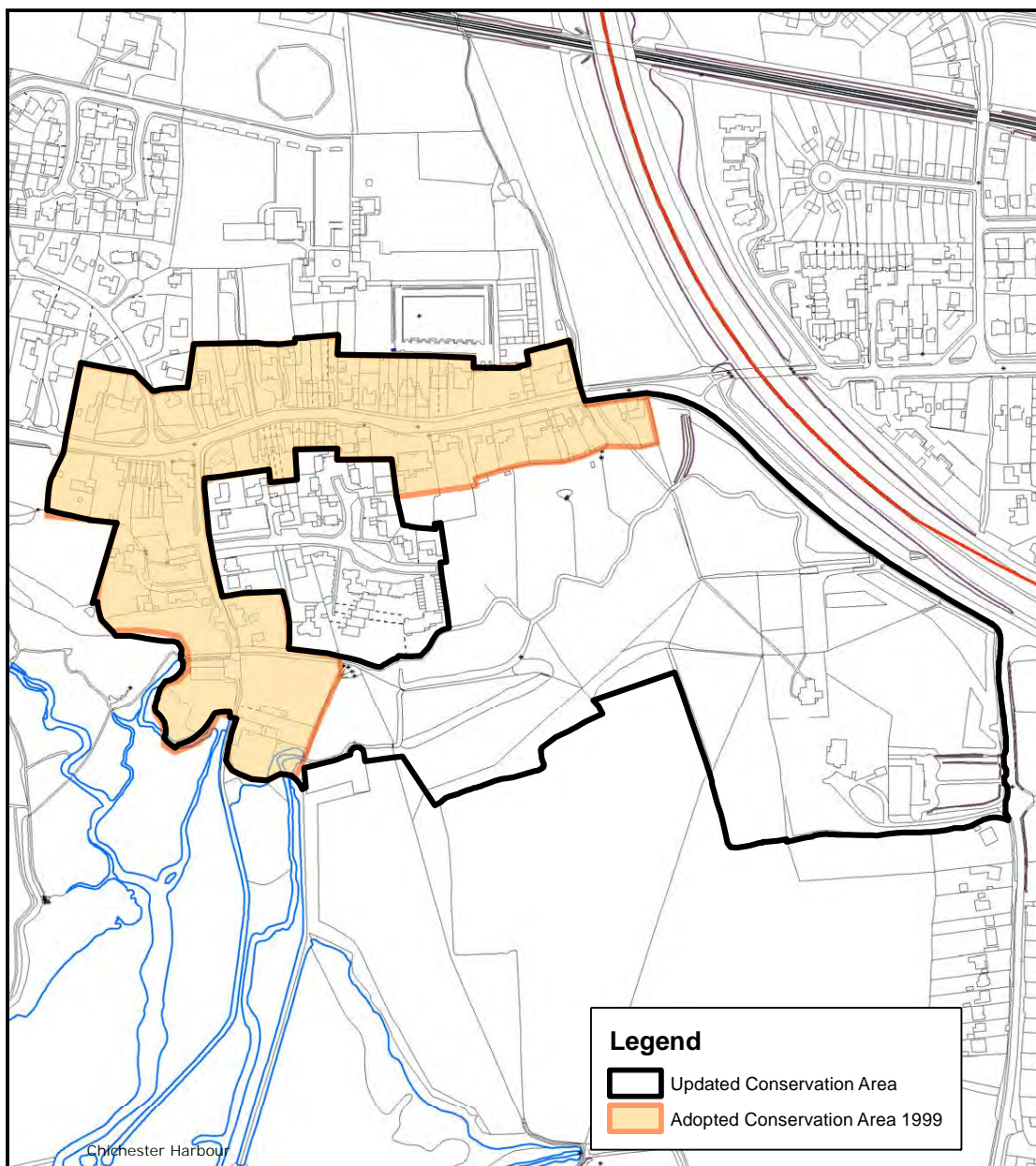
Author:



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## 21 . Policies Map

**Map 21.14 Fishbourne Conservation Area**



**CHICHESTER DISTRICT COUNCIL**



Location Fishbourne

Description Adopted Local Plan 1999  
Inset map 14 - changes to Conservation Area

Scale: 1:4,000

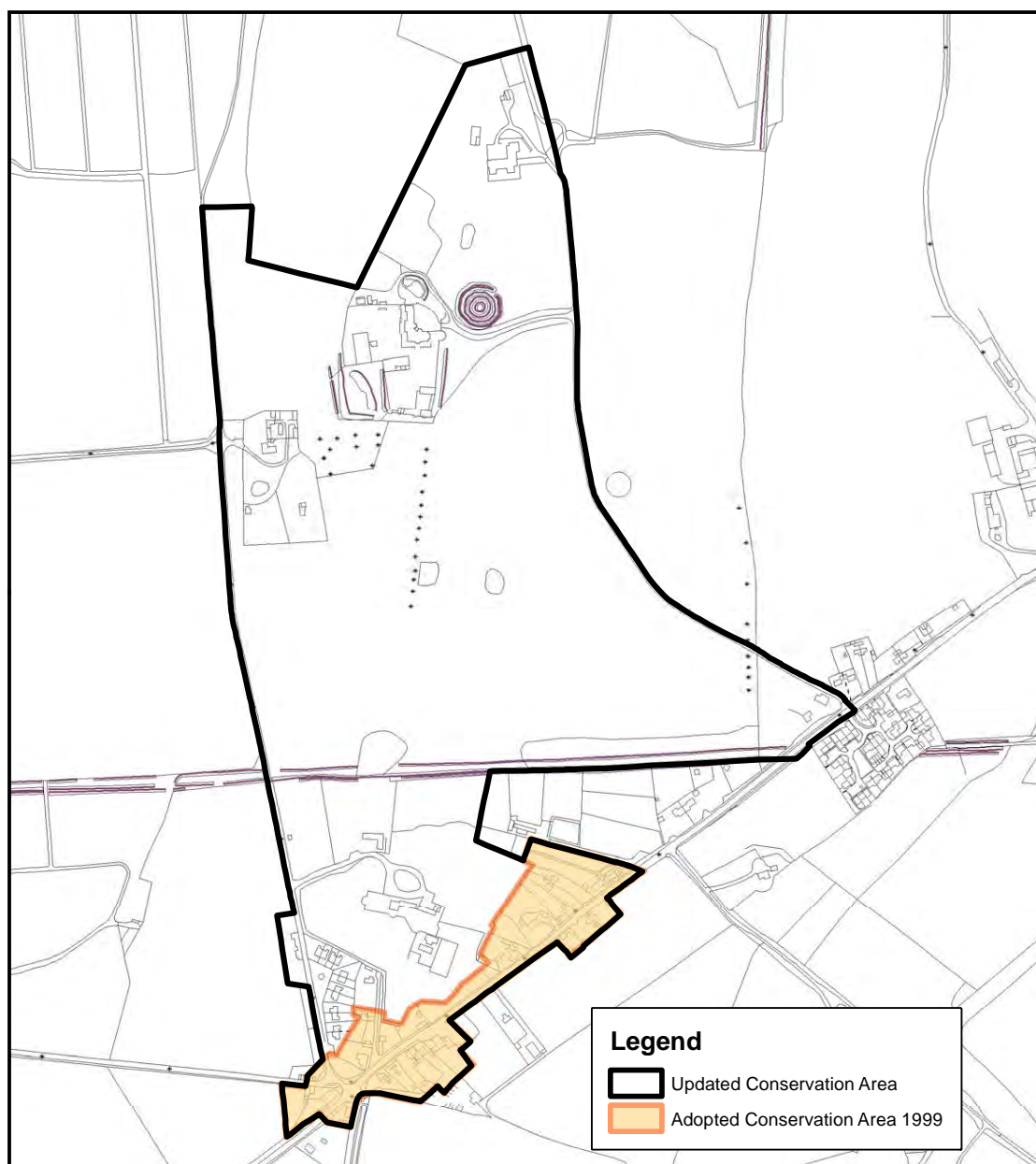
Date: 21/08/2013

Author:



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**Map 21.15 Halnaker Conservation Area**



**CHICHESTER DISTRICT COUNCIL**



Location Halnaker

Description Adopted Local Plan 1999  
Inset map 45B - changes to Conservation Area

Scale: 1:6,000

Date: 21/08/2013

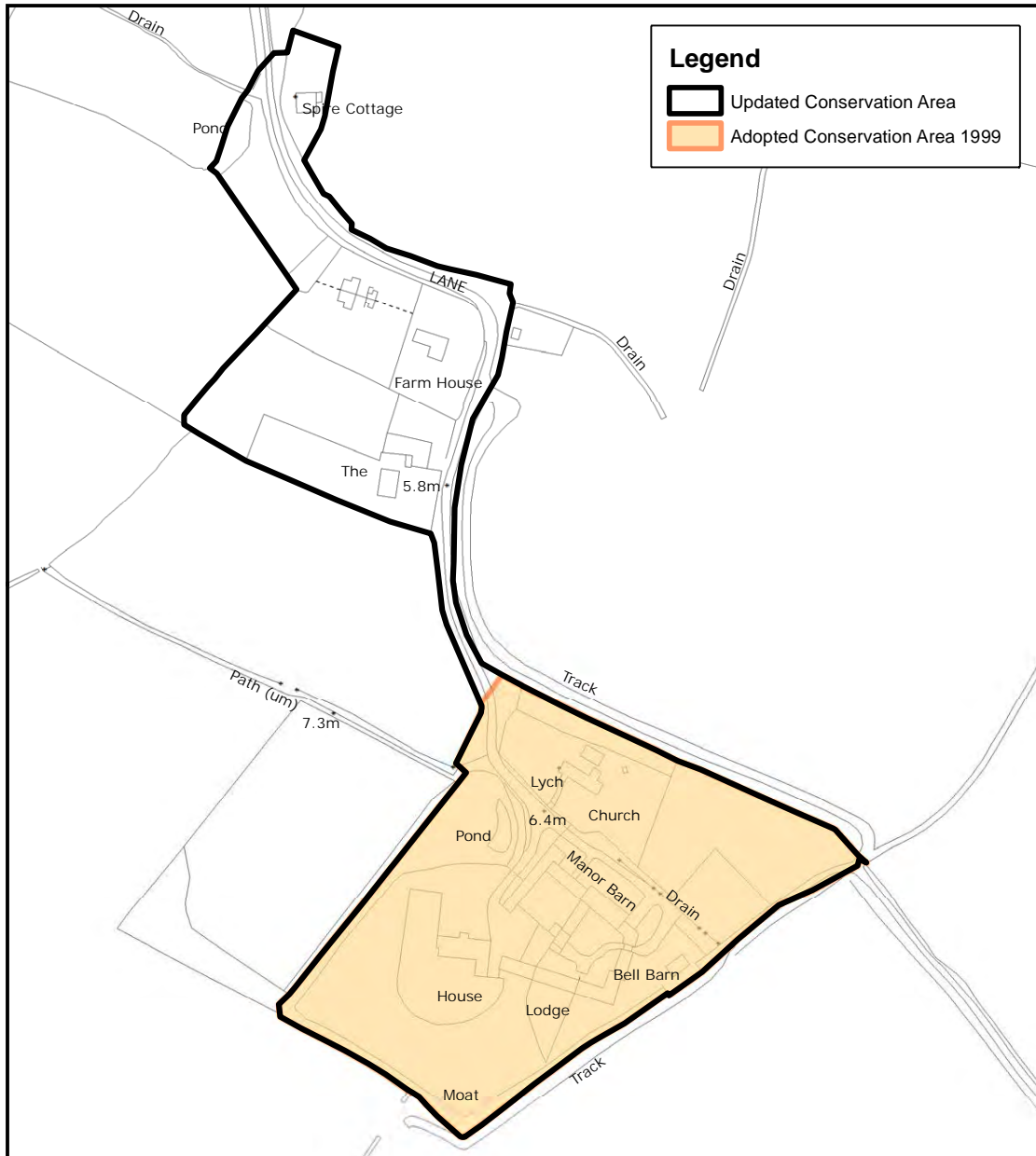
Author:



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## 21 . Policies Map

Map 21.16 Hunston Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Hunston

Description Adopted Local Plan 1999  
Inset map 20 - changes to Conservation Area

Scale: 1:2,500

Date: 21/08/2013

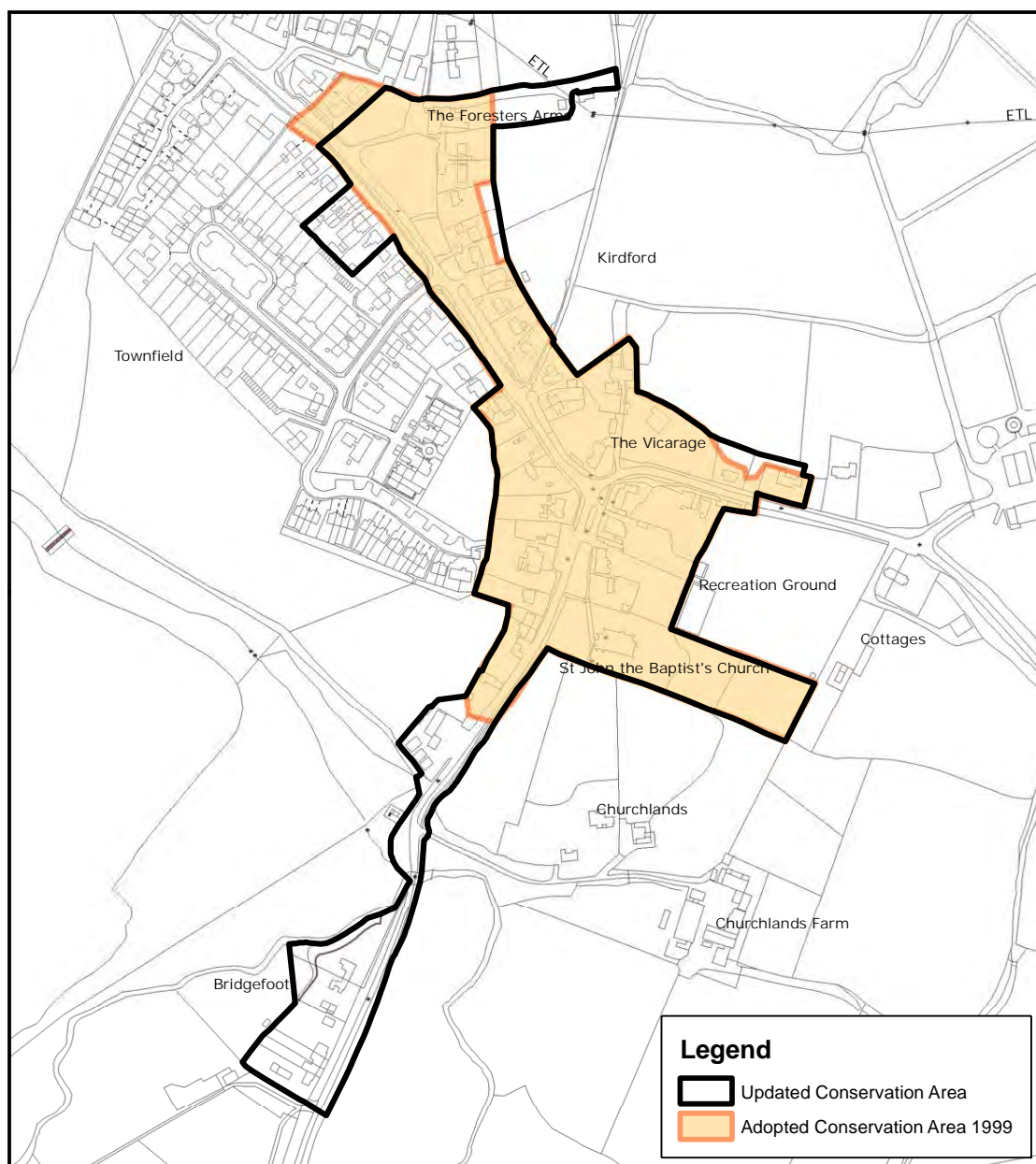
Author:



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Map 21.17 Kirdford Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Kirdford

Description Adopted Local Plan 1999  
Inset map 22 - changes to Conservation Area

Scale: 1:4,000

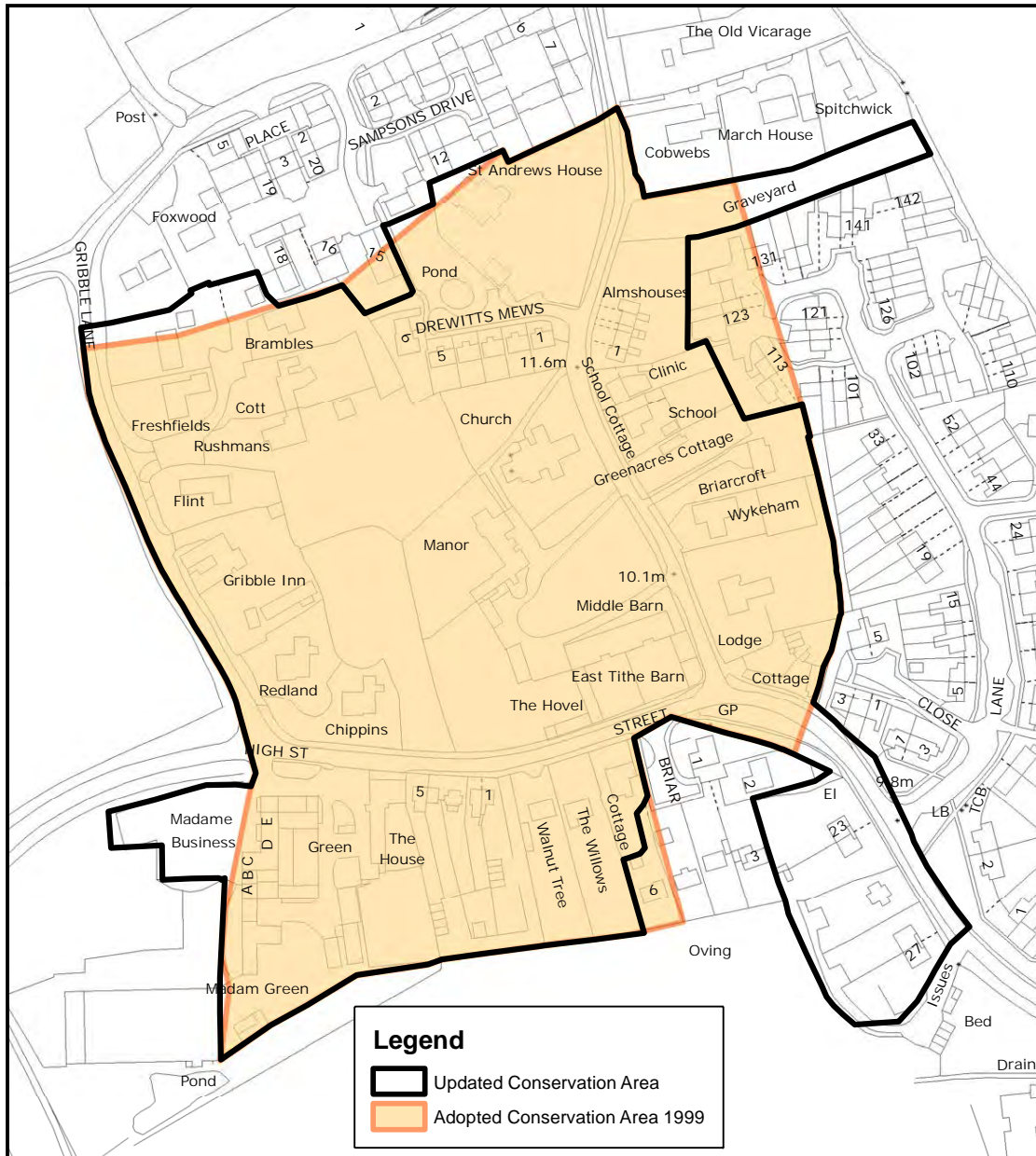
Date: 21/08/2013

Author:



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## Map 21.18 Oving Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Oving

Description Adopted Local Plan 1999  
Inset map 54 - changes to Conservation Area

Scale: 1:2,026

Date: 21/08/2013

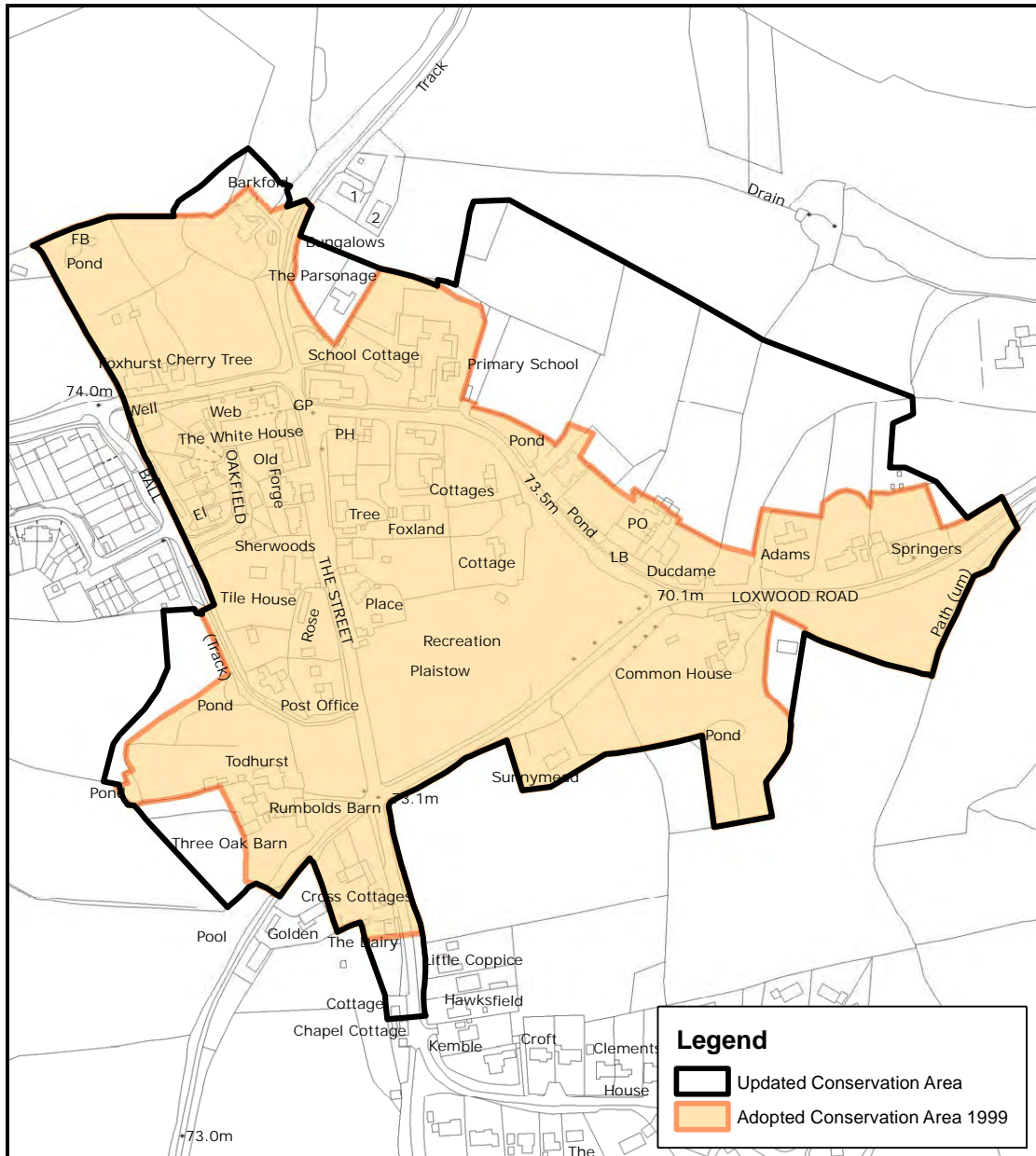
Author:



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Map 21.19 Plaistow Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Plaistow

Description Adopted Local Plan 1999  
Inset map 55 - changes to Conservation Area

Scale: 1:3,200

Date: 21/08/2013

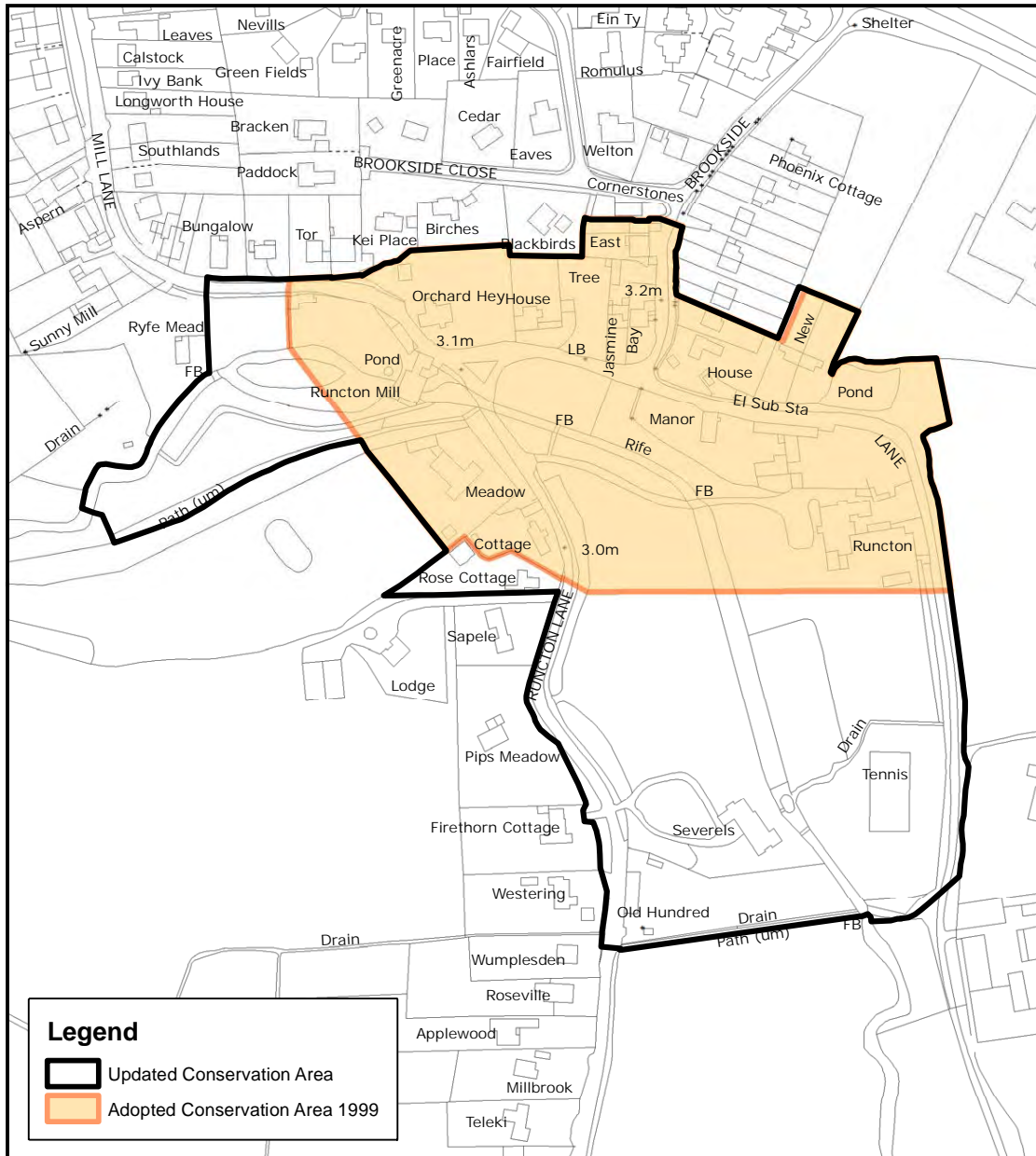
Author:



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## 21 . Policies Map

**Map 21.20 Runcton Conservation Area**



**CHICHESTER DISTRICT COUNCIL**



Location Runcton

Description Adopted Local Plan 1999  
Inset map 26 - changes to Conservation Area

Scale: 1:2,500

Date: 21/08/2013

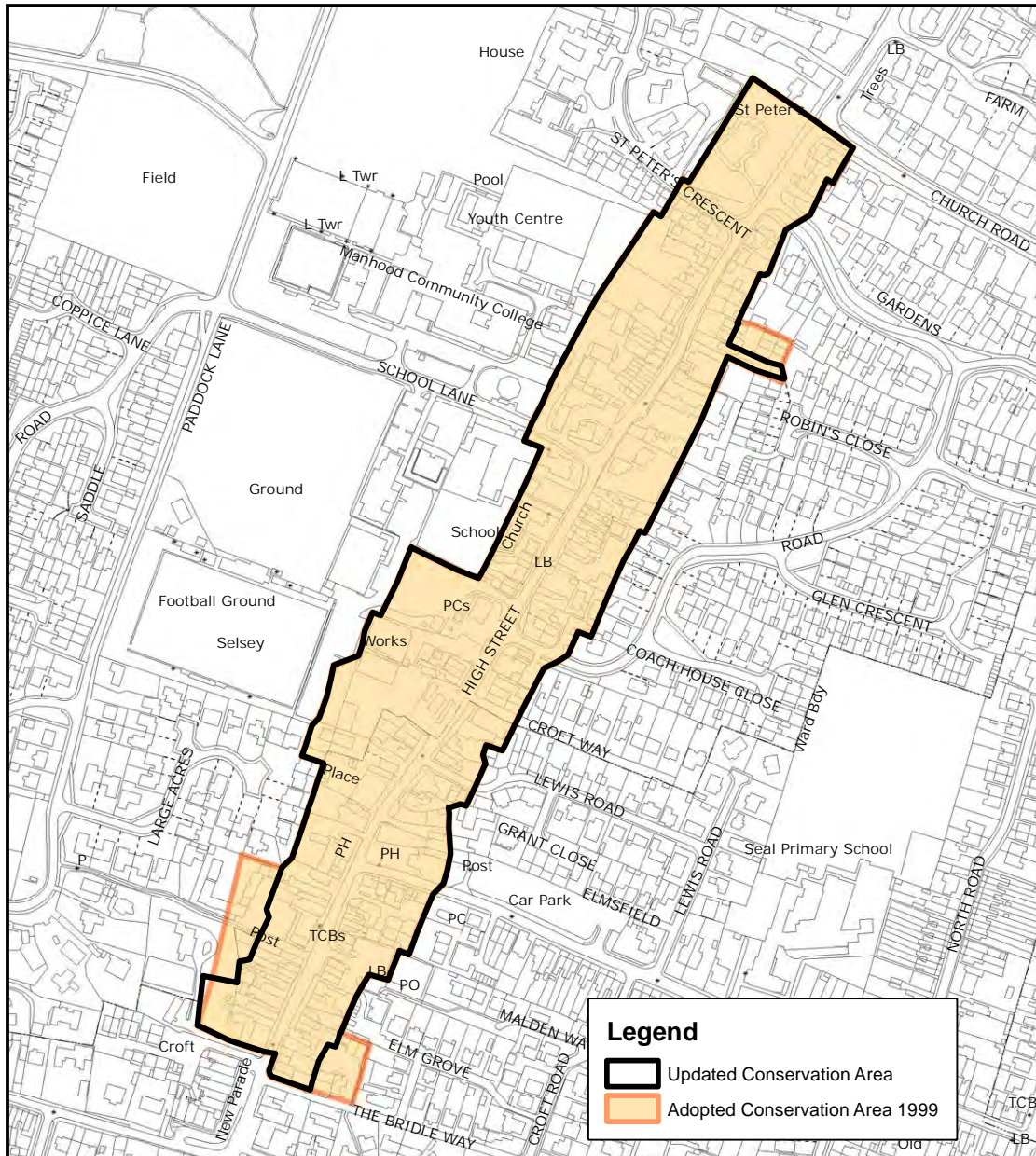
Author:



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Map 21.21 Selsey Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Selsey

Description Adopted Local Plan 1999  
Inset map 3 - changes to Conservation Area

Scale: 1:3,500

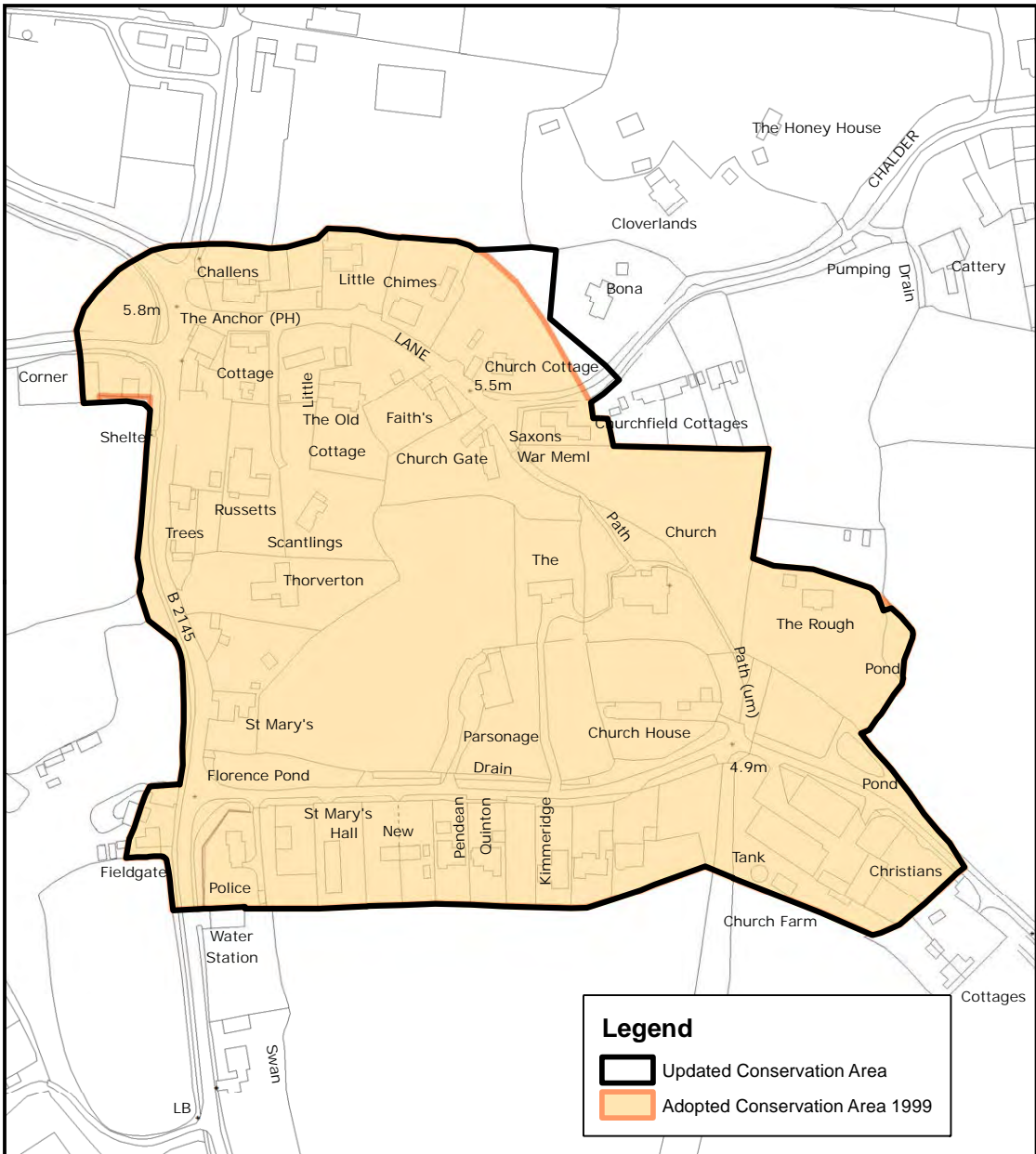
Date: 21/08/2013

Author:



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### Map 21.22 Sidlesham Church Conservation Area



CHICHESTER DISTRICT COUNCIL

Location Sidlesham Church (Sidlesham)

Description Adopted Local Plan 1999  
Inset map 57B - changes to Conservation Area

Scale: 1:2,300

Date: 21/08/2013

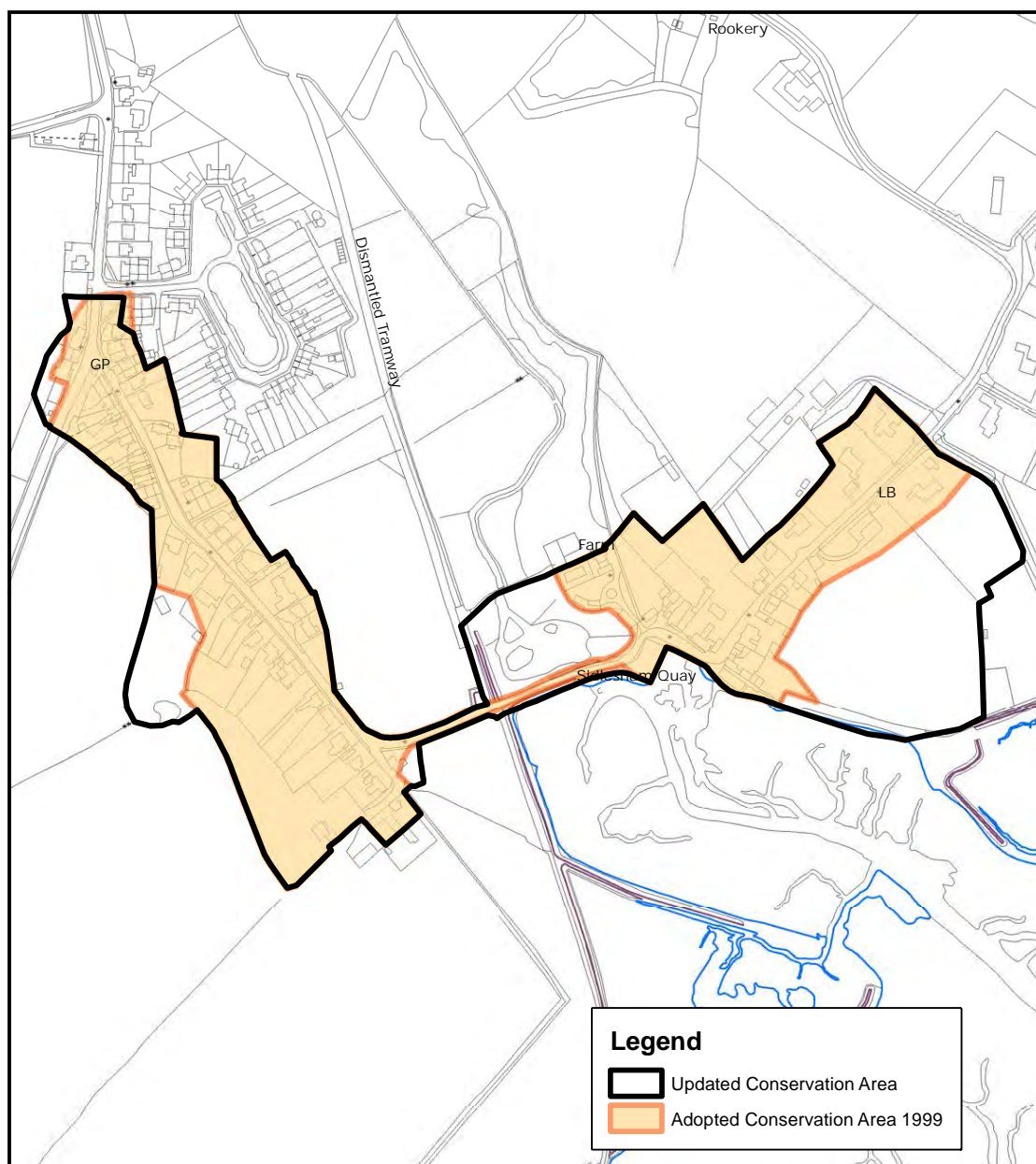
Author:



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Map 21.23 Sidlesham Quay Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Sidlesham Quay (Sidlesham)

Description Adopted Local Plan 1999  
Inset map 57A - changes to Conservation Area

Scale: 1:4,000

Date: 21/08/2013

Author:

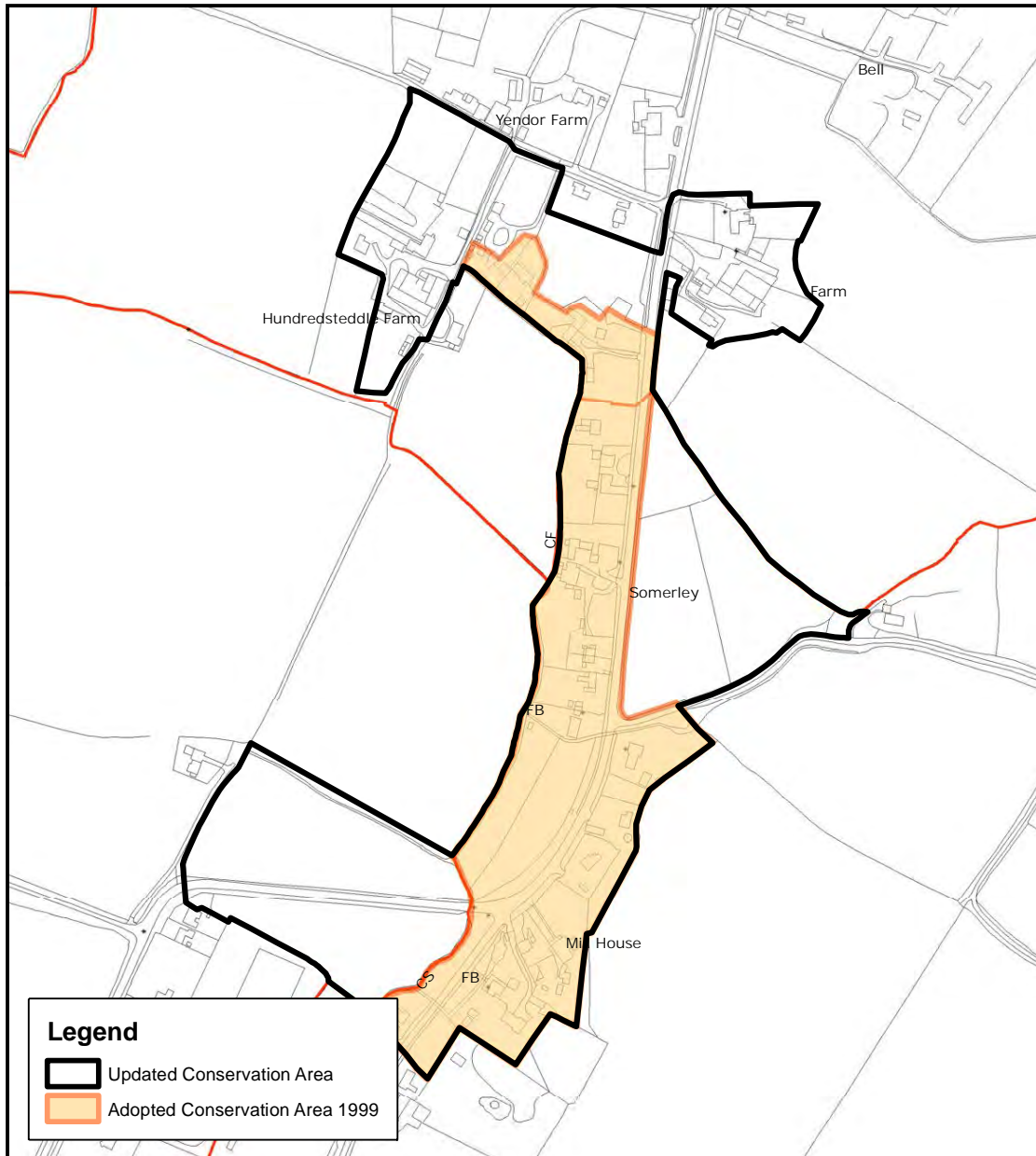


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## 21 . Policies Map

**Map 21.24 Somerley Conservation Area**



**CHICHESTER DISTRICT COUNCIL**



Location Somerley

Description Adopted Local Plan 1999  
Inset map 57D - changes to Conservation Area

Scale: 1:4,000

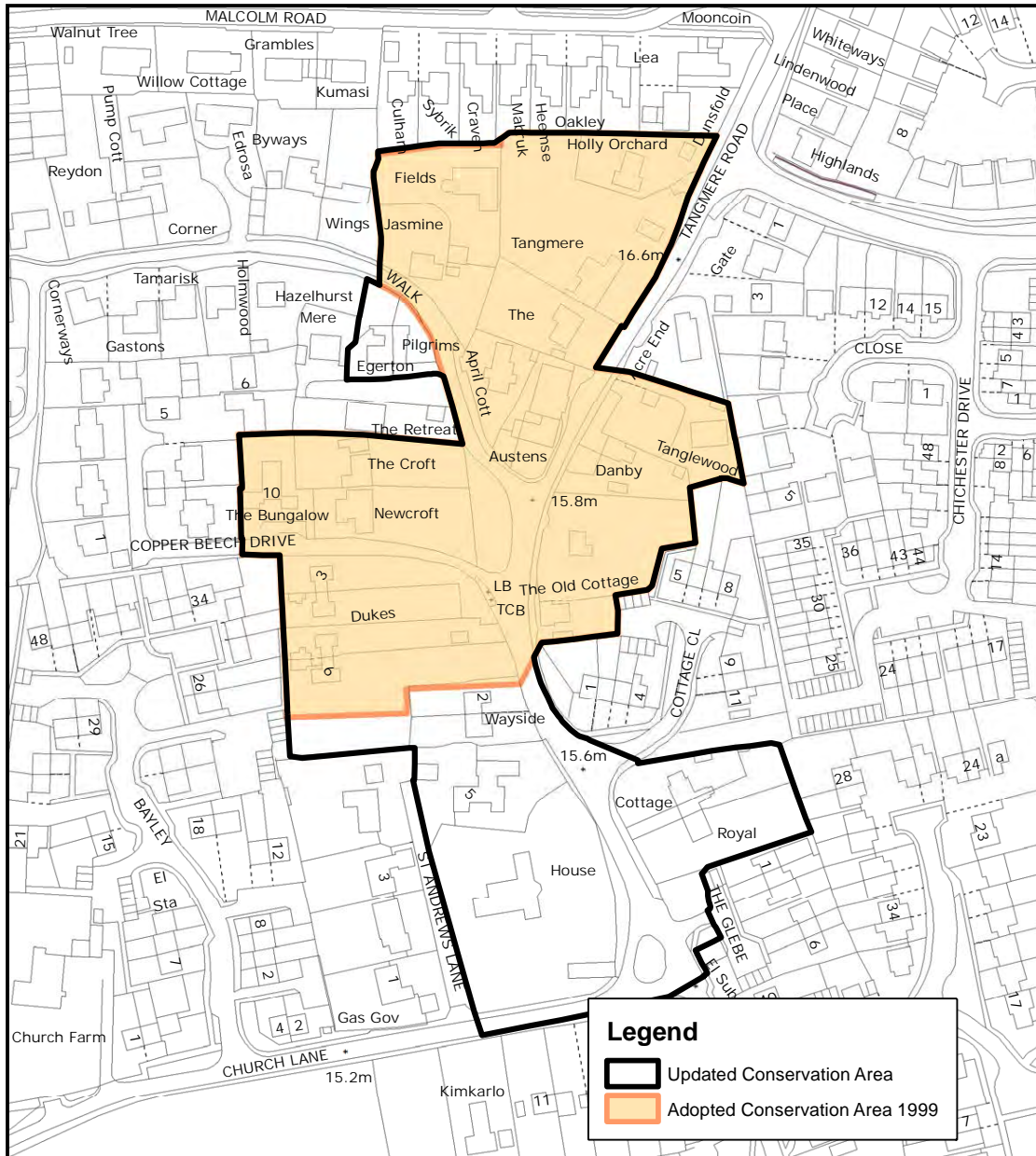
Date: 21/08/2013

Author:



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Map 21.25 Tangmere Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Tangmere

Description Adopted Local Plan 1999  
Inset map 35 - changes to Conservation Area

Scale: 1:1,750

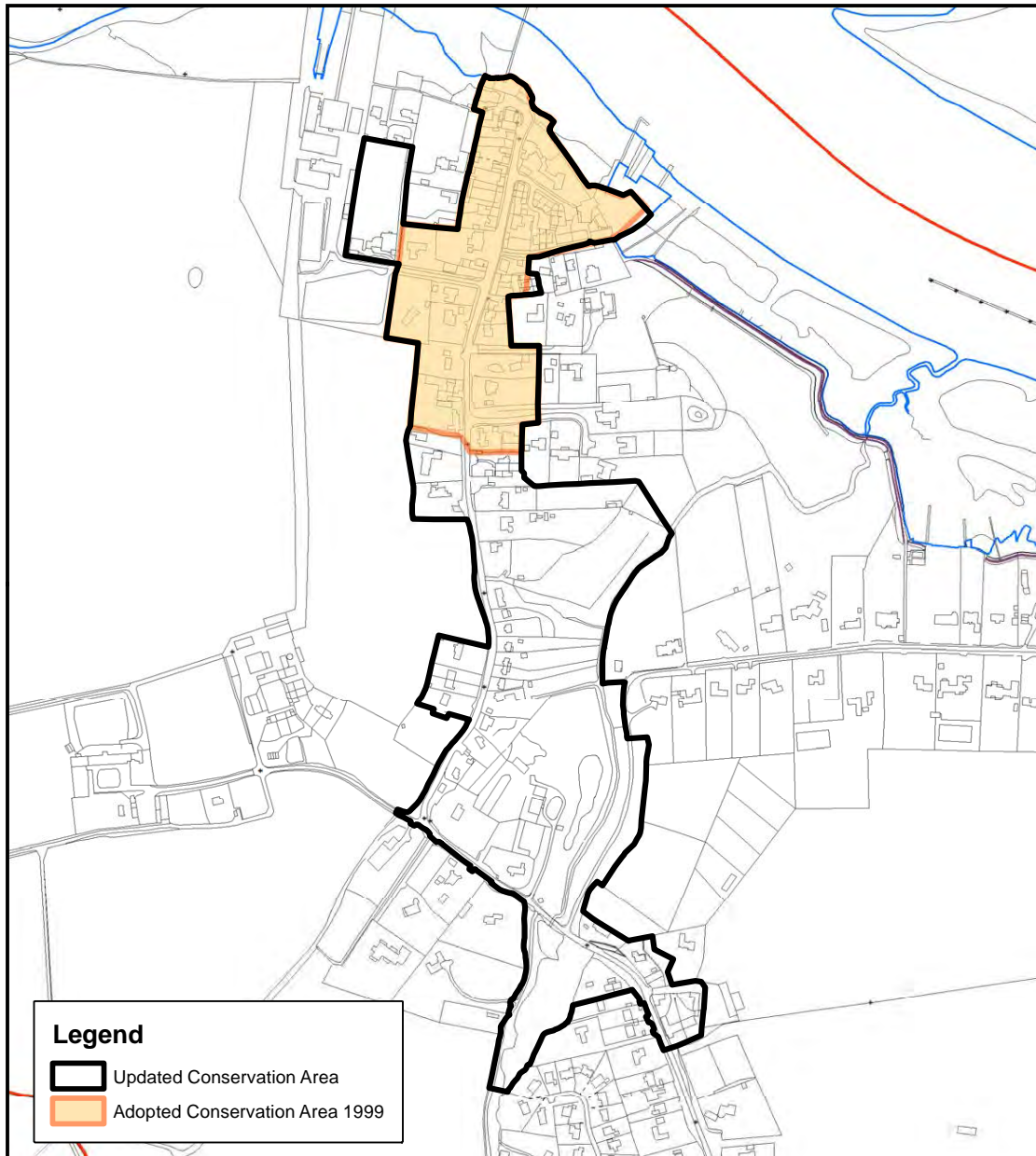
Date: 21/08/2013

Author:



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**Map 21.26 West Itchenor Conservation Area**



**CHICHESTER DISTRICT COUNCIL**



Location West Itchenor

Description Adopted Local Plan 1999  
Inset map 57C - changes to Conservation Area

Scale: 1:5,500

Date: 21/08/2013

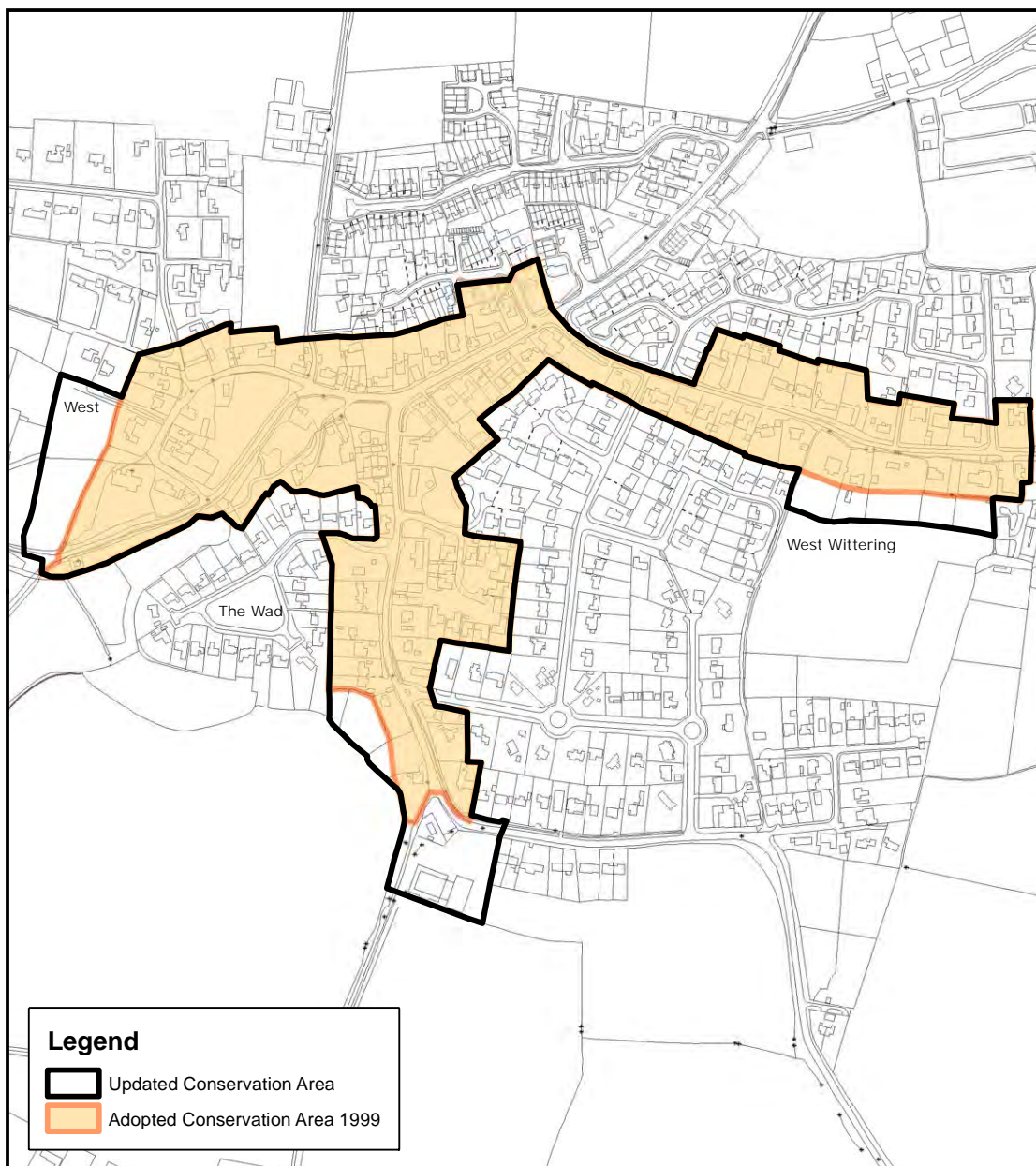
Author:



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Map 21.27 West Wittering Conservation Area



CHICHESTER DISTRICT COUNCIL



Location West Wittering

Description Adopted Local Plan 1999  
Inset map 37 - changes to Conservation Area

Scale: 1:5,000

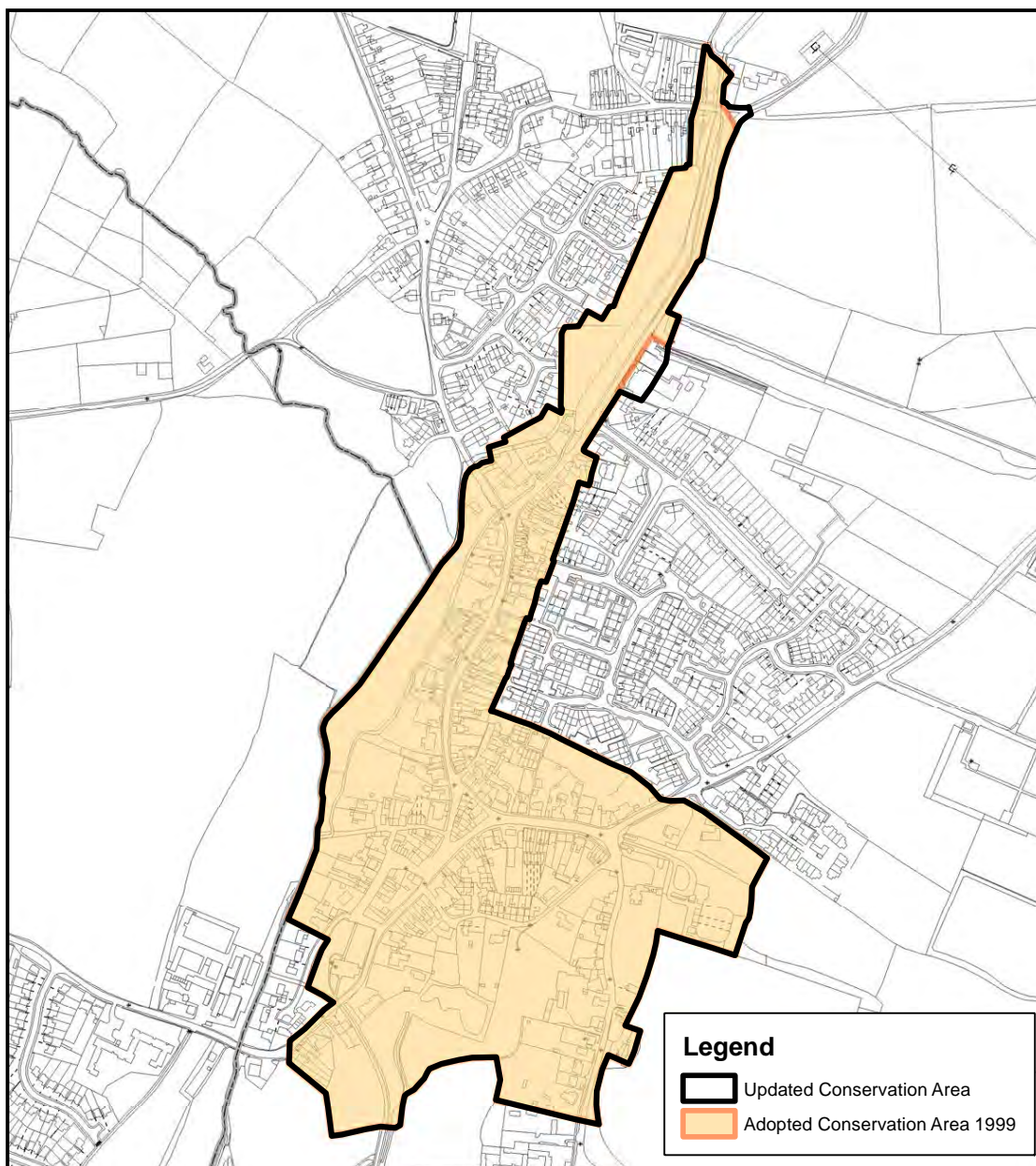
Date: 21/08/2013

Author:



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Map 21.28 Westbourne Conservation Area



CHICHESTER DISTRICT COUNCIL



Location Westbourne

Description Adopted Local Plan 1999  
Inset map 38 - changes to Conservation Area

Scale: 1:5,500

Date: 21/08/2013

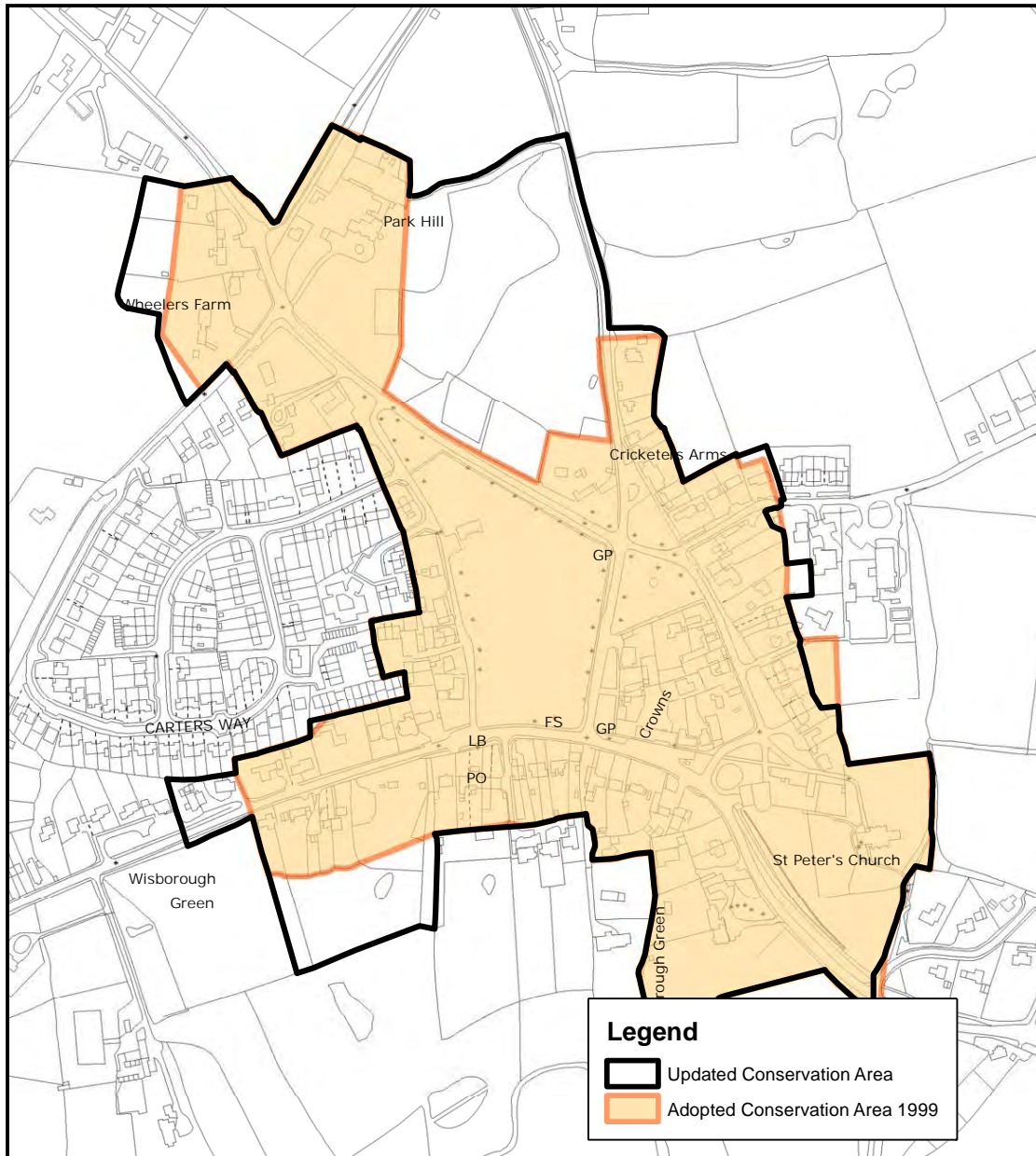
Author:



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**Map 21.29 Wisborough Green Conservation Area**



**CHICHESTER DISTRICT COUNCIL**



Location Wisborough Green

Description Adopted Local Plan 1999  
Inset map 40 - changes to Conservation Area

Scale: 1:4,000

Date: 21/08/2013

Author:



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## 22 . Glossary

**Affordable Housing:** Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision:

- **Social rented housing** is owned by local authorities and private registered providers (as defined in Section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
- **Affordable rented housing** is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
- **Intermediate housing** is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing
- Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes.

**Amenity:** A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

**Amenity space:** External amenity space comprising for example: gardens (both public and private), roof terraces and balconies.

**Ancient woodland:** An area that has been wooded continuously since at least 1600 AD.

**Appropriate Assessment:** This is an assessment of the potential effects of a proposed plan - 'in combination' with other plans and projects - on one or more European Special Areas of Conservation. The 'assessment' proper is a statement which says whether the plan does, or does not; affect the integrity of a European site. However the process of determining whether or not the plan will affect the site is also commonly referred to as 'appropriate assessment'. The process is usually documented in a report.

**Authority's Monitoring Report (AMR):** This enables the local authority to assess the extent that the policies and proposals set out in the Local Plan are being achieved. The AMR allows the local planning authority to identify when a review of policies or proposals will be necessary.

**Approved body:** is defined in S106s as being one of the following - 1. a Registered Provider being one of the Council's preferred partners; or 2. such other Registered Provider, acceptable to the Council (acting reasonably) in accordance with the Council's Supplementary Planning Guidance; or 3. such other body specialising in the delivery of Affordable Housing as the Council shall approve in writing.

**Area Action Plans:** These are plans that are specific to a geographical area that is in need of significant change or conservation (e.g. regeneration, or growth areas, or an area where there is significant pressure for development). The action plan could identify sites for specific uses, specific policies and proposals for that area. They may also include detailed design criteria to apply to that area, and a timetable for implementation. Action plans should help to ensure development of appropriate scale, mix and quality in those areas.

**Areas of Outstanding Natural Beauty (AONB):** Areas of high scenic quality that have statutory protection in order to conserve and enhance the natural beauty of their landscapes. AONB landscapes range from rugged coastline to water meadows to gentle lowland and upland moors. Natural England has a statutory power to designate land as AONB under the Countryside and Rights of Way Act 2000. Chichester Harbour AONB is located within the Local Plan Area.

**Article 4 Direction:** A special planning regulation adopted by a Local Planning Authority to provide additional powers of planning control in a particular location. It operates by removing "Permitted Development" rights over certain specified classes of minor alterations and extensions, such as porches, replacement of windows and doors and painting of the exterior of a building.

**Biodiversity:** The totality of genes, species, and ecosystems of a region.

**Biodiversity Action Plan:** A Strategy prepared for a local area aimed at conserving and enhancing biological diversity.

**BREEAM:** Building Research Establishment Environmental Assessment Method - The BREEAM family of assessment methods and tools are all designed to help construction professionals understand and mitigate the environmental impacts of the developments they design and build.

**Chichester City Sub-Regional Centre:** Sub-regional centre providing a wide range of higher order services and facilities - employment, shopping, education, health, entertainment, arts and culture - serving a wide catchment area extending outside the District.

**Chichester District:** the administrative region for which Chichester District Council is responsible, stretching from Selsey in the south to just south of Haslemere in the north, and from Hermitage and Westbourne in the west to Tangmere, Bury and Wisborough Green in the east.

**Coalescence:** The merging or coming together of separate towns or villages to form a single entity.

**Code for Sustainable Homes:** A framework that measures the environmental performance of new homes against a range of criteria and standards.

**Community Infrastructure Levy (CIL):** A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

## 22 . Glossary

**Comparison shopping:** The purchase of items not obtained on a frequent basis where the shopper compares the price and quality before a purchase is made, e.g. clothes, fashion, gift merchandise, electrical goods, and furniture. Generally high street shopping.

**Conservation Area:** An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas Act) 1990. There is a statutory duty to preserve or enhance the character, appearance, or setting of these areas.

**Conservation Area Character Appraisal:** An appraisal of the characteristics and features that are important to the character of a particular Conservation Area.

**Conservation Area Consent:** Consent required for the demolition of an unlisted building within a Conservation Area.

**Convenience shopping:** Broadly defined as food shopping, drinks, tobacco, newspapers, magazines and confectionery, purchased regularly for relatively immediate consumption. Generally supermarket shopping.

**Density (Housing):** The number of dwellings per net residential area, normally measured by dwelling per hectare.

**Density (Job):** The number of jobs in relation to the working age population.

**Department for Communities & Local Government (DCLG):** Sets policy on local government, housing, urban regeneration, planning and fire and rescue, and has responsibility for all race equality and community cohesion issues in England. It also has responsibility for building regulations, fire safety and some housing issues in England and Wales.

**Designated heritage asset:** A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Development:** Defined under the 1990 Town and Country Planning Act as “the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land.” Most forms of development require planning permission.

**Developer Contributions:** Financial and physical contributions necessary and directly related to the needs of a development for infrastructure and community facilities. They are usually secured by the use of a planning obligation.

**Development Management:** The local planning authority team responsible for processing and determining planning applications, along with other applications including works to trees, advertisements and listed buildings.

**Development Plan:** This includes adopted Local Plans, neighbourhood plans, and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken



in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)

**Development Plan Document (DPD):** Formal plans that set out policies for a particular geographical area. They are subject to public consultation and a Sustainability Appraisal. They must also be considered at independent examination and obtain Council approval before they can be adopted.

**Employment Land Review (ELR):** A background study understanding land and property markets and the type of interventions that might be required to bring employment land forward alongside new housing growth. These are a key tool in identifying and securing business land to meet market needs and to meet growth and regeneration policy objectives.

**English Heritage:** Statutory organisation responsible for protecting and promoting the historic environment in England.

**Environment Agency:** A national organisation set up with effect from April 1996, assuming the responsibilities for environmental matters previously held by the National Rivers Authority, Her Majesty's Inspectorate of Pollution, and the Waste Regulation Authorities.

**Environmental Impact Assessment (EIA):** A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

**Flood Risk Assessment (FRA):** An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

**Geodiversity:** The range of rocks, minerals, fossils, soils and landforms.

**Greenfield:** An undeveloped site, especially one being evaluated and considered for commercial development or exploitation.

**Green Infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Gypsies and Travellers:** Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

**Habitat:** The natural home of an animal or plant often designated as an area of nature conservation interest.



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**Habitats Regulation Assessment (HRA):** The European Habitats Directive (92/43/EC) requires ‘appropriate assessment’ of plans and projects that are, either alone or in combination with other plans and projects, likely to have a significant impact on national and international designated sites.

**Hearing:** An opportunity for comments on submitted documents to be considered by an independent inspector appointed by the Government. The purpose of the Hearing is to consider whether a document is ‘sound’.

**Heritage Asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Highways Agency:** An executive agency of the Department of Transport. The Highways Agency is responsible for operating, maintaining and improving the strategic road network of England.

**Historic Parks and Gardens:** A park or garden of special historic value and have been included on the national Register of Parks and Gardens of special interest in England based on an assessment by English Heritage.

**Housing Needs Survey:** A robust study of the housing needs for a particular area which includes analysis of needs for affordable housing, and the mix of tenures, types and size of dwellings needed.

**Home & Communities Agency (HCA):** An agency whose role is to create opportunity for people to live in high quality, sustainable places. It provides funding for affordable housing, brings land back into productive use and improves the quality of life by raising standards for the physical and social environment.

**Horticultural Development Areas (HDA):** Designated areas for horticulture, the purpose of which is to promote this important sector of agriculture while protecting the environment and amenities of residents.

**Infrastructure:** The basic physical and organisational structures and facilities (e.g. buildings, roads, and power supplies) necessary for development to take place.

**Infrastructure Delivery Plan (IDP):** This will set out the current planned and required infrastructure, when it will come forward, who will be leading on each aspect and funding responsibilities.

**Infilling:** Development that is located on sites situated between existing uses and buildings.

**International, national and locally designated sites of importance for biodiversity:** All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites

**Landscape Character Assessment:** A background study that identifies the features or combinations of elements that contribute to the character of the landscape. LCA's can make a contribution to planning policies and the allocation of land for development.

**Listed Building:** A building of special architectural or historic interest designated by English Heritage and included on a statutory list. They are graded I, II\* or II, with Grade I being the highest.

**Local Development Order:** An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

**Local Development Scheme (LDS):** A timetable and project plan for the production of all documents relating to a Local Plan.

**Local Enterprise Partnership (LEP):** A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

**Locally Listed Building:** A building or structure of good quality design and with historic features which, whilst not listed by the Secretary of State, the Council deems to be an important part of the District's heritage, as a reminder of the historical development of an area which the District Council believes is worthy of recognition and retention wherever possible.

**Local Nature Reserve (LNR):** Designated under the National Parks and Access to the Countryside Act 1949 by Local Authorities in consultation with Natural England for their locally important wildlife or geological features.

**Local Plan:** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

**Local Planning Authority (LPA):** The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

**Local Transport Plan:** A five-year plan, which is drawn up by the Transport Authority in association with local authorities and subject to widespread consultation. It includes future investment plans and proposed packages of measures to meet local transport needs.

**Masterplan:** A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.

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**Material Consideration:** Any factor relevant to the determination of a planning application or appeal, subject to limits set out in planning statute law, government circulars and guidance.

**Mitigation Measures:** These are measures requested/carried out in order to limit the damage by a particular development or activity.

**Mixed Use (or Mixed Development):** Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

**National Nature Reserve (NNR):** Designated under the National Parks and Access to the Countryside Act 1949 or the Wildlife and Countryside Act 1981 primarily for nature conservation, but can also include sites with special geological or physical features.

**National Park:** The Environment Act 1995 set out two statutory purposes for National Parks in England and Wales:

1. Conserve and enhance the natural beauty, wildlife and cultural heritage
2. Promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the Public

When National Parks carry out these purposes they also have the duty to seek to foster the economic and social well-being of local communities within the National Parks. The South Downs National Park Authority (SDNPA) is the organisation responsible for promoting the purposes of the National Park and the interests of the people who live and work within it.

**Natural England:** Statutory organisation responsible for natural resources in England. It works to enhance biodiversity, landscapes and wildlife in rural, urban, coastal and marine areas; promoting access, recreation and public well-being, and contributing to the way natural resources are managed so that they can be enjoyed now and in the future.

**Neighbourhood Development Order:** An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which Parish Councils and neighbourhood forums can grant permission for a specific development proposal or classes of development.

**Neighbourhood plans:** A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

**New Homes Bonus:** A grant paid by central government to local councils for increasing the number of homes and their use. The New Homes Bonus is paid each year for 6 years. It is based on the amount of extra Council Tax revenue raised for new-build homes, conversions and long-term empty homes brought back into use. There is also an extra payment for providing affordable homes.

**Ofwat:** The Water Services Regulation Authority is the economic regulator of the water and sewerage sectors in England and Wales. They make sure that the companies provide household and business consumers with a good quality service and value for money.

**Open space:** All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

**Pitch/Plot:** a pitch on a 'gypsy and traveller' site and 'plot' means a pitch on a 'travelling showpeople' site (often called a 'yard'). This terminology differentiates between residential pitches for 'gypsies and travellers' and mixed-use plots for 'travelling showpeople', which may/will need to incorporate space or to be split to allow for the storage of equipment.

**Planning condition:** A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

**Planning Inspector:** An independent person employed by the Planning Inspectorate to consider appeals against refusals of planning permission and into issues relating to planning policy, including Development Plan Documents.

**Planning Inspectorate (PINS):** A Government Agency who use independent Inspectors to undertake and manage planning appeals and hold inquiries into local development plans and Local Development Frameworks.

**Planning permission:** Formal approval sought from a Council, often granted with conditions, allowing a proposed development to proceed. Permission may be sought in principle through outline planning permission, or be sought in detail through full planning permission.

**Planning obligation:** A legally enforceable obligation entered into under S106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Previously developed land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Priority habitats and species:** Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

**Public Inquiry:** A very formal type of Independent Public Hearing where each side is represented by a solicitor (usually a barrister), and witnesses are cross examined to ensure that the Planning Inspector understands the detailed arguments involved.

**Public realm:** The space between and within buildings that are publicly available, without charge, for everyone to use or see, including streets, squares, parks and open spaces.

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**Ramsar sites:** Wetlands of international importance, designated under the 1971 Ramsar Convention.

**Real Time Passenger Information:** An electronic passenger information display system which provides updated information about current bus or train services (e.g. expected arrival and departure times, and information about the nature and causes of disruptions).

**Regionally Important Geological/Geomorphological Sites (RIGS):** A British network of sites selected and conserved by informally constituted groups of volunteers working closely with statutory and voluntary conservation bodies. The scheme began in 1990. Local records are maintained by the Sussex Biodiversity Records Centre.

**Regulations:** As set out in the Town and Country Planning (Local Planning) (England) Regulations 2012.

**Renewable and low carbon energy:** Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

**River Basin Management Plan:** Prepared by the Environment Agency under the Water Framework Directive. It sets out the pressures facing the water environment in the River Basin District and focuses on the protection, improvement and sustainable use of the water environment.

**Rural diversification:** A term relating to improving and sustaining the quality, range and occupational mix of employment in rural area in order to provide wide and varied work opportunities for rural people, including those formerly or currently employed in agriculture and related sectors.

**Rural exception sites:** Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

**S106:** See planning obligations

**Saved Policies:** Development Plan policies that have been saved for a limited period until they are incrementally replaced by policies in local development documents, once adopted.

**Scheduled Ancient Monument:** A nationally important archaeological site included in the Schedule of Ancient Monuments maintained by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979.



**Service villages:** Villages that either provide a reasonable range of basic facilities (e.g. primary school, convenience store and post office) to meet the everyday needs of local residents, or villages that provide fewer of these facilities but that have reasonable access to them in nearby settlements.

**Settlement hubs:** Defined by the Sustainable Community Strategy, these are secondary service centres, providing a reasonable range of employment, retail, social and community facilities serving the settlement and local catchment areas.

**Sequential Test:** A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield land before greenfield sites, town centres before out of centre and sites at less risk of flooding before others.

**Settlement boundary:** These are defined around settlements and their purpose is to prevent settlements from sprawling. Generally development proposals will be considered more favourably within the Built-Up Areas.

**Settlement hierarchy:** Settlements that are categorised in a hierarchy, based on the services and facilities in the settlement. See Policy 2 for further details on Chichester District's settlement hierarchy.

**Sites of Nature Conservation Importance (SNCI):** A non-statutory designation made by West Sussex County Council. Their special characteristics mean they are high priority sites and their maintenance is important.

**Site of Special Scientific Interest:** Sites designated by Natural England under the Wildlife and Countryside Act 1981.

**Soundness:** The independent Inspector will consider the soundness of the Local Plan and other local development documents. This involves consideration of issues such as whether the content of the plan is based on robust evidence, whether the plan has been produced in accordance with the Statement of Community Involvement and national and regional planning policy.

**Source Protection Zones:** Areas defined by the Environment Agency for groundwater sources such as wells, boreholes and springs used for public drinking water supply. They show the risk of contamination from any activities that might cause pollution in the area.

**South Downs National Park (SDNP):** The South Downs National Park was designated by Natural England with the two purposes of conserving and enhancing its natural beauty and promoting opportunities for enjoyment and public understanding of the Park. National Parks are nationally important precious landscapes whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard them. Together with Areas of Outstanding Natural Beauty they enjoy the highest level of protection through the planning system. The South Downs National Park Authority also has a duty to seek to foster the economic and social well-being of the local communities within the SDNP.

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**Special Area of Conservation:** Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

**Special Protection Areas:** Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

**Statement of Community Involvement (SCI):** Sets out the standards which local authorities will achieve in relation to involving the community in the preparation, alteration and continuing review of all local development documents and in development control decisions. The SCI is not a development plan document but is subject to independent examination.

**Strategic Environmental Assessment (SEA):** A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

**Strategic Flood Risk Assessment (SFRA):** A broad scale assessment of flood risk carried out by the local planning authority to inform the preparation of its Local Development Documents (LDD), having regard to catchment-wide flooding issues which affect the area. Policies in LDD should set out the requirements for site specific Flood Risk Assessment (FRAs) to be carried out by developers and submitted with planning applications in areas of flood risk identified in the plan.

**Strategic Housing Land Availability Assessment (SHLAA):** A background study to support the delivery of sufficient land for housing to meet the community's need for more homes. These assessments are required by the National Planning Policy Framework.

**Strategic Housing Market Assessment (SHMA):** A study into how local authorities can develop a good understanding of how housing markets operate, particularly in terms of need and demand in their communities. Reflecting the objectives and approach set out in National Planning Policy Framework, it is primarily intended to assist local authorities and their stakeholders to plan for housing in sub-regional housing markets.

**Strategic Viability Study:** A background study to assess development viability whilst meeting sustainable development, affordable housing targets, renewable energy targets and major highway improvements.

**Sui Generis** Certain uses do not fall within any planning use class and are classed as 'sui generis'. Such uses include theatres, houses in multiple occupation, scrap yards, petrol filling stations, nightclubs, launderettes, amusement centres and casinos.

**Suitable Alternative Natural Greenspace (SANGs)** are areas of existing open space that have been identified for enhancement so that they can be made more accessible and attractive to visitors.

**Supplementary Planning Documents (SPD):** Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

**Super-fast Broadband:** Super-fast broadband refers to broadband connections of 20 Megabits per second (Mbps) or above. While the current average UK broadband connection is around 8-9Mbps (2012), super-fast broadband products deliver speeds of up to 100Mbps, usually through fibre-optic broadband networks

**Sustainability Appraisal (SA):** A tool for appraising policies to ensure that they reflect sustainable development objectives (i.e. economic, social and environmental factors). It incorporates Strategic Environmental Assessment (SEA). Sustainability Appraisal is required under the 2004 Planning and Compulsory Purchase Act to be carried out on all Development Plan Documents and certain Supplementary Planning Documents

**Sustainable Community Strategy (SCS):** A document produced by Local Strategic Partnerships. The strategy provides a vision for the area and a series of actions needed to deliver that vision. The vision and actions should promote or improve the economic, social and environmental well being of our area. The actions carried out through the planning system will help to deliver parts of the Sustainable Community Strategy (those that relate to development and use of land).

**Sustainable development:** Resolution 42/187 of the United Nations General Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy *Securing the Future* set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

**Sustainable Drainage Systems (SuDS):** systems designed to mimic the natural drainage of a site in order to control the quantity of run-off; and to enhance the nature conservation, landscape and amenity value of the site and its surroundings. These typically include swales, attenuation ponds, wetlands, and permeable surfaces.

**Tenure blind:** where there is no distinction in visual appearance between homes of different tenures.

**Transit sites:** Sites made available for Gypsies and Travellers who need to temporarily stop. There are limits on how long families can stay on these sites which is normally between 28 days and 3 months. Transit sites are generally used by families who have been evicted from their previous accommodation and are looking for a new place to live.

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**Travelling Showpeople:** Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently but excludes Gypsies and Travellers.

**Use Classes Order (UCO):** This is supplementary legislation which specifies a number of broad "classes of use"; changes of use can be made between different uses within the same class without the need for planning permission. In some circumstances it is possible to change between classes without applying for planning permission as specified by the General Permitted Development Order.

**Variable Message Systems (VMS):** Electronic traffic signs used to provide updated information or messages for drivers and road users (e.g. relating to traffic congestion or car parking availability).

**Water abstraction:** this is the process of taking water from a ground source, either temporarily or permanently.

**Water Framework Directive (WFD):** This European Directive, together with emerging River Basin Management Plans, looks at integrated management of water resources, taking account of abstraction, water quality and flooding.

**Water Resource Zones (WRZ):** A water resource zone is an area in which all consumers experience the same level of water supply reliability

**Wastewater Treatment Works (WwTW):** also known as sewage treatment works where contaminants are removed from wastewater and sewage.

**Windfall sites:** Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

## A . Appendix 1 - Green Infrastructure

**A.1** For the purpose of this document 'Green Infrastructure' refers to landscape, ecology and ecological features and infrastructure both existing and aspired to support transport by non-motorised forms.

**A.2** The purpose of this Strategy is to identify existing green infrastructure (GI) on and adjacent to the four strategic development locations, consider what enhancements or introductions should be made, set high level standards for future management and provision, and to recommend how the overall strategy might be delivered.

**A.3** The guiding principles for green infrastructure use connectivity and multifunctionality to create a robust and coherent network of green spaces to address identified deficits and needs.

**A.4** The vision is to provide a long term framework for the SDLs to shape and enhance an integrated and multifunctional green network between the Plan Area's distinctive local environments to ensure they can adapt to climate change and are managed and valued as part of sustainable, prosperous and healthy lifestyles.

**A.5** The aims of the strategy are to:

- Identify strategic initiatives and project proposals to provide a high quality of life for the people who live and work in the area;
- Seek to maximise the multifunctional use of open space and natural spaces for a range of benefits including biodiversity; tackling, mitigating and adapting to climate change; the production of food, fibre and fuel; economic investment and activity; health, landscape, recreation and well-being;
- Promote connectivity of all types of green and blue spaces at a range of scales; and
- Provide a key element of the sub-region's mitigation strategy in relation to the Habitats Regulations.

**A.6** Green infrastructure provision should be integral to the design and layout of the strategic sites. One of the characteristics of Chichester city is that the built up area is not particularly visible in long distance views from the South Downs. The Cathedral spire is a clear landmark but the rest of the city is largely obscured due to low-rise buildings and plentiful tree cover. Therefore the strategic sites should be masterplanned to ensure that there is sufficient tree planting to minimise the impact of new development within the landscape and to help the new development integrate with the rest of the city.

**A.7** In addition, tree planting and landscaping has the potential to:

- Enhance open spaces and the public realm;
- Assist with improving air quality and biodiversity; and
- Assist with adaptation to climate change.



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**A.8** Trees act as carbon sinks, can reduce energy use for heating and cooling buildings by shading them in summer and sheltering them in winter and help reduce surface water run-off.

**A.9** Well-designed and managed assets, particularly those that engage local communities and which relate to landscape character and heritage, can enhance local sense of place and foster community spirit. Where the strategic sites contain existing hedgerows and mature trees, the expectation is that layout of the site is masterplanned around these existing features. This will help screen development from long distance views and assist with maximising opportunities for biodiversity benefits.

**A.10** The strategic sites will require sustainable drainage systems (SuDS) to attenuate surface water runoff. These should form part of a comprehensive green infrastructure strategy that should be an integral part of the masterplanning and can:

- Restore wetlands, enhancing biodiversity; and
- Provide a facility for informal recreation.

**A.11** Sustainable water management may be implemented through drainage schemes, including on-site balancing lakes and waterways, which are designed to alleviate the flooding of neighbouring areas. Locating new green infrastructure features on top of ground protection zones could avoid risks of contamination to ground water. Agricultural land and wetlands can be used to store flood water in areas where there is no risk to homes and buildings.

### Ecological Corridor and Strategic Sites

**A.12** Chichester District Council worked in partnership with Forest Research UK and the National Park Authority to identify and map the components of local ecological networks. This is in response to the Natural Environment White Paper, which stated that for biodiversity and designated sites to flourish it is important not only to protect designated sites (SSSI, SPAs, SACs) but also the corridors and stepping stones that connect them. This prevents the designated sites from becoming isolated and degraded and allows species to move and therefore better adapt to changing conditions.

**A.13** Chichester District Council's Green Infrastructure Mapping Project indicates that the West of Chichester site contributes to the strategic network of green corridors within the Biodiversity Opportunity Areas connecting Chichester Harbour via the west of the City, to the Lavant Watershed and on to the Downs within the National Park. It contains components of the functioning ecological network.

**A.14** The River Lavant and the Lavant Valley area is an important green corridor at Westhampnett, connecting the National Park and the eastern edge of Chichester City and linking with Graylingwell.

**A.15** The existing green corridors at Tangmere and Shopwyke although not of strategic importance, make an important local contribution. There is potential for enhancement or improvement of the existing green corridor which will enable improved connectivity to the other strategic sites and links towards the National Park.

**A.16** It is recognised that the provision of cycling and walking related infrastructure will not always be in harmony with the green infrastructure necessary to maintain and foster ecology (and vice versa). This authority understands these tensions and will look to see that the design of all green infrastructure is borne of a documented discussion of such matters.

**A.17** The maps show the desired ecological connectivity on individual sites; they are not finalised.

### West of Chichester

**A.18** The site contains important components of the local ecological network which contributes to the wider strategic corridor between the Harbour and the National Park. Development will need to be carefully masterplanned to ensure that a continuous corridor and related habitat is retained. This should include but not be limited to retention of the existing ancient woodland in situ and the wildlife corridors/habitats running along the western and eastern boundaries of the site.

**A.19** Development should be concentrated towards Centurion Way, retaining the route within green space, leaving a continuous corridor along the west of the site and improving connectivity of remaining hedgerows where others have been removed (to protect the existing bat network). A country park (potentially along the of the western boundary) may be required to provide a replacement resource for the current use and to offset potential increased recreational disturbance but allowing existing users to gain access to the site. Further work will be undertaken through masterplanning of the site.

The West of Chichester Strategic Site contains the following points of ecological importance/interest:

- Ancient Woodland (which will need to be retained)
- Adjacent to Local Nature Reserve (Brandy Hole Copse)
- Green corridor with elements which contribute to the local ecological network
- Bat ntwork connecting up to the National Park
- Water vole network
- Barn owl habitat
- Close proximity to Chichester Harbour with its international designations (SPA, SAC, SSSI)

### Protected Species Networks

**A.20** Further work is needed to identify any protected species using the site. Bats are a European Protected species and they use the hedges/tree lines running along the field margins for commuting, again providing connectivity to the Harbour in the South and up to

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the Lavant Watershed including the Singleton and Cocking Tunnels Special Area of Conservation which constitutes the most important sites for hibernating bats in the region in particular the rare Barbastelle and Bechstein's, and this is the only known location in Britain for the Greater Mouse-eared Bat.

### Biodiversity Opportunity Areas

**A.21** The West of Chichester Strategic Site lies within the Fishbourne and Chalk streams Biodiversity Opportunity Area. This is one of eight Biodiversity Opportunity Areas (BOAs) identified within the Chichester District Plan Area by the Sussex Biodiversity Partnership. BOAs represent the targeted landscape-scale approach to conserving biodiversity in Sussex and the basis for an ecological network<sup>(1)</sup>. They are the regional priority areas of opportunity for restoration and creation of BAP habitats.

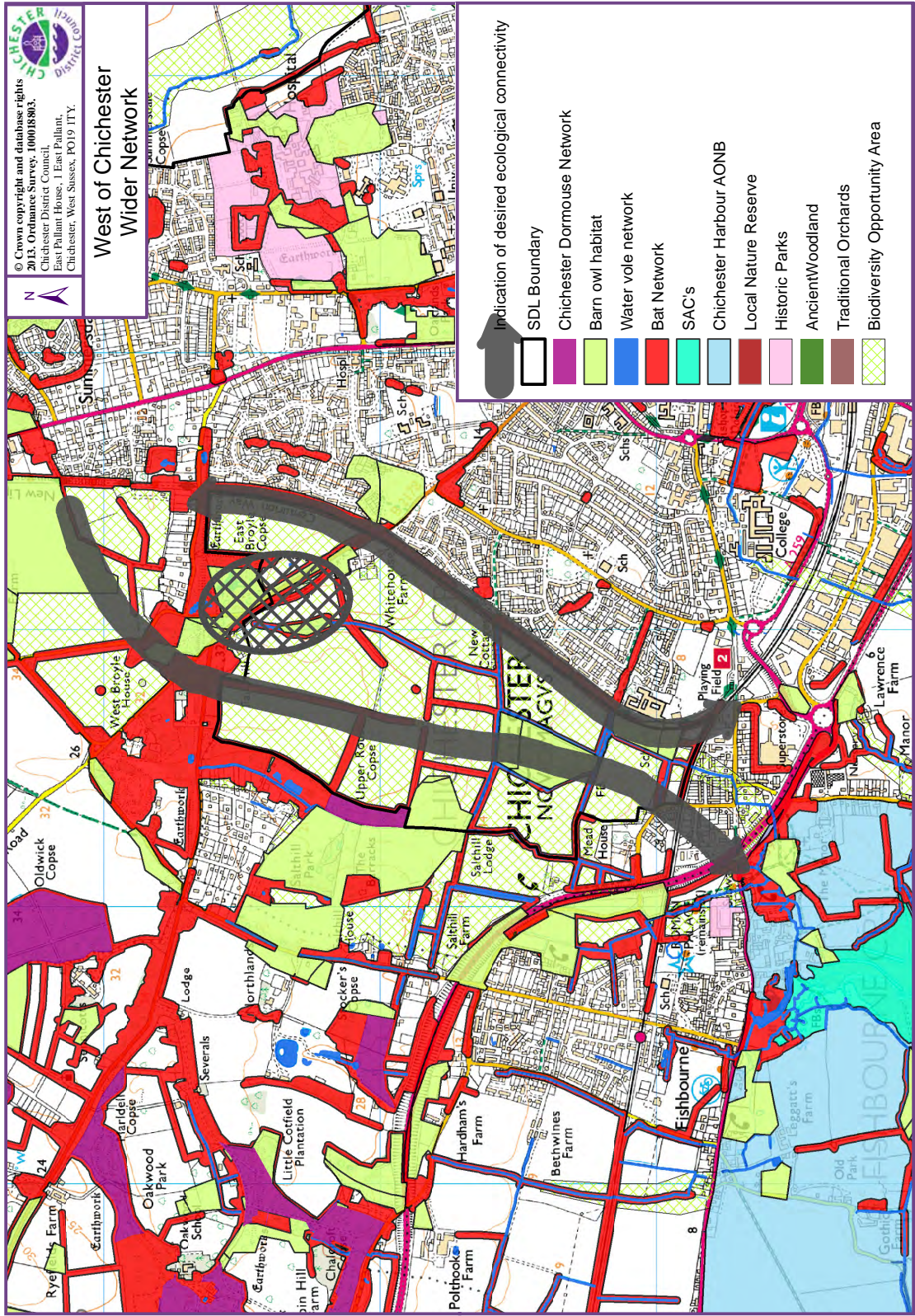
### Recreational Disturbance Issues

**A.22** The West of Chichester Strategic Site is closest of all the strategic sites to Chichester Harbour but provides the greatest opportunity for on-site mitigation. 1000 to 1600 additional dwellings have the potential to increase the recreational pressure at the Harbour. The degree to which such impacts can be avoided will depend on the degree to which the site connects to the harbour for walkers and cyclists and contributions to strategic mitigation through a Solent wide mitigation project.

1 <http://www.biodiversitysussex.org.uk/landscapes>



Map A.1 West of Chichester wider ecological network





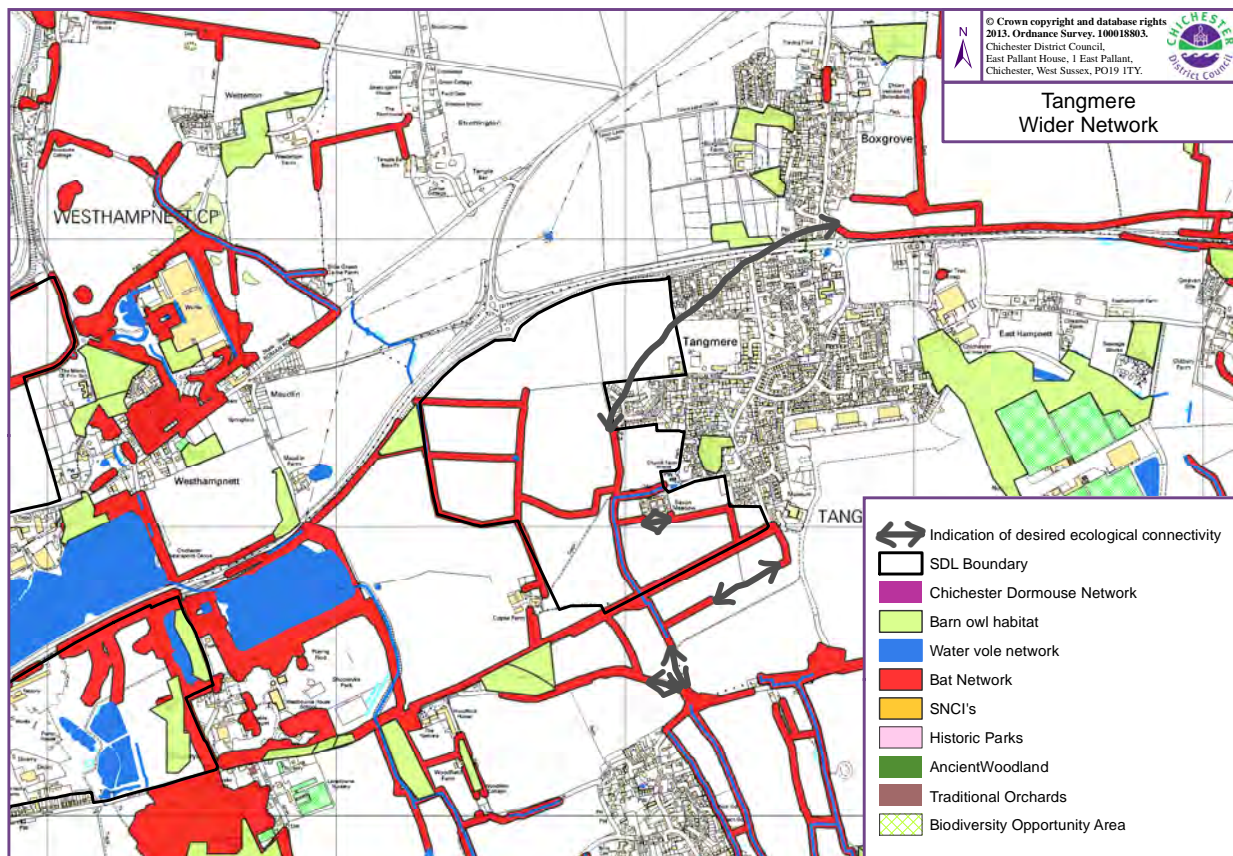
## A . Appendix 1 - Green Infrastructure

### Tangmere

**A.23** Development at Tangmere should protect and enhance the existing components of the local bat and water vole network. Development in the north-west corner of the site should look to ensure the barn owl habitat is retained and improved whilst enabling connectivity in and around the site.

**A.24** Dissection by pedestrian/cycle paths should be avoided or designed to accommodate the movement of species along the ecological corridor.

**Map A.2 Tangmere wider ecological network**





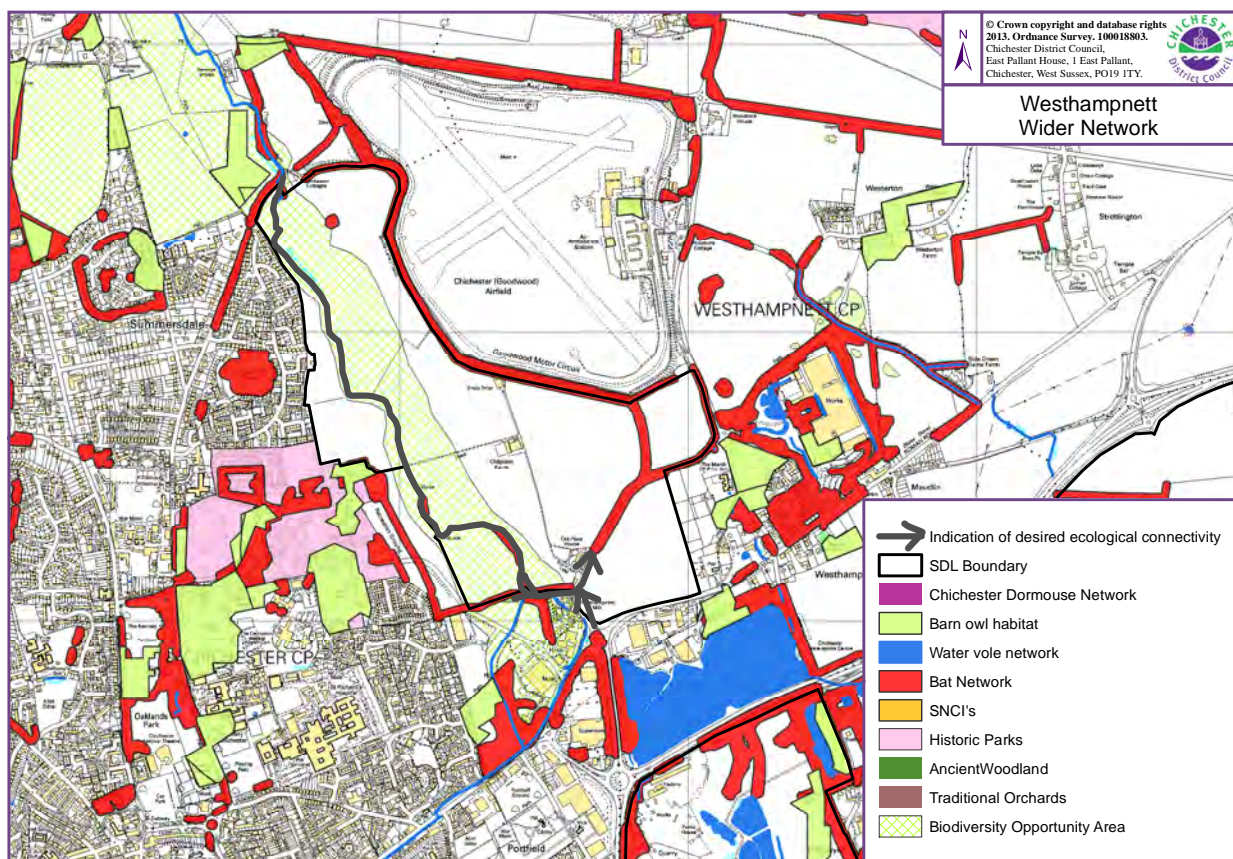
## A . Appendix 1 - Green Infrastructure

### Westhampnett/North East Chichester

**A.25** Development at Westhampnett and North East Chichester should enhance the Lavant Valley which is a biodiversity opportunity area. Existing wildlife corridors along Madgwick Lane leading to the City and National Park should be retained and enhanced.

**A.26** Dissection by pedestrian/cycle paths should be avoided or designed to accommodate the movement of species along the ecological corridor.

**Map A.3 Westhampnett/North East Chichester wider ecological network**



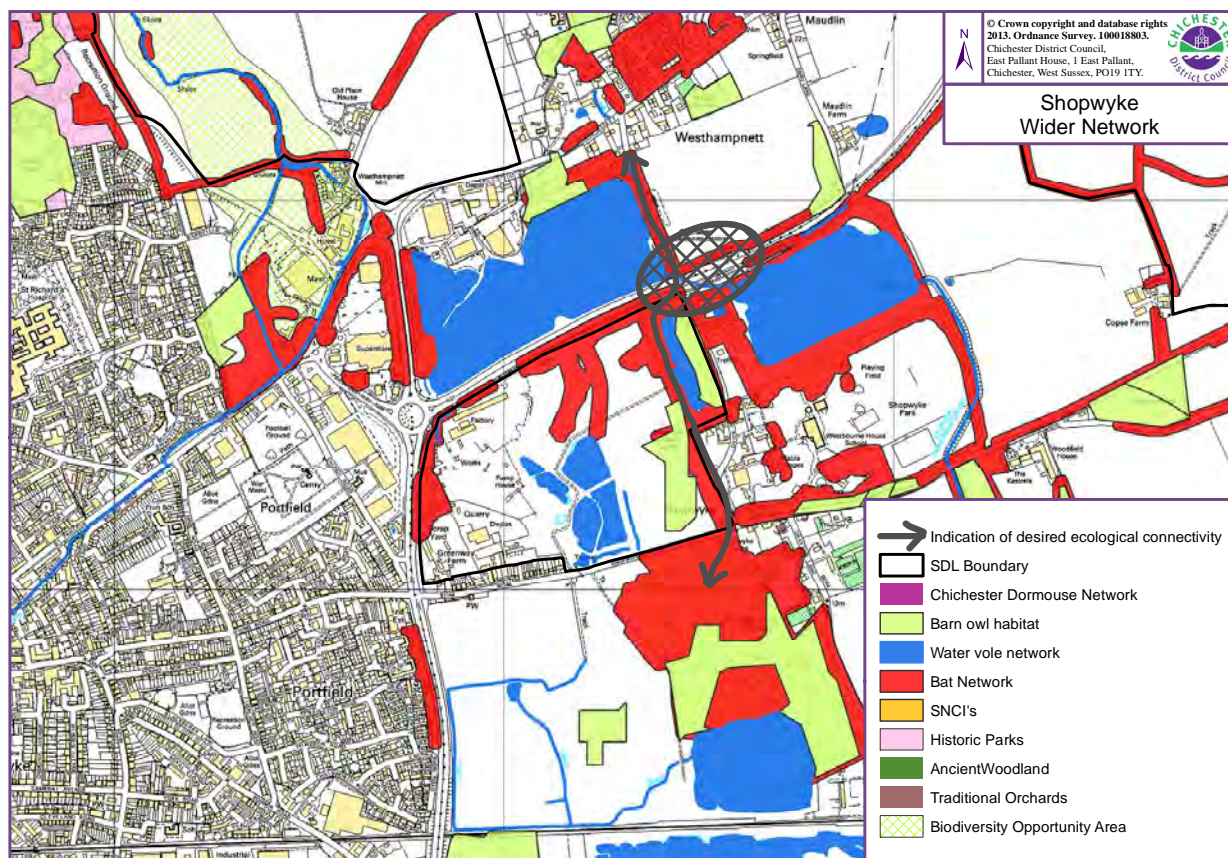
## A . Appendix 1 - Green Infrastructure

### Shopwyke

**A.27** This currently has outline planning permission. Master planning of the site should ensure the biodiversity on site is protected and enhanced.

**A.28** Dissection by pedestrian/cycle paths should be avoided or designed to accommodate the movement of species along the ecological corridor. Green bridges to cross the A27 should be considered as part of the design concept to improve connectivity from the site to the National Park and the other strategic sites mentioned above.

**Map A.4 Shopwyke wider ecological network**





### Cycling, Walking, Bridleways and the Strategic Sites

**A.29** Guiding Principles - the Local Plan Key Policies embody a vision that places great importance on making journeys by sustainable means and shifting travel behaviour so as to reduce car use. This is key to the delivery of a successful Local Plan and entirely congruent with the NPPF's emphasis on 'sustainable development'.

**A.30** The above is particularly the case for short distance journeys within the proposed Strategic Development Locations and the related, and in some cases abutting, urban and rural environment. Especially, though not solely, within such locations sustainable modes such as walking and cycling can make significant contributions to creating a sense of place, the health of residents, transport safety, tackling congestion, tackling climate change and air pollution. This is not 'anti-car' but aimed at providing choice in meeting movement needs.

**A.31** We want to foster and encourage sustainable modes to become the behavioural norm. As such it is important every opportunity to create a new public right of way is explored and that the infrastructure and facilities delivered are state-of-the-art offering a safe, continuous, convenient and attractive way to get from home to key strategic destinations and back.

**A.32** Cycling infrastructure which refers to cycle paths and lanes and supporting facilities includes road crossings, intersections, safety features, route signage, cycle parking facilities and civic art. "Strategic destinations" refer to schools, medical facilities, retail centres, places of employment, transport hubs (train and bus station), leisure facilities, the Harbour and the South Downs National Park.

**A.33** Residents are most amenable to change when they move to new locations, before they have any established travel behaviour. In order to maximise the potential for change in travel behaviour, it is imperative that infrastructure reflecting the design ideals of this document are in place from the first habitation of new properties on strategic sites.

**A.34** New infrastructure must join to and enhance existing infrastructure provision, be attractive, interesting and respect the urban and rural setting through which it passes. Where new paths intersect and join existing facilities of valued landscape design, such as Centurion Way, then the design should seek to work with the character of the existing facility.

**A.35** Naturally, for any site and associated cycling infrastructure, there will be tensions between some of the desired design principles outlined above. For instance there will be interplay between the safety of a route and the directness of its passage between two locations. We expect these factors to be worked through to provide a design that is the best embodiment of all of the listed design principles.

**A.36** Whilst this guidance places emphasis on the four major Strategic Development Locations it is also applicable to smaller non-strategic sites. The well thought integration of infrastructure related to development should make for a coherent network that will be attractive to pedestrians, wheelchair and mobility scooter users.

**A.37** Cycling and pedestrian infrastructure should be designed to:

## A . Appendix 1 - Green Infrastructure

- Be convenient, accessible, safe, comfortable and attractive to all ages and abilities;
- Integrate with and enhance the existing (and aspirational) network and associated facilities;
- Be segregated from motorised transport or using quieter roads (where possible);
- Give priority in urban areas to cyclists and pedestrians over the car<sup>(2)</sup>, provide access by cycle to strategic locations, both on and off site;
- Provide reasonably direct, desire line driven, coherent and flowing routes, be well signed;
- Be integrated into the built environment so as to be visible and not to foster anti-social behaviour or crime;
- Avoid crossing significant geographic features and arterial routes where possible;
- Provide well engineered, safe intersections, road crossings and places where routes join;
- Have a low maintenance surface and low maintenance landscaping by the paths with defined responsibilities for on-going maintenance;
- Where necessary to enhance the existing network into which the paths link, provide secure, weatherproof cycle parking at strategic locations;
- Provide, within SDLs and in particular at employment sites, showers and lockers;
- Be delivered in the earliest phase of a development; and
- Be supported and related to a development specific Travel Plan process.

### Specific design considerations for the Strategic Development Locations

**A.38** The following design considerations offer an overview of the major opportunities, constraints and significant infrastructure that each site will deliver and should be treated as the start point for design and conversations about building cycling and walking into the sites.

**A.39** The maps show the desired connectivity on individual sites and across the strategic development locations, they are not finalised. They do not represent a favoured route but more an aspiration to provide a highly interconnected 'web' of infrastructure that will enable a wide number of journeys.

**Table A.1 Definition of terms**

|  |   |
|--|---|
| Possible route to provide connectivity to/from the SDL | potential route to be delivered in association with the SDL to encourage non-motorised modes of transport (predominantly walking and cycling)           |
| Aspirational   | is any facility/route that has been identified which could be implemented in the future but does not have any funding or approval                       |
| Committed  | planned to be implemented in the next couple of years either through capital works programme, Local Sustainable Transport Fund or developer agreements. |
| Existing   | facilities on the ground.   |
| Bridleway  | a path or track along which horse riders have right of way.   |

## West of Chichester Strategic Development Location

**A.40** The West of Chichester SDL lies entirely down the west flank of Chichester, bounded at its southern-most extent by the railway line and by Brandy Hole Lane and Old Broyle Road in the north.

**A.41** The SDL is bounded to the east by Centurion Way a dual-use path which offers an excellent opportunity to connect cycle paths from the site both to travel south to the City Centre and north to SDNP. It is desirable that the pleasant rural character of Centurion Way is maintained. Existing footpaths 2930 and 3015 also offer opportunities for pedestrian links to the City Centre and could possibly be upgraded to dual-use paths. NCN Route 2 runs east-west to the south of the site on Westgate and Fishbourne Road East with a new dual-use footbridge connecting the two roads.

**A.42** The SDL is within 2km of Chichester City Centre and has a gentle rolling topography rising to a high point of 30m at the north west of the site. The combination of topography, City Centre proximity and the existing Centurion Way offers the possibility of excellent connectivity to the facilities in Chichester. In order to maximise the uptake of cycling as a mode then some of the local roads into Chichester will require investment in the cycling facilities that they offer. These include; Salthill Lane/Newlands Lane, Old Broyle Road/St Paul's Road, (a segregated cycle lane before the road meets Norwich Road), the Westgate/Sherborne Road junction and the Westgate cycle path.

**A.43** Journeys to strategic destinations eastwards, such as the hospital, university and theatre should be sought to be made attractive and possible by following desire lines. This particular aspiration might require bold thinking and action with a view to a wider strategic vision of coherently connecting to Graylingwell, Goodwood, Westhampnett and Tangmere.

**A.44** Footpath 2930, if upgraded to a dual-use path could provide a good link to Salthill Road and Fishbourne.



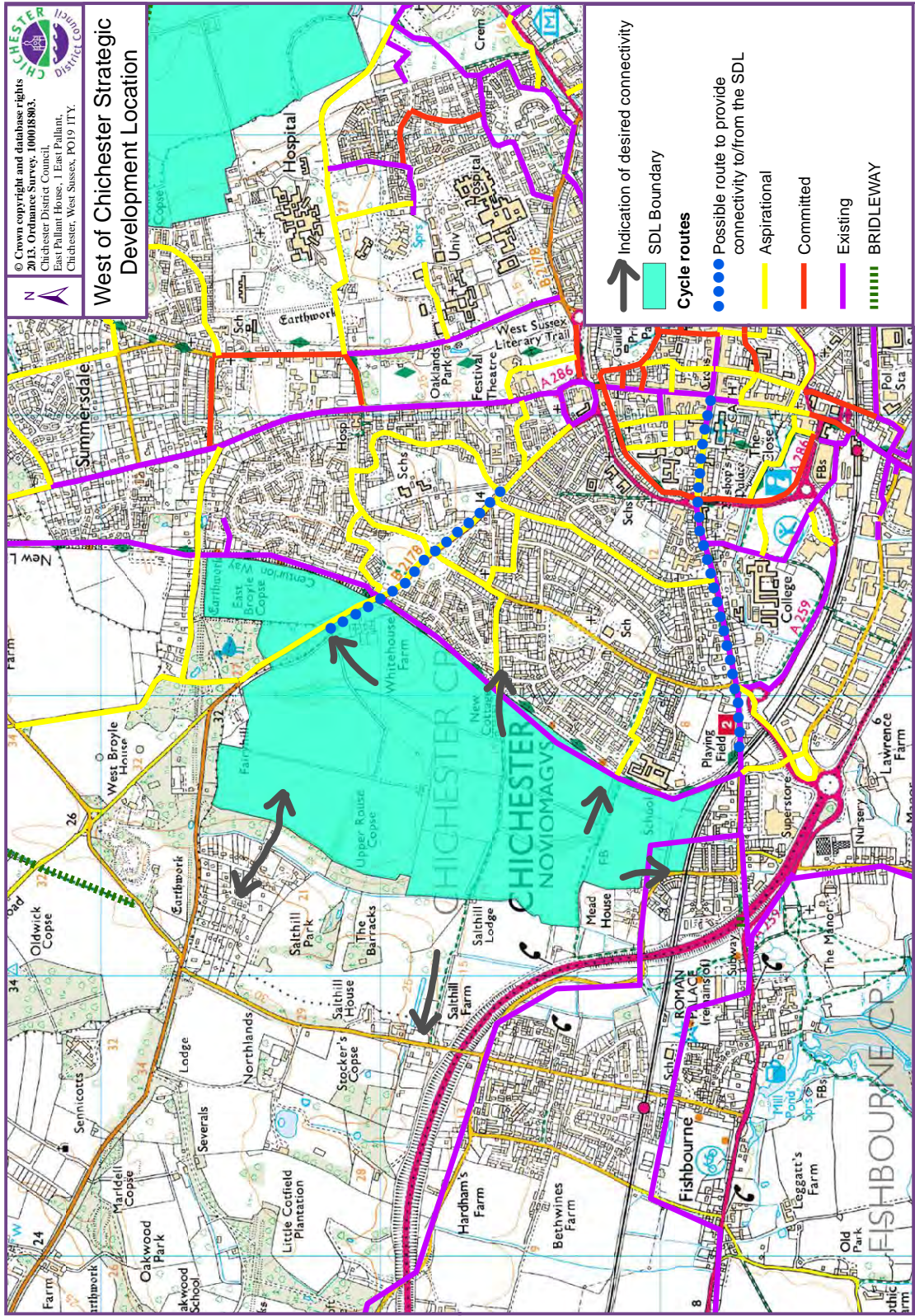
## A . Appendix 1 - Green Infrastructure

**A.45** On-site the new facilities should be served by segregated cycle paths and cycle lanes utilising quiet roads with weather-proof, secure and visible cycle parking facilities at strategic locations.

**Table A.2 West of Chichester SDL – Key design considerations**

| Issue         | Key Points  |
|---------------|---|
| Opportunities | <p>The site is within 2km of Chichester City Centre and is bounded to the East by the Centurion Way.</p> <p>Sustrans route NCN2 at the southern-most part of the site and two existing ROW (3015 and 2930) east-west across the site.</p> |
| Constraints   | Existing housing and other built fabric, railway line and ecology.  |

Map A.5 Connectivity to West of Chichester



## A . Appendix 1 - Green Infrastructure

### Shopwyke Strategic Development Location

**A.46** The Shopwyke SDL lies to the east of Chichester and is bounded by the A27 northwards and westwards, by Coach Lane to the east and Shopwhyke Road to the south.

**A.47** The site is within 2km of Chichester City Centre. Providing attractive and safe ways to cross the A27 is a key to connecting the site meaningfully and attractively to the City Centre. The existing outline planning permission includes a bridge across the A27 both east – west (to join the site to Portfield retail park) and south – north (to join the site to Coach Road (north and onwards north to the SDNP. Upgrade of the toucan crossing between Oving Road and Shopwhyke Road is also proposed.

**A.48** Links to Tangmere (and the Tangmere SDL) can be made preferentially by a path to the south of the A27; this would also have the effect of linking the development to Eastergate, Barnham and Bognor. Likewise links to the Westhampnett SDL must be developed. The Coach Road bridge should be ideally provided as a bridle bridge to maximise its benefit.

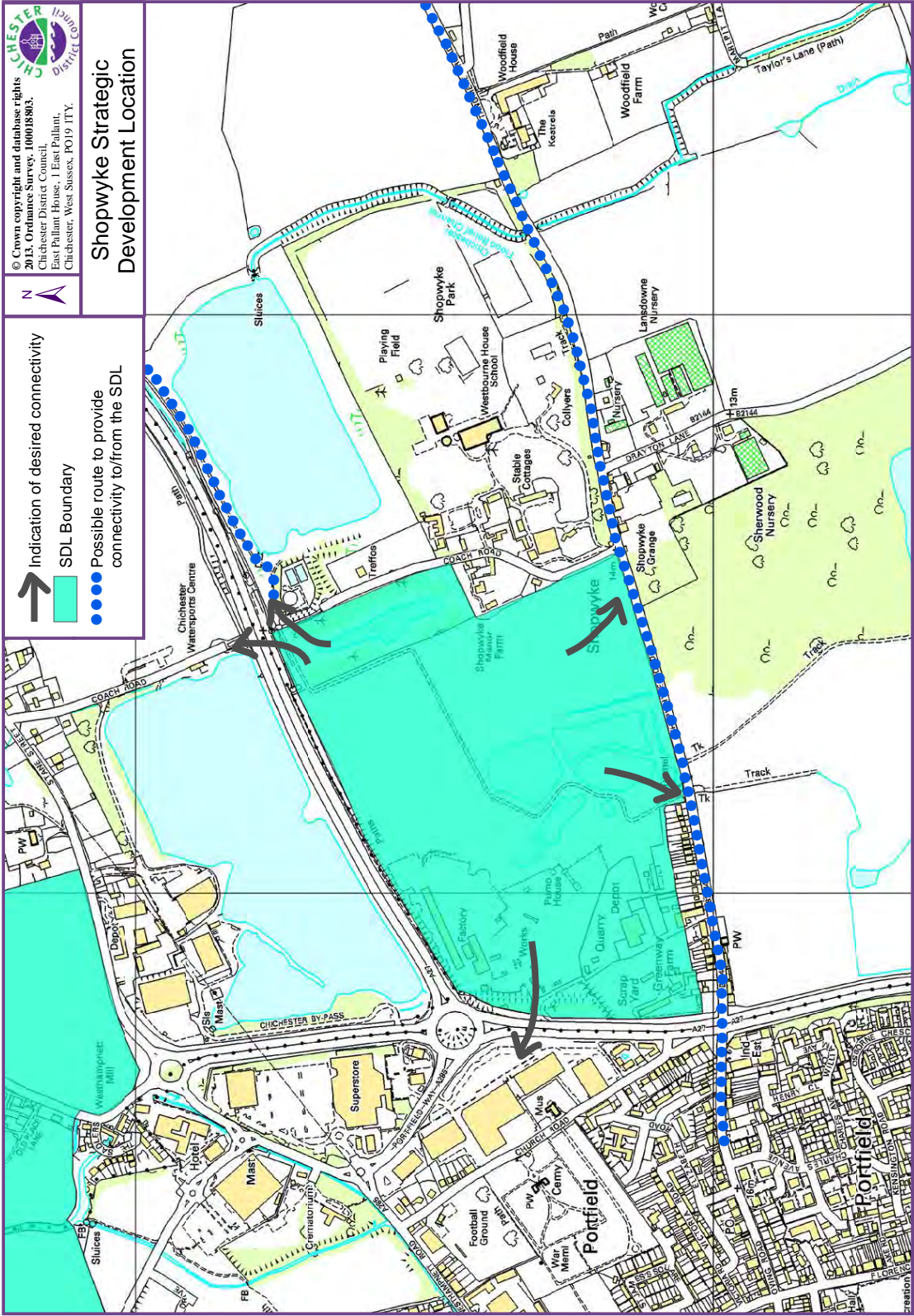
**A.49** On-site the new facilities should be served by segregated cycle paths and cycle lanes utilising quiet roads with weather-proof, secure and visible cycle parking facilities at strategic locations. The paths around the lakes on-site should be suitable for pedestrian and cyclists (dual-use).

**Table A.3 Shopwyke SDL - Key design considerations**

| Issue         | Key Points  |
|---------------|---|
| Opportunities | Link to Chichester, Tangmere and NE Chichester SDL. |
| Constraints   | The A27.  |



Map A.6 Connectivity to Shopwyke



## A . Appendix 1 - Green Infrastructure

### Westhampnett/North East Chichester Strategic Development Location

**A.50** The Westhampnett SDL lies to the north east of Chichester City, abutting Westhampnett Village. Goodwood Airfield bounds the site to the north and east and the River Lavant to the East beyond which is Chichester.

**A.51** This SDL is approximately 2.5km from the Centre of Chichester. Connections to Chichester City Centre are best made via linking the site west across the river Lavant into Graylingwell and Summersdale. To avoid seasonal inundation from the River Lavant any such facility must be raised up across the floodplain. Links to Winterbourne Road and land adjacent to the Graylingwell are preferred routes.

**A.52** Linking the site to the City Centre via Westhampnett Road is a significantly less attractive and safe proposition given the traffic volumes and that the road dimensions and surrounding land heavily constrain any opportunity to upgrade it with cycling and pedestrian facilities.

**A.53** Other opportunities for relevant infrastructure provision exist to link north towards the SDNP via Fordwater Road and east to Coach Road to facilitate links to the more southerly villages. This will take advantage of the bridge to be delivered as part of the Shopwyke Lakes development in due course. Links to Tangmere via Stane Street and the old Arundel Road are essential as this will be an important employment location. Opportunities to facilitate the upgrade of the footpaths to the north and east of Rolls Royce to bridleways should be explored to provide improved connectivity with Westerton and providing safe access to March School from Westerton.

**A.54** Connections to the SDNP can readily be made through the enhancement of the Stocks Lane bridleway 3082/1 with an all year round usable surface. Likewise connecting the site directly to Centurion Way would facilitate access to SDNP and south to Chichester City.

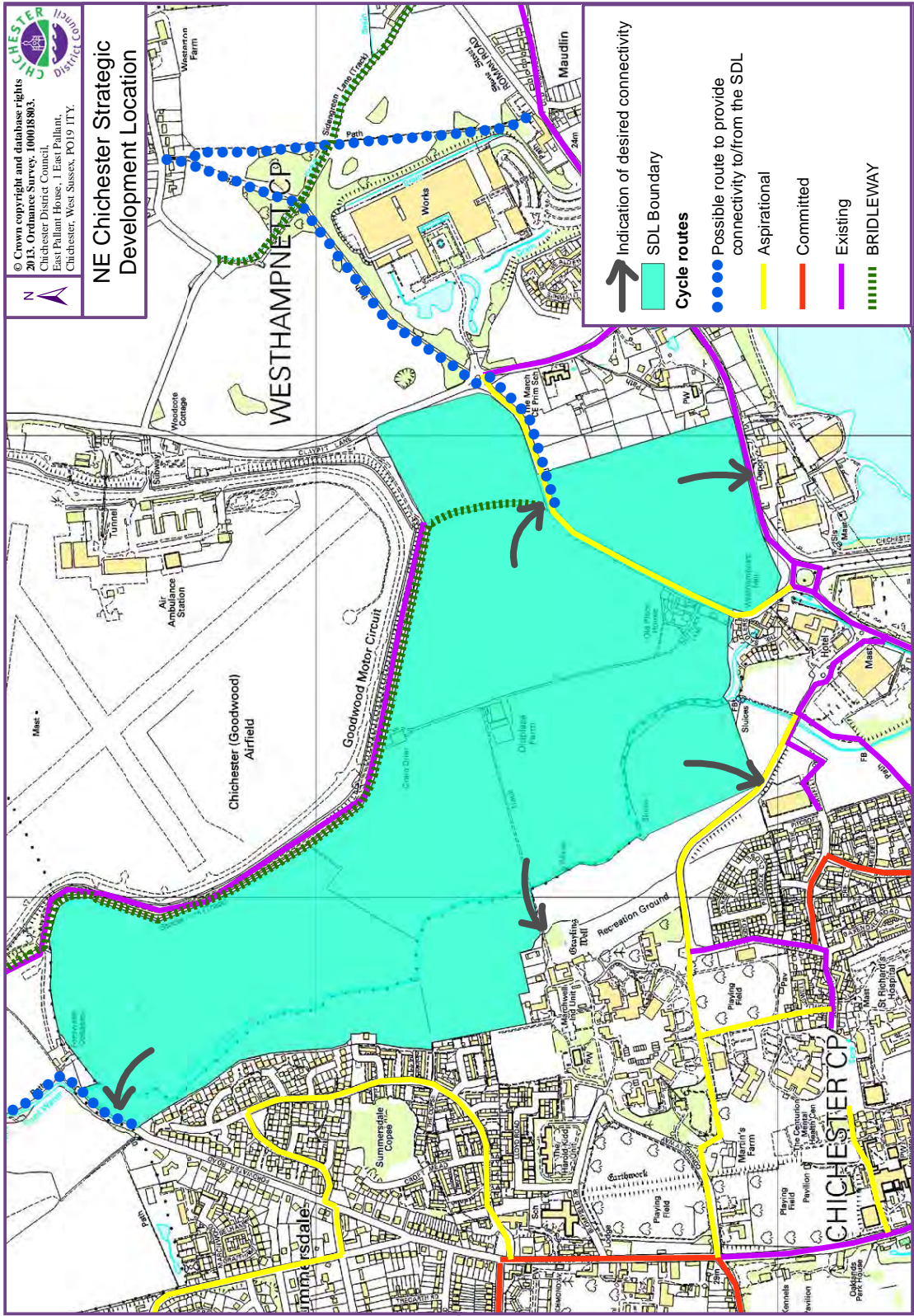
**A.55** On-site the new facilities should be served by segregated cycle paths and cycle lanes utilising quiet roads with weather-proof, secure and visible cycle parking facilities at strategic locations.

**Table A.4 Westhampnett/North East Chichester SDL – Key design considerations**

| Issue         |   |
|---------------|---|
| Opportunities | Link to east Chichester, SDNP and 3082/1                                  |
| Constraints   | River Lavant and flood plain, Goodwood airfield and motor racing circuit. |



Map A.7 Connectivity to Westhampnett/North East Chichester



## A . Appendix 1 - Green Infrastructure

### Tangmere Strategic Development Location

**A.56** The Tangmere SDL is predominantly to the west of Tangmere village and is approximately 4km East of Chichester City Centre and 6km North West of Barnham and the topography is flat in both directions. The distance, topography and pastoral views offer the possibility of excellent cycle paths connecting these three settlements. A potential route from Tangmere to Chichester is a segregated path running parallel to Tangmere Road until Westbourne House School where it will join the road until after Shopwyke Grange and again run parallel to Shopwhyke Road to the Oving traffic light A27 junction. A suitable route to Barnham might include a path across the north part of Tangmere air field and beyond into Arun District's area. The infrastructure must also coherently connect Tangmere to the Shopwyke Lakes SDL.

**A.57** To the North there are the possibilities of connecting to the SDNP via either the footbridge across the A27 to Boxgrove and further west at Coach Road. To the South existing paths 3581 and 279/1 link to the nearby villages of Oving and beyond.

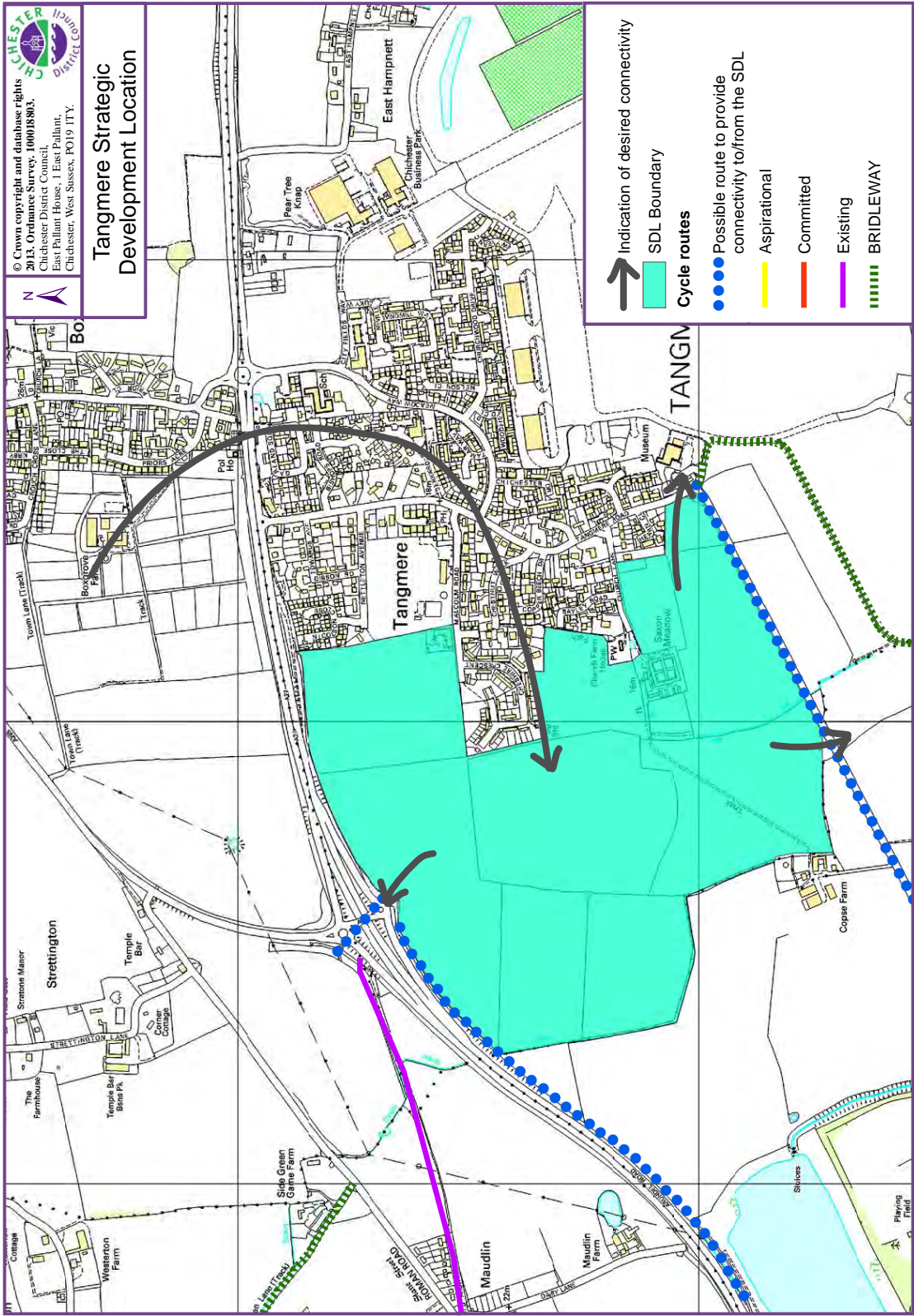
**A.58** On-site the new facilities should be served by segregated cycle paths and cycle lanes utilising quiet roads with weather-proof, secure and visible cycle parking facilities at strategic locations.

**Table A.5 Tangmere SDL – Key design considerations**

| Issue         | Key Points   |
|---------------|--|
| Opportunities | <p>Link to nearby Chichester, nearby villages and SDNP area. Nearby topography very flat.</p> <p>Links and signage to existing footpaths 3581 and 279/1. Link to Westergate, Eastergate and Barnham, nearby villages and SDNP area. Nearby topography very flat.</p> |
| Constraints   | <p>A27, flood alleviation channel, Westbourne House School, Copse Farm and the Westhampnett Road/Drayton Lane B2144.</p>   |

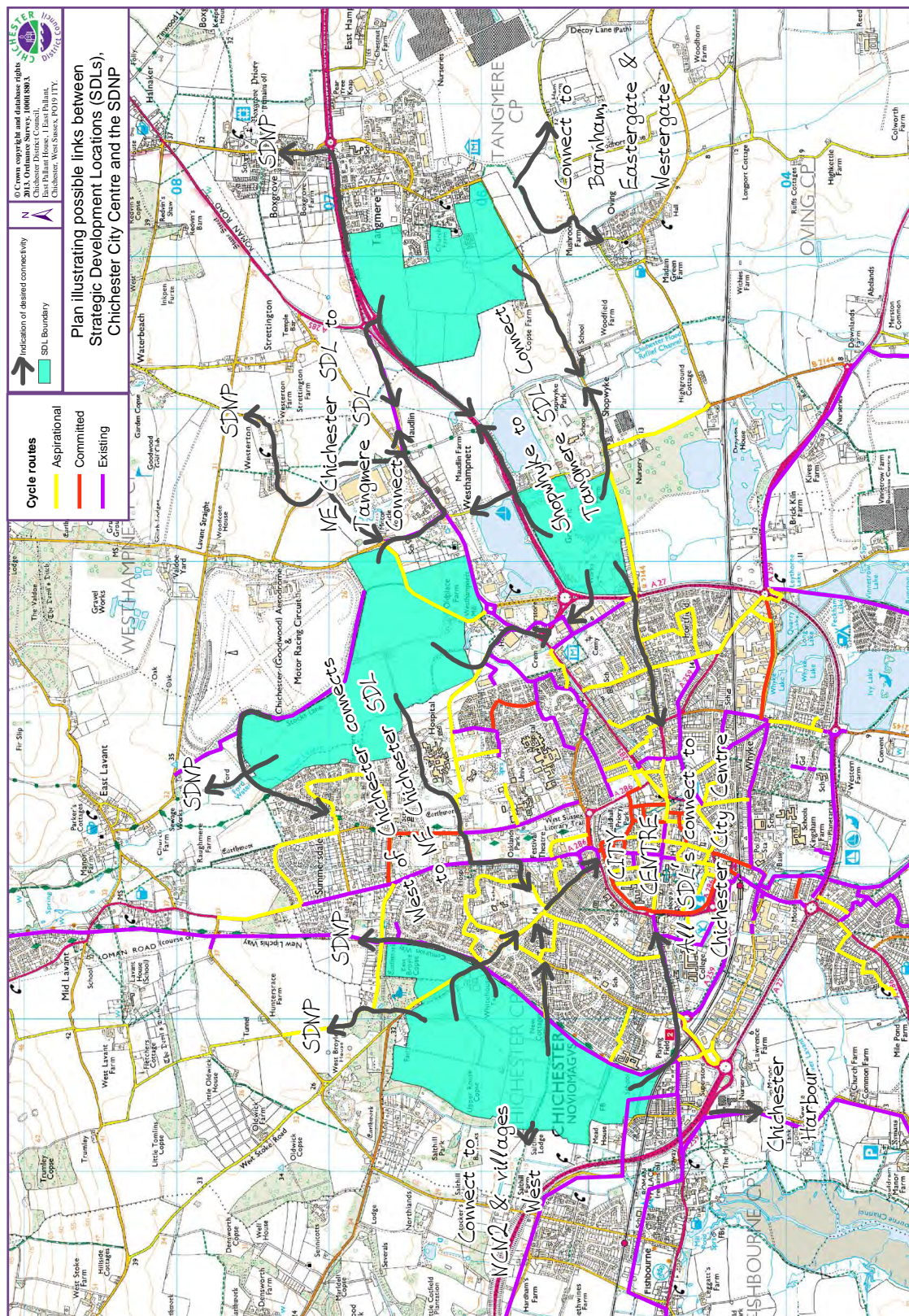


Map A.8 Connectivity to Tangmere





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### Glossary of terms

Cycle lanes - On road lane indicated by a painted line

Cycle tracks - Off-carriageway facilities where space is shared or users are segregated with a white line

Dual use - Infrastructure for walkers, cyclists and wheelchair users

NCN - National Cycle Network

SDLs - Strategic Development Locations

Signed routes - signs directing cyclists

### Evidence Base

- [Local Transport Note 2/08, Cycle Infrastructure Design \(2008\)](#)
- [Local Transport Note 1/12 Shared Use Routes for Pedestrians and Cyclists \(2012\)](#)
- [Manual for Streets \(2007\)](#)
- [Manual for Streets 2 \(2010\)](#)
- [Natural Environment White Paper - The Natural Choice: securing the value of nature \(2011\)](#)
- [West Sussex Transport Plan \(2011 – 2026\)](#)



## A . Appendix 1 - Green Infrastructure

### Car Club

**A.59** The Local Plan Key Policies 'encourages the use of sustainable modes of travel as an alternative to the private car'. Car clubs offer such an alternative to the private car and are a particularly relevant offer to families with an occasional need for a first or second car, low annual mileage car users, students, retired persons and other niche users. The 'collaborative consumption' model of accessing a car through membership of a car club is predicted to become increasingly common through the Plan period. Car club members are documented to be greater users of other green modes as part of their travel mix.

**A.60** Specific design considerations for the Strategic Development Locations - it is likely that the provision of a car club will be through a contract with an external supplier. The contract should be fully funded for an initial period to enable the club to become self-financing. The club should be promoted by residential sales teams and supported by travel planning literature. A marketing budget should form part of the early provision of the service.

**A.61** High quality car club provision should be designed to:

- Be convenient, accessible, safe and attractive;
- Be available early on in any development's phasing, have dedicated parking bay(s) for car club car(s) only;
- Be located where it 'self-advertises' and is highly visible to the residents;
- Be in a location where it is 'safe' to access and return the car at any time of day or night;
- Offer 24 hour telephone support and break-down cover; and
- Be a modern, low-emission and attractive vehicle which, increasingly through the plan period, might be an electric or other non-fossil fuelled vehicle.

As there already exists a car club in Chichester, it may be appropriate, subject to discussion for new car club vehicles to be badged as that 'brand'.

**A.62** Electric Vehicle Charging Points - the Local Plan Key Policies seeks 'to ensure that new facilities are readily accessible by sustainable modes of travel'. Electric vehicles are an example of a sustainable mode of travel that are likely to have increasing market penetration through the plan period. It is important that electric vehicle charging infrastructure to support this growing mode both encourages growth in and supports existing users of the mode.

**A.63** It is anticipated that within the life of the Plan other technologies will emerge for the fuelling of vehicles. These might include, hydrogen, natural gas (CNG) and fuel cell vehicles.

**A.64** Provision will need to be proportionate to predictions of market demand and growth in the market relevant to the technology in question.

**A.65** Electric vehicle charging points should be designed to be;

## A . Appendix 1 - Green Infrastructure

- Long stay locations require trickle feed charging points. Such locations include residential locations and places of employment,
- Short stay locations on, or well connected to, the strategic road network, require rapid or fast charge points. These locations are likely to include major 'A' road service stations, large retail outlets and leisure facilities.

## List of consultations undertaken during the production of the Local Plan, and former Local Development Framework.

| Date                    | Consultation Document  | Link  |
|-------------------------|--|---|
| January - February 2010 | Focus on Strategic Growth Options  | <a href="http://chichester-consult.limehouse.co.uk/portal/cs/growth_options">http://chichester-consult.limehouse.co.uk/portal/cs/growth_options</a>                               |
| August - September 2011 | Housing Numbers and Locations  | <a href="http://chichester-consult.limehouse.co.uk/portal/cs/housing_numbers_and_locations">http://chichester-consult.limehouse.co.uk/portal/cs/housing_numbers_and_locations</a> |
| March - May 2013        | Draft Local Plan Key Policies - Preferred Options                          | <a href="http://chichester.limehouse.co.uk/portal/local_plan/lp_pref_approach">http://chichester.limehouse.co.uk/portal/local_plan/lp_pref_approach</a>                           |
| July - Sept 2013        | Further consultation on Draft Local Plan Key Policies - Preferred Approach | <a href="http://chichester.limehouse.co.uk/portal/local_plan/further_pref_app">http://chichester.limehouse.co.uk/portal/local_plan/further_pref_app</a>                           |

## B . Appendix 2 - Previous Consultations

## C . Appendix 3 - Evidence Base Studies

For more information, or to view any of the completed studies below, either click on the links or go to <http://www.chichester.gov.uk/studies>

### Summary of Evidence - November 2013

| Evidence   | Description   | Consultant/Produced By  | Status   | Date |
|--|---|---|----------|------|
| <a href="#">A revision of the Ancient Woodland Inventory for West Sussex</a>               | A policy tool for assessing and considering the effect of development proposals on ancient woodlands.   | Weald and Downs Ancient Woodland Survey   | Complete | 2010 |
| <a href="#">Beachy Head to Selsey Bill Shoreline Management Plan</a>                       | This is a non-statutory policy document for the planning and management of coastal defences.  | Local Planning Authorities and Government Organisations   | Complete | 2006 |
| <a href="#">Biodiversity and Geological Conservation: Circular 06/2005</a>                 | This circular provides administrative guidance on the application of the law relating to planning and nature conservation as it applies in England.   | Government  | Complete | 2005 |
| <a href="#">Chichester District Car Park Strategy</a>                                      | This strategy was approved for public off-street car parking in the district, following consultation with stakeholders and with the support of the Chichester District Parking Forum.       | Chichester District Council   | Complete | 2010 |
| <a href="#">Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions</a> | This design guidance refers to the assessments and describes in detail appropriate design styles and materials for replacement dwellings or residential extensions for each Character Area. | Terra Firma on behalf of Chichester Harbour Conservancy, Havant Borough Council and Chichester District Council | Complete | 2010 |

## C . Appendix 3 - Evidence Base Studies

|  |   |   |             |         |
|--|---|---|-------------|---------|
| <a href="#">Chichester Harbour AONB Landscape Character Assessment</a> | The assessment informs the Chichester Harbour AONB Management Plan, and provides planning and land management guidelines to assist in conserving and enhancing the distinctive character of the harbour landscapes.   | Chris Blandford Associates for Chichester Harbour Conservancy   | Complete    | 2005    |
| <a href="#">Chichester Harbour AONB Management Plan 2009-2014</a>      | The Chichester Harbour AONB Management Plan provides a framework for the management of Chichester Harbour AONB.   | Chichester Harbour Conservancy  | Complete    | 2008    |
| <a href="#">Chichester Local Buildings List</a>                        | A list of buildings which are important in a local context but not nationally important enough to have a statutory listing. The Local Buildings List includes buildings with historic or architectural associations which are particular to the city of Chichester. | Chichester District Council<br><br>Chichester City Council<br><br>Chichester Conservation Area Advisory Committee | Complete    | Ongoing |
| <a href="#">Chichester Ship Canal Restoration Plan</a>                 | The Chichester Ship Canal Restoration Project aims to restore through navigation from Chichester Canal Basin to Chichester Harbour.   | West Sussex County Council<br><br>The Chichester Ship Canal Trust<br><br>Chichester District Council              | In Progress | Ongoing |
| <a href="#">Chichester Transport Study</a>                             | Transport modelling to assess the likely impacts of different development scenarios on the A27 and other  | Jacobs Consulting   | Complete    | 2013    |



## C . Appendix 3 - Evidence Base Studies

|  |  |  |          |         |
|--|--|--|----------|---------|
|  | roads in and around Chichester City, and to identify potential mitigation measures.  |  |          |         |
| <a href="#">Coastal Defence Strategy</a>   | The Pagham to East Head Coastal Defence Strategy identifies way to manage the risk of flooding and erosion to 5,300 properties on the West Sussex coastline, between Pagham Beach and West Wittering, over the next 100 years. | Environment Agency<br>Chichester District Council<br>Arun District Council | Complete | 2009    |
| <a href="#">Coastal West Sussex Strategic Housing Market Assessment - Update</a> | Assessment of the local housing market which studies the supply and demand for housing; housing and planning policies; the need for affordable housing; and the affordability of the local housing market.                     | GL Hearn for Coastal West Sussex Authorities & South Downs National Park   | Complete | 2012    |
| <a href="#">Combined Horticultural Production and Energy Hubs</a>                | Background study into the horticultural industry in West Sussex.   | Reading Agriculture  | Complete | 2012    |
| <a href="#">Conservation Area Character Appraisals</a>                           | These Appraisals help developers, residents and the Council to understand the history of an area and why it is special. They help shape future developments and planning policies.   | Conservation Studio  | Complete | Ongoing |
| <a href="#">Conservation of Habitats and Species Regulations 2010</a>            | The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the  | Government   | Complete | 2010    |

## C . Appendix 3 - Evidence Base Studies

|  |   |                            |          |      |
|--|---|----------------------------|----------|------|
|  | adaptation of planning and other controls for the protection of European Sites.   |                            |          |      |
| <a href="#">Countryside and Rights of Way Act 2000</a>   | The Countryside and Rights of Way Act 2000 Act provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases measures for the management and protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of Areas of Outstanding Natural Beauty (AONB). |                            |          | 2000 |
| <a href="#">County Parking Standards and Transport Contributions Methodology</a>                             | In September 2010, WSCC adopted a new approach to parking in residential developments and updated the Supplementary Planning Guidance to highlight these changes.   | West Sussex County Council | Complete | 2010 |
| <a href="#">Creating a Prosperous and Sustainable Economy: An Economic Strategy for Chichester 2013-2019</a> | This economic strategy builds on what has been achieved over the past three years and sets a fresh direction for Chichester. It recommends a targeted approach to supporting high growth potential indigenous businesses.   | Nairne Ltd                 | Complete | 2013 |

## C . Appendix 3 - Evidence Base Studies

|   |   |                                       |             |           |
|---|---|---------------------------------------|-------------|-----------|
| <a href="#"><u>Destination Management Plan (Visit Chichester)</u></a> | The Destination Management Plan is designed to capitalise on the strengths and not develop the weaknesses of Chichester District as a destination.  | Visit Chichester                      | Complete    | 2010      |
| <a href="#"><u>Development Viability Study</u></a>                    | A three phase assessment of viability, including affordable housing, overall deliverability of the Local Plan, and Community Infrastructure Levy (CIL).   | Peter Brett Associates                | In Progress | Exp. 2013 |
| <a href="#"><u>Employment Land Review</u></a>                         | Assessment of the supply of, and demand for, employment land.   | Roger Tym & Partners<br>Vail Williams | Complete    | 2009      |
| <a href="#"><u>Employment Land Review - Update</u></a>                | Update to the 2009 study focusing on future demand for employment land.   | GL Hearn                              | Complete    | 2013      |
| <a href="#"><u>Employment Site Viability Assessment</u></a>           | An assessment of sites to assess the financial suitability and viability of each site for employment uses. This will form the basis of further work and identification of sites as part of the Site Allocation DPD. | Capita Symonds                        | Complete    | 2013      |
| <a href="#"><u>Focus on Strategic Growth Options</u></a>              | This document considers potential options for major/significant growth within the district, which will meet part of the district's housing requirements.  | Chichester District Council           | Complete    | 2010      |

## C . Appendix 3 - Evidence Base Studies

|   |  |   |          |         |
|---|--|---|----------|---------|
| <a href="#"><u>Growing Together - A strategy for the West Sussex Growing Sector</u></a> | A strategic plan for developing horticulture in West Sussex.   | Step Ahead Research Ltd   | Complete | 2010    |
| <a href="#"><u>Gypsy &amp; Traveller Accommodation Assessment</u></a>                   | A survey of current gypsy, traveller and travelling show people facilities and needs, carried out over Coastal West Sussex.  | Peter Brett Associates  | Complete | 2013    |
| <a href="#"><u>Gypsy and Traveller Accommodation Needs Assessments: Guidance</u></a>    | This guidance aims to provide advice on carrying out an assessment of the accommodation needs of gypsies and travellers. It is not exhaustive or prescriptive.   | Government  | Complete | 2007    |
| <a href="#"><u>Historic Environment Record</u></a>                                      | A dataset that encompasses the historic environment of West Sussex, including archaeological sites, listed buildings, scheduled monuments registered parks and gardens and the Intensive Urban Survey. | West Sussex County Council<br>Chichester District Council   | Ongoing  | Ongoing |
| <a href="#"><u>Historic Landscape Characterisation of Sussex</u></a>                    | A purely desk-based project that provides a broad brush approach to interpreting the landscape, and should be viewed as a first step to understanding the historic time-depth of any given area.       | West Sussex County Council<br>East Sussex County Council<br>Brighton & Hove Unitary Authority<br>English Heritage | Complete | 2010    |

## C . Appendix 3 - Evidence Base Studies

|  |  |  |             |           |
|--|--|--|-------------|-----------|
| <a href="#">Horticulture and Energy Hub Report</a> | This study looks into the potential of the horticultural industry in West Sussex and to support the sustainable growth of the sector. This is specifically through cluster growth based on Energy Hubs.  | Reading Agriculture  | Complete    | 2012      |
| <a href="#">Housing Implementation Strategy</a>    | Sets out the intended approach for phasing and managing delivery of housing identified in the Local Plan.  | Chichester District Council  | Complete    | 2013      |
| <a href="#">Housing Study (Duty to Co-operate)</a> | Joint study under the 'Duty to Co-operate' to assess overall housing requirements across the Coastal West Sussex & Brighton sub-region, assessing potential housing delivery, taking account of development constraints, and considering options for addressing any housing shortfall. | GL Hearn for Coastal West Sussex Authorities, Brighton & Hove City Council and South Downs National Park | Complete    | 2013      |
| <a href="#">Infrastructure Delivery Plan</a>       | An audit of physical, social and green infrastructure, with the aim of identifying gaps and planned spending over a 15 year period.  | Chichester District Council  | In Progress | Exp. 2013 |
| <a href="#">Intensive Urban Surveys</a>            | A national programme of surveys of the archaeology of historic towns and cities instigated by English Heritage.  | Chichester District Council  | Partial     | 2007      |
| <a href="#">Landscape Capacity Assessment</a>      | Assessment of the physical and environmental constraints on  | Hankinson Duckett Associates   | Complete    | 2009      |



## C . Appendix 3 - Evidence Base Studies

|   |   |  |          |      |
|---|---|--|----------|------|
|   | development in and adjacent to the Sussex Downs AONB and the Chichester Harbour AONB, with a view to identifying the capacity of these areas to accommodate further development.  |  |          |      |
| <a href="#">Landscape Capacity Assessment - Extension</a> | An addendum to the previous Chichester District AONB Landscape Capacity Study covering settlements not included in the earlier document.  | Hankinson Duckett Associates   | Complete | 2011 |
| <a href="#">Local Housing Requirements Study</a>          | Joint study with SDNPA to assess local housing requirements in Chichester District over the period to 2031. This is based on different assumptions about changes in population, household size, migration patterns and employment growth. It also considers potential constraints on housing delivery resulting from environmental and infrastructure capacity, developer activity and the operation of the local housing market. | DTZ  | Complete | 2011 |
| <a href="#">Local Strategic Statement (LSS)</a>           | Informal planning strategy setting out strategic objectives and spatial priorities for the Coastal West Sussex sub-region for the period 2013-2031.   | GL Hearn for Coastal West Sussex Authorities, Brighton & Hove City Council and South Downs National Park | Complete | 2013 |

## C . Appendix 3 - Evidence Base Studies

|  |  |                          |          |      |
|--|--|--------------------------|----------|------|
| <a href="#">Local Transport Note 2/08, Cycle Infrastructure Design</a>                   | This design guide brings together and updates guidance previously available in a number of draft Local Transport Notes and other documents. Although its focus is the design of cycle infrastructure, parts of its advice are equally appropriate to improving conditions for pedestrians.   | Department for Transport | Complete | 2008 |
| <a href="#">Local Transport Note 1/12 Shared Use Routes for Pedestrians and Cyclists</a> | This document focuses on routes within built-up areas, where the predominant function of the route is for utility transport, and where use by pedestrians and/or cyclists is likely to be frequent. Shared use routes are designed to accommodate the movement of pedestrians and cyclists. They can be created from new, or by converting existing footways or footpaths. | Department for Transport | Complete | 2012 |
| <a href="#">Manual for Streets</a>   | Manual for Streets does not set out new policy or legislation, it shows how the design of residential streets can be enhanced. It also advises on how street design can help create better places – places with local distinctiveness and identity. In addition, it establishes a common reference point for all   | Department for Transport | Complete | 2007 |

## C . Appendix 3 - Evidence Base Studies

|  |  |                          |          |      |
|--|--|--------------------------|----------|------|
|  | those involved in the design of residential neighbourhoods.  |                          |          |      |
| <a href="#">Manual for Streets 2</a>               | Through guidance and case studies, this document demonstrates how to extend beyond residential streets to encompass both urban and rural situations, filling the perceived gap in design advice in 'Manual for streets'. It will help those involved in the planning, construction and improvement of our streets to deliver more sensitive designs.   | Department for Transport | Complete | 2010 |
| <a href="#">Marine and Coastal Access Act 2009</a> | An Act to make provision in relation to marine functions and activities; to make provision about migratory and freshwater fish; to make provision for and in connection with the establishment of an English coastal walking route and of rights of access to land near the English coast; to make provision in relation to works which are detrimental to navigation; to amend the Harbours Act 1964; and for connected purposes. | Government               | Complete | 2009 |
| <a href="#">Marine Regulations and Licensing</a>   | The Marine Management Organisation is responsible for most   | Government               | Complete | 2011 |

## C . Appendix 3 - Evidence Base Studies

|   |   |  |             |           |
|---|---|--|-------------|-----------|
|   | marine licensing in English inshore and offshore waters and for Welsh and Northern Ireland offshore waters.   |  |             |           |
| <a href="#"><u>Medmerry draft Management Plan (April 2013 - March 2018)</u></a>                           | A document which will set out the management approach and goals, together with a framework for decision making, to apply in the site for the period to 2018.  | Royal Society for the Protection of Birds          | In Progress | Exp. 2013 |
| <a href="#"><u>National Planning Policy Framework</u></a>   | The NPPF acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.  | Government   | Complete    | 2012      |
| <a href="#"><u>Natural Environment White Paper - The Natural Choice: securing the value of nature</u></a> | The aim of the White Paper is to set out a clear framework for protecting and enhancing the things that nature gives us for free.   | Department for Environment, Food and Rural Affairs | Complete    | 2011      |
| <a href="#"><u>North Solent Shoreline Management Plan</u></a>   | Covers the coastline between Selsey Bill and Hurst Spit including Chichester and Langstone Chichester Harbours and provides an assessment of the coastal flooding and erosion risks and advice to operating authorities and private landowners on the management of their defences. | New Forest District Council                        | Complete    | 2010      |

## C . Appendix 3 - Evidence Base Studies

|   |  |   |          |      |
|---|--|---|----------|------|
| <a href="#">Open Space Study</a>  | A District wide audit and assessment of open space, land and buildings used for public recreation and leisure.   | JPC Strategic Planning and Leisure Ltd    | Complete | 2013 |
| <a href="#">Pagham Harbour Local Nature Reserve Management Plan (2013-2018)</a> | A document which sets out the management approach and goals, together with a framework for decision making, to apply in the site for the period to 2018.   | Royal Society for the Protection of Birds | Complete | 2013 |
| <a href="#">Pagham Harbour Visitor Study</a>                                    | This considers the issue of recreational disturbance on the Harbour.   | Footprint Ecology                         | Complete | 2012 |
| <a href="#">Planning Policy for Traveller Sites</a>                             | The new planning policy for traveller sites should be read in conjunction with the National Planning Policy Framework.   | Government                                | Complete | 2012 |
| <a href="#">Retail Study - Update</a>   | Study providing updated health checks and capacity forecasts for Chichester City and the four smaller town centres in the District.  | DTZ                                       | Complete | 2010 |
| <a href="#">Sequential Test Local Plan Key Policies November 2013</a>           | An assessment of potential strategic development locations in the District, in line with the sequential test set out in Technical Guidance to the National Planning Policy Framework (March 2012). | Chichester District Council               | Complete | 2013 |
| <a href="#">Settlement Capacity Profiles</a>                                    | Study brings together information from a range of different  | Chichester District Council               | Complete | 2013 |



## C . Appendix 3 - Evidence Base Studies

|   |  |  |          |      |
|---|--|--|----------|------|
|   | sources at individual settlement level to inform Local Plan policies, and levels of proposed development to be brought forward in neighbourhood plans and/or through the Site Allocation DPD.              |  |          |      |
| <a href="#">Sites in Chichester City North Development Brief</a>      | Guides the development of land surplus to Sussex Partnership NHS Trust, land at Barnfield Drive and land at the University of Chichester.  | Chichester District Council  | Complete | 2012 |
| <a href="#">Solent Recreational Disturbance and Mitigation Study</a>  | To understand the potential impacts of recreational activity on birds in the Chichester and Langstone Harbours.  | Footprint Ecology  | Complete | 2012 |
| <a href="#">Solent Waders and Brent Goose Strategy</a>                | The Strategy provides an evidence base for use in decision-making processes that may impact on the ecological network of sites used by these birds.  | Solent Forum Nature Conservation Sub-Group   | Complete | 2010 |
| <a href="#">Strategic Flood Risk Assessment</a>                       | Assessment of the flood risk implications of the Core Strategy.  | Capita Symonds   | Complete | 2008 |
| <a href="#">Strategic Growth Study - Wastewater Treatment Options</a> | Examined potential restrictions of Apuldram Wastewater Treatment Works, assessed capacity at other WwTW in the south of the District, and investigated viable options for expanding wastewater capacity to | Environment Agency<br>Southern Water<br>Natural England<br><br>Chichester District Council | Complete | 2010 |

## C . Appendix 3 - Evidence Base Studies

|  |   |  |          |      |
|--|---|--|----------|------|
|  | accommodate future housing and employment growth.   |  |          |      |
| <a href="#">Strategic Housing Land Availability Assessment (SHLAA)</a>                       | Provides information on housing land supply to a base date of August 2012.  | Chichester District Council  | Complete | 2013 |
| <a href="#">A Strategy for the West Sussex Landscape</a>                                     | The Strategy to protect and enhance the landscape of West Sussex as an asset for future generations.  | West Sussex County Council   | Complete | 2005 |
| <a href="#">The Future Growth of Chichester: Landscape and Visual Amenity Considerations</a> | A study of landscape and visual constraints to built development around Chichester.   | Land Use Consultants   | Complete | 2005 |
| <a href="#">Towards ICZM on the Manhood Peninsula</a>  | The spatial plan suggesting management options of the coastal zone from a number of perspectives. It is similar in principle to a Village Design Statement for the peninsula, and comments on how the coastal zone affects/is affected by life there. | Chichester Coastal Change Pathfinder Project on behalf of the Manhood Peninsula Partnership, in conjunction with Chichester District Council | Complete | 2011 |
| <a href="#">UK Marine Policy Statement</a>   | The framework for preparing Marine Plans and taking decisions affecting the marine environment.   | Marine Management Organisation   | Complete | 2011 |
| <a href="#">Updated Demographic Projections for Sussex Coast HMA Authorities</a>             | Updated demographic projections for local authorities in the Sussex Coast Housing Market Area.  | GL Hearn for Coastal West Sussex Authorities, Brighton & Hove City Council,  | Complete | 2013 |

## C . Appendix 3 - Evidence Base Studies

|  |  |  |          |      |
|--|--|--|----------|------|
|  |  | Lewes District Council and South Downs National Park   |          |      |
| <a href="#"><u>Viability of the horticultural glasshouse industry in West Sussex</u></a>           | The purpose of the study is to provide guidance and assistance to West Sussex Growers Association in its discussions with the local planning authorities and other statutory bodies.   | Reading Agricultural Consultants Ltd<br><br>Gerry Hayman Horticultural Consultancy<br><br>Hennock Industries Ltd for West Sussex Growers Association | Complete | 2009 |
| <a href="#"><u>Water Quality and Strategic Growth for Chichester District Background Paper</u></a> | Provides an update on the work of key stakeholders to try and find solutions to the water quality problems affecting development in and around Chichester city.  | Chichester Water Quality Group   | Complete | 2012 |
| <a href="#"><u>West Sussex Rights of Way Improvement Plan</u></a>                                  | A 10 year strategic plan that identifies the actions needed to improve access to the countryside for residents of, and visitors to, West Sussex.   | West Sussex County Council   | Complete | 2007 |
| <a href="#"><u>West Sussex Transport Plan (2011-2026)</u></a>                                      | Sets the strategy for guiding future investment in West Sussex highways and transport infrastructure, and sets a framework for considering transport infrastructure requirements associated with future development across the county. | West Sussex County Council   | Complete | 2011 |

## C . Appendix 3 - Evidence Base Studies

|   |  |   |          |      |
|---|--|---|----------|------|
| <a href="#"><u>Wey &amp; Arun Canal Restoration Implementation Strategy</u></a> | This implementation plan sets out the stages for completing the restoration of the Wey & Arun Canal. | Atkins for the Wey & Arun Canal Trust Limited | Complete | 2007 |
|---|--|---|----------|------|

Figure D.1 Indicative Housing Delivery and Phasing 2012-2029

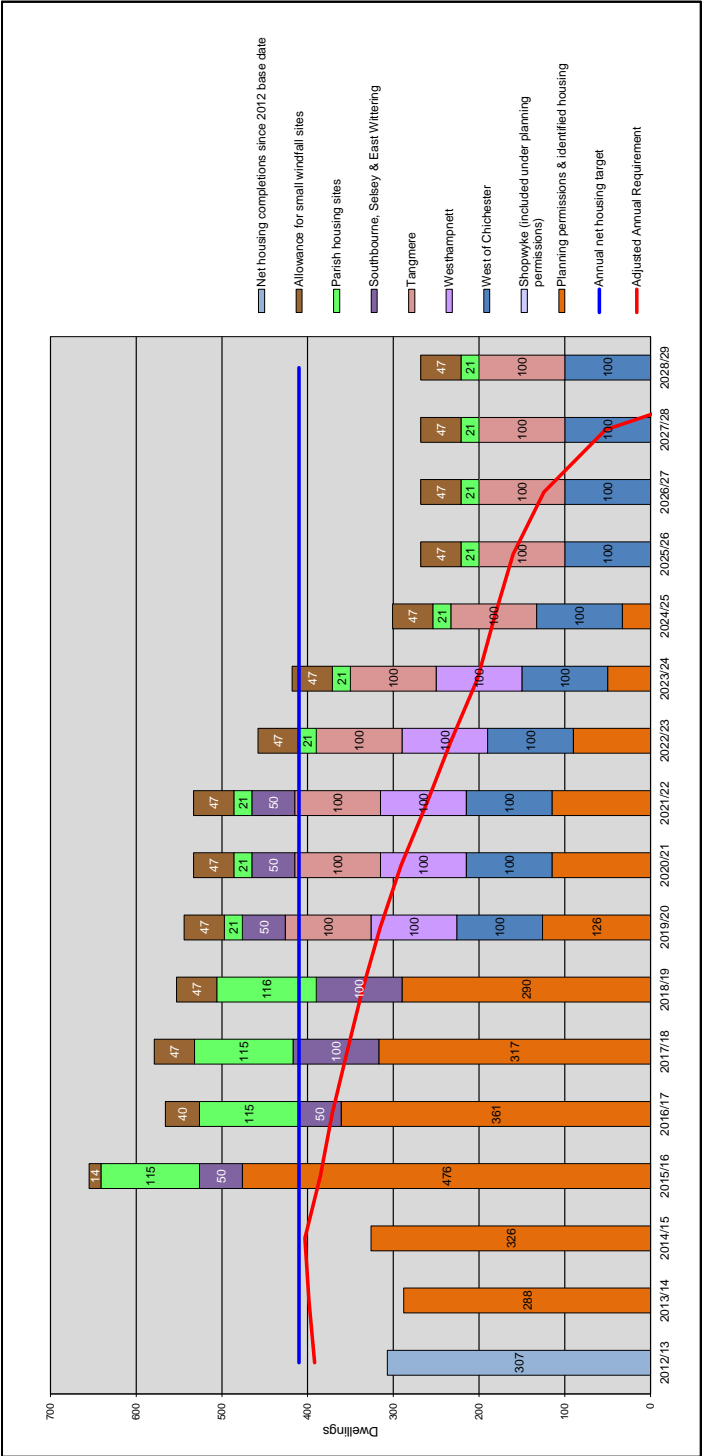
|   | 2012/13     | 2013/14     | 2014/15      | 2015/16      | 2016/17      | 2017/18      | 2018/19      | 2019/20      | 2020/21      | 2021/22      | 2022/23      | 2023/24      | 2024/25    | 2025/26    | 2026/27    | 2027/28    | 2028/29     |
|---|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|------------|------------|-------------|
| <b>Local Plan Area net housing requirement</b>                              |             |             |              |              |              |              |              |              |              |              |              |              |            |            |            |            |             |
| Annual net housing target   | 410         | 410         | 410          | 410          | 410          | 410          | 410          | 410          | 410          | 410          | 410          | 410          | 410        | 410        | 410        | 410        | 410         |
| Cumulative net housing requirement  | 410         | 820         | 1230         | 1640         | 2050         | 2460         | 2870         | 3280         | 3690         | 4100         | 4510         | 4920         | 5330       | 5740       | 6150       | 6560       | 6970        |
| <b>Local Plan Housing Provision</b>   |             |             |              |              |              |              |              |              |              |              |              |              |            |            |            |            |             |
| <b>Existing Housing Provision</b>   |             |             |              |              |              |              |              |              |              |              |              |              |            |            |            |            |             |
| Net housing completions since 2012 base date                                | 307         |             |              |              |              |              |              |              |              |              |              |              |            |            |            |            | 307         |
| Planning permissions & identified housing                                   | 288         | 326         | 476          | 361          | 317          | 290          | 126          | 115          | 115          | 90           | 50           | 33           | 0          | 0          | 0          | 0          | 2587        |
| Allowance for small windfall sites  |             |             |              | 14           | 40           | 47           | 47           | 47           | 47           | 47           | 47           | 47           | 47         | 47         | 47         | 47         | 148         |
| <b>Additional Housing Provision</b>   |             |             |              |              |              |              |              |              |              |              |              |              |            |            |            |            |             |
| Shopwyke (included under planning permissions)                              |             |             |              |              |              |              |              |              |              |              |              |              |            |            |            |            | 0           |
| West of Chichester  |             |             |              |              |              |              |              | 100          | 100          | 100          | 100          | 100          | 100        | 100        | 100        | 100        | 0           |
| Westhampnett  |             |             |              |              |              |              |              | 100          | 100          | 100          | 100          | 100          | 100        | 100        | 100        | 100        | 0           |
| Tangmere  |             |             |              |              |              |              |              | 100          | 100          | 100          | 100          | 100          | 100        | 100        | 100        | 100        | 0           |
| Southbourne, Selsey & East Wittering  |             |             |              |              | 50           | 100          | 100          | 50           | 50           | 50           |              |              |            |            |            |            | 300         |
| Parish housing sites  |             |             |              | 115          | 115          | 115          | 116          | 21           | 21           | 21           | 21           | 21           | 21         | 21         | 21         | 21         | 461         |
| <b>Total Projected Housing Supply</b>                                       | <b>307</b>  | <b>288</b>  | <b>326</b>   | <b>655</b>   | <b>566</b>   | <b>579</b>   | <b>553</b>   | <b>544</b>   | <b>533</b>   | <b>458</b>   | <b>418</b>   | <b>301</b>   | <b>268</b> | <b>268</b> | <b>268</b> | <b>268</b> | <b>3274</b> |
| <b>Housing Supply Position</b>  |             |             |              |              |              |              |              |              |              |              |              |              |            |            |            |            |             |
| Cumulative net completions  | 307         | 595         | 921          | 1576         | 2142         | 2721         | 3274         | 3818         | 4351         | 4884         | 5342         | 5760         | 6061       | 6329       | 6597       | 6865       | 7133        |
| Monitoring position above/below housing requirement                         | -103        | -225        | -309         | -64          | 92           | 261          | 404          | 538          | 661          | 784          | 832          | 840          | 731        | 589        | 447        | 305        | 163         |
| <b>Adjusted Annual Requirement</b>  | <b>392</b>  | <b>398</b>  | <b>403</b>   | <b>385</b>   | <b>371</b>   | <b>354</b>   | <b>336</b>   | <b>315</b>   | <b>291</b>   | <b>261</b>   | <b>233</b>   | <b>202</b>   | <b>182</b> | <b>160</b> | <b>124</b> | <b>53</b>  | <b>-163</b> |
| <b>Five Year Housing Land Supply</b>  |             |             |              |              |              |              |              |              |              |              |              |              |            |            |            |            |             |
| Adjusted five year housing requirement (+/- buffer)                         | 2584        | 2730        | 2831         | 2537         | 2350         | 2147         | 1975         | 1814         | 1667         | 1519         | 1462         | 1452         |            |            |            |            |             |
| Projected five year housing supply (Existing Housing Provision only)        | 1869        | 1918        | 1765         | 1437         | 1198         | 971          | 731          | 638          | 523          | 408          | 318          | 268          |            |            |            |            |             |
| <b>Five Year Housing Surplus/Shortfall</b>                                  | <b>-715</b> | <b>-812</b> | <b>-1066</b> | <b>-1100</b> | <b>-1152</b> | <b>-1176</b> | <b>-1244</b> | <b>-1176</b> | <b>-1144</b> | <b>-1111</b> | <b>-1144</b> | <b>-1184</b> |            |            |            |            |             |
| Projected five year housing supply (including Additional Housing Provision) | 2414        | 2679        | 2897         | 2775         | 2742         | 2621         | 2486         | 2243         | 1978         | 1713         | 1523         | 1373         |            |            |            |            |             |
| <b>Five Year Housing Surplus/Shortfall</b>                                  | <b>-170</b> | <b>-51</b>  | <b>66</b>    | <b>238</b>   | <b>392</b>   | <b>474</b>   | <b>511</b>   | <b>429</b>   | <b>311</b>   | <b>194</b>   | <b>61</b>    | <b>-79</b>   |            |            |            |            |             |

Notes

Shopwyke Strategic Allocation now included under Planning permissions & identified housing  
 Southbourne, Selsey & East Wittering figure reduced by 100 dwellings following permission granted for 50 units at Park Farm, Selsey and 50 units at Beech Ave, Bracklesham.  
 Parish housing sites figures reduced by 104 dwellings following permissions granted on FAD sites which will contribute to meeting parish housing numbers:  
 Northmark, Hunston (18 units); Southfields Close, Donnington (50 of 112 units); Rowan Nursery, Birdham (25 units); The Willows, Hambrook (11 units)



Figure D.2 Housing Trajectory 2012-2029



## E . Appendix 5 - Appropriate Marketing Guidance

**E.1** Certain applications for the change of use or redevelopment of property/land need to be accompanied by robust and credible evidence that adequate marketing has occurred in order to support the argument that the property/land is no longer required. This appendix gives guidance on the evidence that should be provided. Policies contained in the Local Plan which this guidance relates to are:

- Policy 26 – Existing Employment Sites
- Policy 29 – Settlement Hubs and Village Centres
- Policy 30 – Built Tourist and Leisure Development
- Policy 31 – Caravan and Camping Sites
- Policy 37 – Accommodation for Agricultural and other Rural Workers
- Policy 38 – Local and Community Facilities
- Policy 46 - Alterations, Change of Use and/or Re-use of Existing Buildings in the Countryside

### General Requirements of Marketing

**E.2** It is important that the marketing of the land, buildings or site explores appropriate alternative uses; that the marketing price is competitive; the marketing has been appropriate and genuine (this is likely to be in the form of an independent valuer with relevant qualifications); and that a record of all the marketing is presented with the application proposal. The type and scale of marketing should be commensurate with the scale of the facility proposed to be lost.

**E.3** In general, applicants should provide evidence that the site has been vigorously and exhaustively marketed for between a year and 18 months. The period of marketing must have ended on a date within the nine months prior to the date the planning application was submitted.

**E.4** The advice of the District Council should be sought prior to the commencement of any marketing campaign to ascertain the period and extent of marketing required and to discuss the extent of alternative uses that are required to be explored.

**E.5** In all cases the marketing process requires as a minimum:

- Confirmation by an appropriate marketing agent on headed company paper that the premises were appropriately and extensively marketed for the required length of time;
- How interest in the site has been objectively dealt with;
- Details of the conditions/state of the land/premises and their upkeep before and during marketing and viability;
- Details that the marketing price is realistic;
- Dated photographs of marketing board/s on the premises of an appropriate quality, size, scale, location and number during this time;
- An enquiry log, how it was followed up and why it was unsuccessful;
- A copy of all advertisements in the local press and trade journals (should be at least four weeks' worth of advertisements, spread across a six month period);
- Evidence of marketing via the internet.

## E . Appendix 5 - Appropriate Marketing Guidance

### **Additional information relating to the loss of employment land and use**

**E.6** In addition to the general criteria above, where a planning application may lead to the loss of an existing site currently in Business class (B1-B8) or similar sui generis uses to alternative uses (without satisfactory provision for replacement land/floorspace or relocation of existing businesses) supporting information will also be required to demonstrate that:

- The site/premises has been vacant for some time and has not been made deliberately unviable;
- The site/premises has been actively marketed for business or similar uses at a realistic rent/price for a minimum of 2 years or a reasonable period based on the current economic climate;
- Alternative employment uses for the site/premises have been fully explored; where an existing firm is relocating elsewhere within the District, maintaining or increasing employment numbers will be acceptable; and
- For proposals involving a net loss of 2,000m<sup>2</sup> or more employment floorspace, the loss of the site will not result in an under-supply of available employment floorspace in the local area.

### **Additional Information relating to proposals for, or the loss of, tourism and/or leisure development**

**E.7** In addition to the general criteria above evidence may be required to demonstrate:

- Marketing and viability assessment for loss of tourist or leisure development including holiday accommodation;
- Evidence of the need for new tourist facilities to show a high demand on existing sites and justification for new sites, having regard to the quantitative and qualitative analysis of the range of tourist accommodation, including details about other local touring and permanent sites.

### **Additional Information relating to housing for agricultural and other rural workers**

**E.8** In addition to the general criteria above, evidence may be required to demonstrate:

- That the dwelling has been marketed for a reasonable period of time based on the current economic climate, how such marketing has been targeted, whether the disposal is freehold, leasehold or on a rental basis. This should be at a realistic market price for an agricultural tied dwelling. Normally a discount of at least 30% against open market price would be expected to establish whether it could meet the existing needs of another local farm or rural business.

**E.9** Supporting information required for new permanent dwellings to support existing agricultural activities on well-established agricultural units includes:

- there is a clearly established existing functional need;
- the need relates to a full-time worker, or one who is primarily employed in agriculture and does not relate to a part-time requirement;

## E . Appendix 5 - Appropriate Marketing Guidance

- the unit and the agricultural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
- the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned; and
- other planning requirements, e.g. in relation to access, or impact on the countryside, are satisfied.

**E.10** A functional test is necessary to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. Such a requirement might arise, for example, if workers are needed to be on hand day and night:

- in case animals or agricultural processes require essential care at short notice; and
- to deal quickly with emergencies that could otherwise cause serious loss of crops or products, for example, by frost damage or the failure of automatic systems.

## F . Appendix 6 - Primary and Secondary Frontages

The following streets within Chichester Retail Centre have been defined as Primary and Secondary Shopping Frontages.

### 1. Primary Shopping Frontage:

North Street - East side from St. Peters South to No.87

North Street - West side from No.1 to No.37

South Street - East side from No.43 to No.75

South Street - West side from No.1 to No.41

East Street - North side from No.1 to Eastgate Square

East Street - South side from No.94 to 13 Eastgate Square

West Street - North side from No.1 to No.4

Crane Street - both sides

### 2. Secondary Shopping Frontages:

North Street - East side from No.63 to Priory Lanes

North Street - West side from No.38 to No.49

Southgate - East side from 42 South Street to 1 Market Avenue

Southgate - West side from No.8 to No.29

Eastgate Square - North side from Old Swimming Pool to 3 St. Pancras

Eastgate Square - South side from No.10 to No.12

Market Road - West side from No.4 to No.13

The Hornet - South side from No.4 to No.48

No.156 St. Pancras to No.27 The Hornet

Little London - East side from No.35 to No.42

Little London - West side from No.1 to No.3

St. Martin's St

West Street - from No.5 to No.18



### Monitoring Framework

**G.1** The Local Plan: Key Policies sets out how much development is intended to happen where and when, and how it will be delivered. This section shows how the implementation of the policies in the Local Plan will be monitored.

**G.2** The purpose of monitoring is to assess whether the policies of the Local Plan: Key Policies and other Local Plan documents are achieving the objectives and intended policy outcomes, whether they are having any unintended consequences and whether they are still relevant or require a review.

**G.3** The monitoring framework is set out in relation to the Local Plan strategic objectives. The policies used to deliver each objective are identified, together with indicators and targets. These will allow the Council to assess the extent to which policies are delivering the Local Plan strategic objectives and ultimately the vision for the Plan Area. Table 1 shows which Local Plan Key Policies are linked to each of the strategic objectives. Table 2 sets out the monitoring framework and contains detail on the monitoring indicators and how they will be measured.

**G.4** Monitoring proposed by the Sustainability Appraisal to check the predicted effects of the Local Plan Key Policies has informed this monitoring framework. This guarantees that the indicators identified by the SA will be monitored through the Authority's Monitoring Report (AMR), ensuring compliance with the Strategic Environmental Assessment Directive.

**G.5** Indicators have been selected based on their appropriateness for gauging the effectiveness of the Local Plan Key Policies in helping to meet the strategic objectives. The choice of specific indicators is dependent upon the availability of data and in this respect it is possible that this could change over time. The specific indicators used will therefore be reviewed on a regular basis and where the availability of data changes then some indicators may need to be removed whilst others could potentially be added.

**G.6** The effectiveness of policies should be assessed, wherever possible, against measurable targets. Some policies aim to deliver a qualitative rather than a quantitative outcome. In such instances it is appropriate to monitor whether the policy is delivering the intended trend or direction of travel.

**G.7** The Local Plan, as a strategic document, will principally be implemented through more detailed Development Plan Documents including the Chichester city Area Action Plan and Site Allocation DPD. For some policies measurable targets may be set through subsequent Development Plan Documents or Supplementary Planning Documents.

**G.8** The Council produces an AMR containing information on the implementation of the Local Plan: Key Policies and assessment of the effectiveness of the policies in the Local Plan: Key Policies and in future Local Plan Documents. This monitoring will indicate whether any changes need to be considered if a policy is not working or if the targets are not being met. The AMR will be published on the Council's website.

## G . Appendix 7 - Monitoring Framework

**Table 1: Strategic objectives with links to Key Policies**

|                            | All strategic objectives   |
|----------------------------|--|
|                            | <b>The following policies are monitored through the whole range of indicators and are linked to all of the Local Plan Objectives</b>   |
|                            | <ul style="list-style-type: none"> <li>● Policy 1 - Presumption in Favour of Sustainable Development</li> <li>● Policy 2 - Development Strategy and Settlement Hierarchy</li> <li>● Policy 6 - Neighbourhood Development Plans</li> <li>● Policy 7 - Masterplanning Strategic Development</li> <li>● Policy 10 - Chichester City Development Principles</li> <li>● Policy 14 - Development at Chichester City North</li> <li>● Policy 15 - West of Chichester Strategic Development Location</li> <li>● Policy 16 - Shopwyke Strategic Development Location</li> <li>● Policy 17 - Westhampnett/ North East Chichester Strategic Development Location</li> <li>● Policy 18 - Tangmere Strategic Development Location</li> <li>● Policy 20 - Southbourne Strategic Development</li> <li>● Policy 21 - Thorney Island</li> <li>● Policy 23 - Selsey Strategic Development</li> <li>● Policy 24 - East Wittering and Bracklesham Strategic Development</li> <li>● Policy 25 - Development in the North of the Plan Area</li> <li>● Policy 40 - Carbon Reduction Policy</li> <li>● Policy 52 - Green Infrastructure</li> </ul> |
|                            | Economy - strategic objectives   |
| 3.16                       | <p><b>A strong local economy where businesses can thrive and prosper</b></p> <p>Encourage and support opportunities for business innovation, creativity, diversification and adaptability; building on the area's rich cultural arts, heritage and tourism base to develop niche markets. Provide a range of good quality sites and premises, especially in and around Chichester city and in locations with good access to the A27.</p>   |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 3 - The Economy and Employment Provision;</li> <li>● Policy 11 - Chichester City Employment Sites;</li> <li>● Policy 13 - Chichester City Transport Strategy;</li> <li>● Policy 19 - Tangmere Strategic Employment Land;</li> <li>● Policy 22 - Integrated Coastal Zone Management for the Manhood Peninsula;</li> <li>● Policy 26 - Existing Employment Sites;</li> <li>● Policy 27 - Chichester Centre Retail Policy;</li> <li>● Policy 28 - Edge and Out of Centre Sites – Chichester Policy;</li> <li>● Policy 30 - Built Tourist and Leisure Development;</li> <li>● Policy 31 - Caravan and Camping Sites;</li> <li>● Policy 32 - Horticultural Development;</li> <li>● Policy 46 - Alterations, Change of Use and or Re-use of Existing Buildings in the Countryside</li> </ul>   |
| 3.17                       | <p><b>Employees with good skills relevant to local employers, prepared for national and international competition, with well-paid and secure jobs.</b></p>   |

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|                            | Economy - strategic objectives   |
|----------------------------|--|
|                            | Encourage the provision of suitable education facilities to attract and retain our talented young people and offer relevant training and skills. Attract and support businesses that are in keeping with the characteristics of the district and will provide well-paid jobs. Focus on attracting professional services (e.g. IT and finance), specialist manufacturing, research and development (e.g. automotive and marine), local food production (horticulture and food processing) and creative industries (e.g. media, design, arts and entertainment).   |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 3 - The Economy and Employment Provision;</li> <li>● Policy 11 - Chichester City Employment Sites;</li> <li>● Policy 19 - Tangmere Strategic Employment Land;</li> <li>● Policy 26 - Existing Employment Sites;</li> <li>● Policy 30 - Built Tourist and Leisure Development;</li> <li>● Policy 32 - Horticultural Development</li> </ul>  |
| 3.18                       | <p><b>Vibrant and sustainable city and town centres, with a good range of business and retail types</b></p> <p>Support the city's role as a sub-regional retail centre and as an attractive destination in its own right. As a major visitor attraction, emphasise and develop the city's cultural offer and its relationship with other tourist and visitor attractions in the wider area, including the National Park. Support improvements to the centres of Selsey, East Wittering, Southbourne and Tangmere to ensure that they fulfil the needs of local people, are attractive to visitors and continue to be the focus of sustainable growth and activity.</p> |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 3 - The Economy and Employment Provision;</li> <li>● Policy 11 - Chichester City Employment Sites;</li> <li>● Policy 19 - Tangmere Strategic Employment Land;</li> <li>● Policy 26 - Existing Employment Sites;</li> <li>● Policy 27 - Chichester Centre Retail Policy;</li> <li>● Policy 28 - Edge and Out of Centre Sites – Chichester Policy;</li> <li>● Policy 29 - Settlement Hubs and Village Centres Policy;</li> <li>● Policy 30 - Built Tourist and Leisure Development</li> </ul>  |
| 3.19                       | <p><b>The District to be known as a centre for creative and innovative industries, building on our rich arts and heritage base</b></p> <p>Encourage employment opportunities for creative and innovative businesses in order to create a niche market for the district, which will take advantage of the area's cultural arts and heritage and the tourism opportunities which flow from them.</p>   |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 3 - The Economy and Employment Provision;</li> <li>● Policy 11 - Chichester City Employment Sites;</li> <li>● Policy 19 - Tangmere Strategic Employment Land;</li> <li>● Policy 26 - Existing Employment Sites;</li> <li>● Policy 30 - Built Tourist and Leisure Development;</li> <li>● Policy 47 - Heritage</li> </ul>   |

|      | Housing and Neighbourhoods - strategic objectives |
|------|---|
| 3.20 | Increased housing supply                          |

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|                            | Housing and Neighbourhoods - strategic objectives  |
|----------------------------|--|
|                            | Make provision for new homes of the right quality, location, type, size and tenure; including specialist housing for older people. Facilitate the supply of affordable homes to meet identified needs as far as possible, in particular, high quality rental and intermediate rental units. Allow new homes in or adjacent to settlements with good access to employment, services and facilities and, in appropriate circumstances, where the new development will contribute to the provision of enhanced employment, services and facilities. Encourage purpose built student housing in appropriate locations to enable the return of the private rented housing back into the housing market. |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 4 - Housing Provision;</li> <li>● Policy 5 - Parish Housing Sites 2012 - 2029;</li> <li>● Policy 33 - New Residential Development;</li> <li>● Policy 34 - Affordable Housing;</li> <li>● Policy 35 - Affordable Housing Exception Sites;</li> <li>● Policy 36 - Planning for Gypsies, Travellers and Travelling Showpeople;</li> <li>● Policy 37 - Accommodation for Agricultural and Other Rural Workers;</li> <li>● Policy 46 - Alterations, Change of Use and or Re-use of Existing Buildings in the Countryside</li> </ul>   |
| 3.21                       | <b>Vibrant safe and clean neighbourhoods</b> <p>Support neighbourhoods to build and maintain community spirit and help shape the area in which they live. Promote the development of mixed, balanced and well integrated communities. Maintain low levels of crime and disorder, improve community safety and work to reduce anti-social behaviour</p>   |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 4 - Housing Provision,</li> <li>● Policy 5 - Parish Housing Sites 2012 - 2029;</li> <li>● Policy 33 - New Residential Development;</li> <li>● Policy 34 - Affordable Housing;</li> <li>● Policy 35 - Affordable Housing Exception Sites;</li> <li>● Policy 36 - Planning for Gypsies, Travellers and Travelling Showpeople;</li> <li>● Policy 37 - Accommodation for Agricultural and Other Rural Workers</li> </ul>   |
| 3.22                       | <b>Housing fit for purpose</b> <p>Ensure that new homes can be easily adapted to meet the needs of wheelchair users and elderly people. Facilitate improvements to the existing housing stock.</p>   |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 4 - Housing Provision,</li> <li>● Policy 5 - Parish Housing Sites 2012 - 2029;</li> <li>● Policy 33 - New Residential Development;</li> <li>● Policy 34 - Affordable Housing;</li> <li>● Policy 35 - Affordable Housing Exception Sites;</li> <li>● Policy 36 - Planning for Gypsies, Travellers and Travelling Showpeople;</li> <li>● Policy 37 - Accommodation for Agricultural and Other Rural Workers</li> </ul>   |

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|                            | Environment - strategic objectives   |
|----------------------------|--|
| 3.23                       | <p><b>Managing a changing environment</b></p> <p>Conserve and enhance the distinctive character, quality and importance of the historic environment (including archaeology), local landscapes, wildlife and habitats, whilst accommodating the development needs of the community. Maintain and enhance clean, safe and attractive streets and places. Support measures for managing the coastal environment including through Integrated Coastal Zone Management and managed realignment.</p>   |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 4 - Housing Provision,</li> <li>● Policy 5 - Parish Housing Sites 2012 - 2029;</li> <li>● Policy 12 - Water Resources in the Apuldram Wastewater Treatment Catchment;</li> <li>● Policy 22 - Integrated Coastal Zone Management for the Manhood Peninsula;</li> <li>● Policy 30 - Built Tourist and Leisure Development;</li> <li>● Policy 31 - Caravan and Camping Sites;</li> <li>● Policy 32 - Horticultural Development;</li> <li>● Policy 33 - New Residential Development;</li> <li>● Policy 34 - Affordable Housing;</li> <li>● Policy 35 - Affordable Housing Exception Sites;</li> <li>● Policy 36 - Planning for Gypsies, Travellers and Travelling Showpeople;</li> <li>● Policy 37 - Accommodation for Agricultural and Other Rural Workers;</li> <li>● Policy 42 - Flood Risk;</li> <li>● Policy 43 – Chichester Harbour Area of Outstanding Natural Beauty (AONB);</li> <li>● Policy 44 - Development around the Coast;</li> <li>● Policy 45 - Development in the Countryside;</li> <li>● Policy 46 - Alterations, Change of Use and or Re-use of Existing Buildings in the Countryside;</li> <li>● Policy 47 – Heritage;</li> <li>● Policy 48 - Natural Environment;</li> <li>● Policy 49 – Biodiversity;</li> <li>● Policy 50 - Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Area;</li> <li>● Policy 51- Development and Disturbance of Birds in Pagham Harbour Special Protection Area;</li> <li>● Policy 53 - District Canals</li> </ul> |
| 3.24                       | <p><b>Greener living</b></p> <p>Mitigate the impact of development on climate change by minimising greenhouse gas emissions and adapt to the potential impacts of climate change by managing and reducing risks, particularly flood risk. Require new buildings to meet stringent standards of energy and water efficiency and the use of renewable energy. Where possible, encourage the adaptation of older buildings to include improved energy and water efficiency and retrofitted renewable energy systems. Reduce waste, increase recycling, support the recovery of value and energy from waste, and protect water quality within the plan area.</p>   |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 12 - Water Resources in the Apuldram Wastewater Treatment Catchment;</li> <li>● Policy 13 - Chichester City Transport Strategy</li> <li>● Policy 22 - Integrated Coastal Zone Management for the Manhood Peninsula;</li> <li>● Policy 30 - Built Tourist and Leisure Development;</li> <li>● Policy 33 - New Residential Development;</li> </ul>   |



## G . Appendix 7 - Monitoring Framework

|                            | Environment - strategic objectives   |
|----------------------------|--|
|                            | <ul style="list-style-type: none"> <li>● Policy 34 - Affordable Housing;</li> <li>● Policy 35 - Affordable Housing Exception Sites;</li> <li>● Policy 37 - Accommodation for Agricultural and Other Rural Workers;</li> <li>● Policy 41 - Off-site Renewable Energy;</li> <li>● Policy 42 - Flood Risk;</li> <li>● Policy 44 - Development around the Coast;</li> <li>● Policy 45 - Development in the Countryside;</li> <li>● Policy 46 - Alterations, Change of Use and or Re-use of Existing Buildings in the Countryside;</li> <li>● Policy 47 – Heritage;</li> <li>● Policy 49 – Biodiversity;</li> <li>● Policy 50 - Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Area;</li> <li>● Policy 51 - Development and Disturbance of Birds in Pagham Harbour Special Protection Area</li> </ul> |
| 3.25                       | <b>Environmental resources</b> <p>Minimise the shorter term disruption caused by mineral workings, whilst maximising the long term benefits of restoration and after use, for example, the creation of additional water retention areas and new wildlife habitats. Encourage the recycling of construction waste to minimise the amount of new material that is required. Encourage an increase in energy from renewable sources. Provide multi-functional green space, and sustainably managed woodland.</p>  |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 12 - Water Resources in the Apuldrum Wastewater Treatment Catchment;</li> <li>● Policy 22 - Integrated Coastal Zone Management for the Manhood Peninsula;</li> <li>● Policy 30 - Built Tourist and Leisure Development;</li> <li>● Policy 41 - Off-site Renewable Energy;</li> <li>● Policy 44 - Development around the Coast;</li> <li>● Policy 45 - Development in the Countryside;</li> <li>● Policy 46 - Alterations, Change of Use and or Re-use of Existing Buildings in the Countryside;</li> <li>● Policy 49 – Biodiversity;</li> <li>● Policy 50 - Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Area;</li> <li>● Policy 51 - Development and Disturbance of Birds in Pagham Harbour Special Protection Area</li> </ul>                |

|                            | Health and Well-Being - strategic objectives  |
|----------------------------|---|
| 3.26                       | <b>Healthy and active lifestyles for all</b> <p>Encourage the development of quality, accessible and affordable sport and leisure facilities, parks, woodlands, cycle paths, networks of linked green spaces and community halls where people can pursue a healthy and active lifestyle with information and support.</p> |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 13 - Chichester City Transport Strategy,</li> <li>● Policy 38 - Local and Community Facilities;</li> <li>● Policy 43 – Chichester Harbour Area of Outstanding Natural Beauty (AONB)</li> <li>● Policy 53 - District Canals;</li> </ul>                                    |

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|                            | Health and Well-Being - strategic objectives  |
|----------------------------|---|
|                            | <ul style="list-style-type: none"> <li>Policy 54 - Open Space, Sport and Recreation;</li> <li>Policy 55 - Equestrian Development</li> </ul>   |
| 3.27                       | <b>A culturally enriched and empowered community</b><br><br>Enrich the quality of life by providing communities with the opportunity to enjoy and celebrate the richness of their heritage, the arts and environment.   |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>Policy 38 - Local and Community Facilities;</li> <li>Policy 47 - Heritage</li> </ul>   |
| 3.28                       | <b>The needs of an older population</b><br><br>Work within existing partnership structures to enable older people to lead healthy, active and independent lifestyles in their local communities where they can access services and live in their own homes for as long as they wish to do so.   |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>Policy 38 - Local and Community Facilities;</li> <li>Policy 54 - Open Space, Sport and Recreation</li> </ul>   |
| 3.29                       | <b>Accessible health and wellbeing services</b><br><br>Improve access to health and well-being services, sport and leisure facilities, parks and green spaces and cultural pursuits. Work with partners to improve public transport and accessible transport links to the main settlements whilst ensuring services and facilities are provided close to people's homes where possible. |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>Policy 13 - Chichester City Transport Strategy;</li> <li>Policy 38 - Local and Community Facilities;</li> <li>Policy 54 - Open Space, Sport and Recreation</li> </ul>  |
| 3.30                       | <b>Health Protection</b><br><br>Develop safe and secure living and working environments, including the monitoring of potential health hazards (e.g. noise, air pollution and land contamination) and mitigating risks to health and well-being.   |
| Linked Local Plan Policies | <b>see list of policies that link to all strategic objectives</b>   |

|      | Strategic Infrastructure - strategic objectives   |
|------|---|
| 3.31 | <b>Traffic management to mitigate congestion</b><br><br>Support and promote initiatives to mitigate the impacts of congestion and manage traffic flows on the road network, especially the A27. |

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|                            | Strategic Infrastructure - strategic objectives   |
|----------------------------|---|
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 8 - Transport and Accessibility;</li> <li>● Policy 9 - Development and Infrastructure Provision;</li> <li>● Policy 13 - Chichester City Transport Strategy;</li> <li>● Policy 22 - Integrated Coastal Zone Management for the Manhood Peninsula;</li> <li>● Policy 39 - Transport, Accessibility and Parking</li> </ul> |
| 3.32                       | <p><b>Improved cycling networks and links to public transport</b></p> <p>Encourage greater use of public transport, cycling and walking to help reduce the need to travel by car and improve access to jobs, homes and services. Support plans for a network of safe and convenient cycle routes across the area, especially in the city.</p>                           |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 8 - Transport and Accessibility;</li> <li>● Policy 9 - Development and Infrastructure Provision;</li> <li>● Policy 13 - Chichester City Transport Strategy;</li> <li>● Policy 22 - Integrated Coastal Zone Management for the Manhood Peninsula;</li> <li>● Policy 39 - Transport, Accessibility and Parking</li> </ul> |
| 3.33                       | <p><b>Traffic calming and parking</b></p> <p>Reduce the impact of traffic on communities and the environment, through appropriate parking provision and traffic calming measures, particularly in villages and built-up areas.</p>  |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 8 - Transport and Accessibility;</li> <li>● Policy 9 - Development and Infrastructure Provision;</li> <li>● Policy 13 - Chichester City Transport Strategy;</li> <li>● Policy 22 - Integrated Coastal Zone Management for the Manhood Peninsula;</li> <li>● Policy 39 - Transport, Accessibility and Parking</li> </ul> |
| 3.34                       | <p><b>Telecommunications</b></p> <p>Encourage improved access to high speed broadband and new information and communications technologies.</p>  |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 9 - Development and Infrastructure Provision;</li> <li>● Policy 39 - Transport, Accessibility and Parking</li> </ul>  |
| 3.35                       | <p><b>Wastewater treatment and water supply</b></p> <p>Improve water efficiency, conservation and storage capacity. Ensure good wastewater pipework and sufficient sewage capacity is available for both our existing and proposed housing, balanced with the need to protect internationally designated habitats</p>   |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 9 - Development and Infrastructure Provision;</li> <li>● Policy 12 - Water Resources in the Apuldram Wastewater Treatment Catchment;</li> <li>● Policy 22 - Integrated Coastal Zone Management for the Manhood Peninsula;</li> <li>● Policy 42 Flood Risk</li> </ul>  |
| 3.36                       | <p><b>Water resource and flood risk management</b></p>  |

## G . Appendix 7 - Monitoring Framework

|                            | Strategic Infrastructure - strategic objectives  |
|----------------------------|--|
|                            | Ensure that water resources are safeguarded from the potential impacts of development. Support effective management of local flood risk from ordinary watercourses, surface run-off, groundwater and sewerage problems. Promote Sustainable Drainage Systems (SuDS), which help reduce the risk of flooding from heavy rainfall. |
| Linked Local Plan Policies | <ul style="list-style-type: none"> <li>● Policy 9 - Development and Infrastructure Provision;</li> <li>● Policy 12 - Water Resources in the Apuldram Wastewater Treatment Catchment;</li> <li>● Policy 22 - Integrated Coastal Zone Management for the Manhood Peninsula;</li> <li>● Policy 42 Flood Risk</li> </ul>             |

## G . Appendix 7 - Monitoring Framework

**Table 2: Monitoring Framework**

| Economy                                      |  |   |  |  |
|--|--|---|--|--|
| Strategic objective                          | Linked Local Plan Policies   |   |  |  |
| ALL  | 1, 2, 6, 7, 10, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 40, 52   |   |  |  |
| 3.16   | 3, 11, 13, 19, 22, 26, 27, 28, 30, 31, 32, 46  |   |  |  |
| 3.17   | 3, 11, 19, 26, 30, 32  |   |  |  |
| 3.18   | 3, 11, 19, 26, 27, 28, 29, 30  |   |  |  |
| 3.19   | 3, 11, 19, 26, 30, 47  |   |  |  |
| Ref  | Indicator  | Target  | Implementation / Delivery  | Responsible Agencies   |
| Employment land developed                    | Amount of additional employment land (B uses) developed by type  | Total 25 ha employment land to include approx. 5 ha office space & 20 ha industrial warehousing space by 2029 | <ul style="list-style-type: none"> <li>Chichester city AAP</li> <li>Site Allocations DPD</li> <li>Neighbourhood Plans</li> <li>Masterplans</li> <li>Development management process</li> <li>Economic Development Strategy</li> </ul> | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>West Sussex CC</li> <li>Parish Councils</li> <li>Developers &amp; landowners</li> <li>Coast to Capital LEP</li> <li>West Sussex Growers Association</li> </ul> |
| Employment land developed on strategic sites | Amount of additional employment land (B uses) developed in strategic development locations & Settlement Hubs | In line with strategic development policies   |  |  |
| Employment land lost                         | Amount of employment land (B uses) with planning permission for residential uses                             | Retention of existing employment sites in line with Policy 26   |  |  |
| Employment developed PDL                     | Amount of additional employment land (B uses) developed on Previously Developed Land                         | Monitor trends  |  |  |
| Employment land committed                    | Amount of employment land with planning permission or allocated by type                                      | Assess trend in relation to total employment land allocated   |  |  |
| Horticultural development                    | Amount of large scale glasshouse   | 100% in accordance with Policy 32   |  |  |



## G . Appendix 7 - Monitoring Framework

| Economy   |   |   |  |  |
|---|---|---|--|--|
|   | developments permitted  |   |  |  |
| Town centre uses developed                      | Amount of floorspace for 'town centre uses' developed by type within and outside centres. | <ul style="list-style-type: none"> <li>● Increase amount of retail uses within centres (Chichester city Settlement Hubs &amp; Service villages)</li> <li>● Monitor amount of retail, office and leisure floorspace developed outside Chichester city</li> </ul> |  | <ul style="list-style-type: none"> <li>● Chichester DC</li> <li>● Parish &amp; Town Councils</li> <li>● Developers &amp; local businesses</li> </ul> |
| Chichester city Primary and Secondary frontages | Percentage Chichester city primary and secondary frontages in non-retail uses             | No more than: <ul style="list-style-type: none"> <li>● 25% total primary frontage in non-retail uses</li> <li>● 75% total secondary frontages in non-retail uses</li> </ul>   |  |  |
| Qualifications                                  | People of working age with qualifications   | Increase proportion with higher level qualifications  |  |  |
| Household income                                | Average annual household income   | Increase  |  |  |
| Persons employed by economic sector             | Persons employed by economic sector   | Growth of employment in key economic sectors  |  |  |

| Housing and Neighbourhoods |  |
|----------------------------|--|
| Strategic objective        | Linked Local Plan Policies                                     |
| ALL                        | 1, 2, 6, 7, 10, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 40, 52 |
| 3.20                       | 4, 5, 33, 34, 35, 36, 37, 46                                   |
| 3.21                       | 4, 5, 33, 34, 35, 36, 37                                       |
| 3.22                       | 4, 5, 33, 34, 35, 36, 37                                       |

## G . Appendix 7 - Monitoring Framework

| Housing and Neighbourhoods           |   |   |  |   |
|--------------------------------------|---|---|--|---|
| Ref                                  | Indicator   | Target  | Implementation/<br>Delivery  | Responsible<br>Agencies   |
| Housing development                  | New homes built each year (net)   | 6,973 homes over the period 2012-2029 (average 410 a year), in line with housing trajectory | <ul style="list-style-type: none"> <li></li> </ul>   | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>Parish Councils</li> <li>RSLs</li> <li>Homes &amp; Communities Agency</li> </ul>  |
| Housing developed on strategic sites | New homes built each year (net)<br><br>by strategic sites & Settlement Hubs | In line with Table 7.2  | <ul style="list-style-type: none"> <li>Local Plan strategic allocations</li> <li>Neighbourhood Plans</li> <li>Masterplans</li> </ul>   |   |
| Housing developed in Parishes        | New homes built each year (net) by Parish (6 homes or more)                 | In line with Policy 5   | <ul style="list-style-type: none"> <li>Local Plan Parish housing numbers</li> <li>Chichester city AAP</li> <li>Site Allocations DPD</li> <li>Neighbourhood Plans</li> <li>Sites coming forward through the development management process</li> </ul>                             |   |
| Windfall housing developed           | New homes built each year (net) on small sites (less than 6 homes)          | In line with Table 7.1  | <ul style="list-style-type: none"> <li>Sites coming forward through the development management process</li> </ul>  | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>Parish Councils</li> <li>RSLs</li> <li>Developers &amp; landowners</li> <li>Infrastructure providers</li> </ul>   |
| Housing five year supply             | Five-year supply of deliverable housing sites                               | To maintain at least a 5 year supply of deliverable housing sites                           | <ul style="list-style-type: none"> <li>Local Plan strategic allocations and Parish housing numbers</li> <li>Chichester city AAP</li> <li>Site Allocations DPD</li> <li>Neighbourhood Plans</li> <li>Masterplans</li> <li>Sites coming forward through the development</li> </ul> | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>Parish Councils</li> <li>RSLs</li> <li>Homes &amp; Communities Agency</li> <li>Developers &amp; landowners</li> <li>Infrastructure providers</li> </ul> |

## G . Appendix 7 - Monitoring Framework

| Housing and Neighbourhoods  |   |  |   |   |
|---|---|--|---|---|
|   |   |  | management process  |   |
| Gypsy, Traveller and Travelling Showpeople pitches and plots                  | Net additional Gypsy, Traveller and Travelling Showpeople pitches and plots granted planning permission each year | Provide by 2029 <ul style="list-style-type: none"> <li>59 net pitches for Gypsies &amp; travellers in line with Table 17.1</li> <li>18 net plots for travelling show people in line with Table 17.2</li> </ul>   | <ul style="list-style-type: none"> <li>Site allocations DPD</li> <li>Sites coming forward through the development management process</li> </ul>   | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>West Sussex CC</li> <li>Gypsy, Traveller &amp; Travelling Showpeople's organisations</li> <li>Developers &amp; landowners</li> </ul>                    |
| Gypsy, Traveller and Travelling Showpeople pitches and plots five year supply | Five-year supply of deliverable gypsy, traveller and travelling showpeople sites                                  | To identify at least a 5 year supply of deliverable gypsy, traveller and travelling showpeople sites   |   |   |
| Affordable homes built  | Affordable homes built each year by type and as a percentage of all homes built                                   | <ul style="list-style-type: none"> <li>30% of total completions to 2029 (excluding rural exception sites).</li> <li>Tenure mix affordable/social rented &amp; intermediate housing as set out in SHMA</li> </ul> | <ul style="list-style-type: none"> <li>Local Plan strategic allocations and Parish housing numbers</li> <li>Chichester city AAP</li> <li>Site Allocations DPD</li> <li>Neighbourhood Plans</li> <li>Masterplans</li> <li>Sites coming forward through the development management process</li> </ul> | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>Parish Councils</li> <li>RSLs</li> <li>Homes &amp; Communities Agency</li> <li>Developers &amp; landowners</li> <li>Infrastructure providers</li> </ul> |
| Rural exception sites   | Affordable homes built each year on rural exception sites   | Deliver affordable housing in line with Policy 35  | <ul style="list-style-type: none"> <li>Sites coming forward through the development management process</li> </ul>   |   |
| Housing size and type   | Housing mix by size and type on completed sites   | Mix of housing by size and type to reflect local need set out in the SHMA  | <ul style="list-style-type: none"> <li>Local Plan strategic allocations and Parish housing numbers</li> <li>Chichester city AAP</li> <li>Site Allocations DPD</li> <li>Neighbourhood Plans</li> </ul>   |   |

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| Housing and Neighbourhoods   |   |  |  |  |
|------------------------------|---|--|--|--|
|                              |   |  | <ul style="list-style-type: none"> <li>Masterplans</li> <li>Sites coming forward through the development management process</li> </ul>   |  |
| Building for Life Assessment | Percentage of housing development that accords with Building for Life Standards | Increase proportion of new development scoring highly using the Building for Life Assessment | <ul style="list-style-type: none"> <li>Site Allocations DPD</li> <li>Chichester city AAP</li> <li>Strategic Sites Masterplans</li> <li>IDP</li> <li>Neighbourhood Plans</li> <li>Plan</li> <li>Development management process</li> </ul> | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>West Sussex CC</li> <li>Parish &amp; Town Councils</li> <li>Developers &amp; landowners</li> </ul> |
| House price/ earnings ratio  | Ratio of average local house prices to average local earnings                   | Monitor trends   |  |  |

| Environment                      |   |  |  |  |
|----------------------------------|---|--|--|--|
| Strategic objective              | Linked Local Plan Policies  |  |  |  |
| ALL                              | 1, 2, 6, 7, 10, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 40, 52  |  |  |  |
| 3.23                             | 4, 5, 12, 22, 30, 31, 32, 33, 34, 35, 36, 37, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 53  |  |  |  |
| 3.24                             | 12, 13, 22, 30, 33, 34, 35, 37, 41, 42, 44, 45, 46, 47, 49, 50, 51  |  |  |  |
| 3.25                             | 12, 22, 30, 41, 44, 45, 46, 49, 50, 51  |  |  |  |
| Ref                              | Indicator   | Target   | Implementation/ Delivery   | Responsible Agencies   |
| Areas of biodiversity importance | Extent of areas of biodiversity importance: <ul style="list-style-type: none"> <li>Designated sites</li> <li>BAP priority habitats</li> </ul> | No loss in areas of biodiversity importance  | <ul style="list-style-type: none"> <li>Actions of wildlife trust and stakeholders.</li> <li>Green Infrastructure Strategy</li> </ul> | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>West Sussex CC</li> <li>Sussex Wildlife Trust</li> <li>Sussex Biodiversity Records Centre</li> </ul> |
| SSSI condition                   | Proportion of SSSIs in favourable or unfavourable recovering condition  | Natural England target: 95% of area of SSSIs in favourable or recovering condition |  |  |

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| Environment                         |   |  |  |  |
|-------------------------------------|---|--|--|--|
| Green infrastructure                | Preparation of Green Infrastructure Strategy<br><br>(see also biodiversity and open space indicators)   | Preparation of Green Infrastructure Strategy by 2014.                  | <ul style="list-style-type: none"> <li>Green Infrastructure Strategy</li> <li>Site Allocations DPD</li> <li>Chichester city AAP</li> <li>Strategic Sites Masterplans</li> <li>IDP</li> <li>Neighbourhood Plans</li> <li>Plan</li> <li>Development management process</li> </ul>  | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>West Sussex CC</li> <li>Sussex Wildlife Trust</li> <li>Parish &amp; Town Councils</li> <li>Developer &amp; landowners</li> </ul>   |
| Recreational Disturbance Mitigation | Visitor numbers and activities impacting on recreational disturbance within: <ul style="list-style-type: none"> <li>Chichester Harbour SPA</li> <li>Pagham Harbour SPA</li> </ul> | Maintain or reduce levels and types of use by visitors to the harbours | <ul style="list-style-type: none"> <li>Solent Disturbance &amp; Mitigation Project Phase III report</li> <li>Pagham Harbour LNR Management Plan</li> <li>Green Infrastructure Strategy</li> <li>Site Allocations DPD</li> <li>Chichester city AAP</li> <li>Strategic Sites Masterplans</li> <li>IDP</li> <li>Neighbourhood Plans Plan</li> <li>Development management process</li> </ul> | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>West Sussex CC</li> <li>Neighbouring local authorities</li> <li>Natural England</li> <li>RSBP</li> <li>Parish &amp; Town Councils</li> <li>Developer &amp; landowners</li> </ul> |
| Air Quality Management Areas        | Air Quality Management Areas Nitrogen Dioxide levels  | Monitor trends   | <ul style="list-style-type: none"> <li>Local Plan strategic allocations and Parish housing numbers</li> <li>Sites coming forward through the development management process</li> </ul>   | <ul style="list-style-type: none"> <li>Chichester DC</li> </ul>  |



## G . Appendix 7 - Monitoring Framework

| Environment        |  |  |   |   |
|--------------------|--|--|---|---|
| Conservation Areas | Conservation Areas with Character Appraisals   | Conservation Area Character Appraisals to be regularly reviewed  | <ul style="list-style-type: none"> <li>Conservation Area Appraisals review timetable</li> </ul>   | <ul style="list-style-type: none"> <li>Chichester DC</li> </ul>   |
| Listed buildings   | No of listed buildings at risk   | No increase/reduce   | <ul style="list-style-type: none"> <li>Actions from Conservation Area Appraisals</li> <li>Actions of individual property owners</li> <li>Development management process</li> </ul>  | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>English Heritage</li> <li>Developers, property owners</li> </ul>  |
| Water consumption  | Average domestic water consumption - litres per day  | reduce   | <ul style="list-style-type: none"> <li>Site Allocations DPD</li> <li>Chichester city AAP</li> <li>Strategic Sites Masterplans</li> <li>Green Infrastructure Strategy</li> <li>IDP</li> <li>Neighbourhood Plans</li> <li>Local Transport Plan</li> <li>Development management process</li> </ul> | <ul style="list-style-type: none"> <li>Water companies</li> <li>Chichester DC</li> <li>West Sussex CC</li> <li>Parish &amp; Town Councils</li> <li>Developers, property owners</li> </ul> |
| CO2 emissions      | Carbon dioxide emissions <ul style="list-style-type: none"> <li>Total &amp; by sector</li> <li>per capita</li> </ul> | <ul style="list-style-type: none"> <li>Reduce total emissions by 80% by 2050 (UK target)</li> <li>Reduce per capita carbon dioxide emissions (from 2011 levels)</li> </ul> | <ul style="list-style-type: none"> <li>Site Allocations DPD</li> <li>Chichester city AAP</li> <li>Strategic Sites Masterplans</li> <li>Green Infrastructure Strategy</li> <li>IDP</li> <li>Neighbourhood Plans</li> <li>Local Transport Plan</li> <li>Development management process</li> </ul> | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>West Sussex CC</li> <li>Parish &amp; Town Councils</li> <li>Developers &amp; landowners</li> </ul>                          |
| Energy efficiency  | % new residential development meeting Code 4 of the Code for Sustainable Homes from 2013 –                           | 100% of new build to meet targets set by policy  | <ul style="list-style-type: none"> <li>Site Allocations DPD</li> <li>Chichester city AAP</li> </ul>   | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>West Sussex CC</li> </ul>   |

## G . Appendix 7 - Monitoring Framework

| Environment               |  |                                    |   |   |
|---------------------------|--|------------------------------------|---|---|
|                           | 2016 and Level 5 from 2016 onwards and 'very good' BREEAM for commercial development |                                    | <ul style="list-style-type: none"> <li>Strategic Sites Masterplans</li> <li>IDP</li> <li>Neighbourhood Plans</li> <li>Local Transport Plan</li> <li>Development management process</li> </ul> | <ul style="list-style-type: none"> <li>Parish &amp; Town Councils</li> <li>Developers &amp; landowners</li> </ul>   |
| Off-site renewable energy | Renewable energy schemes permitted (type and MW)                                     | Increase the amount of MW capacity | <ul style="list-style-type: none"> <li>Site Allocations DPD</li> <li>Chichester city AAP</li> <li>Development management process</li> </ul>   | <ul style="list-style-type: none"> <li>Homes &amp; Communities Agency</li> <li>Private sector</li> <li>Energy companies</li> <li>Infrastructure providers</li> <li>Public agencies, e.g. Energy Saving Trust</li> </ul> |

| Health and Well-Being                      |  |  |  |  |
|--|--|--|--|--|
| <b>Strategic objective</b>                 | <b>Linked Local Plan Policies</b>  |  |  |  |
| <b>ALL</b>                                 | <b>1, 2, 6, 7, 10, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 40, 52</b>                            |  |  |  |
| <b>3.26</b>                                | <b>13, 38, 43, 53, 54, 55</b>  |  |  |  |
| <b>3.27</b>                                | <b>38, 47</b>  |  |  |  |
| <b>3.28</b>                                | <b>38, 54</b>  |  |  |  |
| <b>3.29</b>                                | <b>13, 38, 54</b>  |  |  |  |
| <b>3.30</b>                                | <b>1, 2, 6, 7, 10, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 40, 52</b>                            |  |  |  |
| Ref  | Indicator  | Target   | Implementation/<br>Delivery  | Responsible<br>Agencies  |
| Open space, sports & recreation facilities | Gains & losses in open space, sports & recreation provision, in association with new development | <ul style="list-style-type: none"> <li>New or improved open space, sport &amp; recreation facilities, in association with</li> </ul> | <ul style="list-style-type: none"> <li>Green Infrastructure Strategy</li> <li>Open Space Strategy</li> <li>Site Allocations DPD</li> </ul> | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>West Sussex CC</li> <li>Parish &amp; Town Councils</li> <li>Developers &amp; landowners</li> </ul> |

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| Health and Well-Being     |  |  |   |   |
|---------------------------|--|--|---|---|
|                           |  | <ul style="list-style-type: none"> <li>new development</li> <li>No loss of open space, sport &amp; recreation facilities contrary to policy</li> </ul> <p>The statistics on quantitative supply within the open space study will be updated every three years and published on the Councils website.</p> | <ul style="list-style-type: none"> <li>Chichester city AAP</li> <li>Strategic Sites Masterplans</li> <li>IDP</li> <li>CIL Charging Schedule</li> <li>S106</li> <li>Neighbourhood Plans</li> <li>Plan</li> <li>Development management process</li> </ul> |   |
| Community Facilities      | Losses of community facilities in relation to new development  | No loss of community facilities contrary to policy   | <ul style="list-style-type: none"> <li>Development management process</li> </ul>  | <ul style="list-style-type: none"> <li>Chichester DC</li> <li>West Sussex CC</li> <li>Parish &amp; Town Councils</li> <li>Developers</li> </ul> |
| Accessibility of services | Accessibility of new residential development – (6 or more homes) percentage within 30 min public transport time of specific facilities (GP services, primary & secondary school, employment & supermarket) | Increase the amount of new residential development (6 or more homes) within 30 min public transport time of the specific facilities  |   |   |

| Strategic Infrastructure |  |        |                             |             |
|--------------------------|--|--------|-----------------------------|-------------|
| Strategic objective      | Linked Local Plan Policies                                     |        |                             |             |
| ALL                      | 1, 2, 6, 7, 10, 14, 15, 16, 17, 18, 20, 21, 23, 24, 25, 40, 52 |        |                             |             |
| 3.31                     | 8, 9, 13, 22, 39   |        |                             |             |
| 3.32                     | 8, 9, 13, 22, 39   |        |                             |             |
| 3.33                     | 8, 9, 13, 22, 39   |        |                             |             |
| 3.34                     | 9, 39  |        |                             |             |
| 3.35                     | 9, 12, 22, 42  |        |                             |             |
| 3.36                     | 9, 12, 22, 42  |        |                             |             |
| Ref                      | Indicator  | Target | Implementation/<br>Delivery | Responsible |

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| Strategic Infrastructure               |   |  |  |  |
|--|---|--|--|--|
|  |   |  |  | Agencies   |
| Water efficiency                       | % new development meeting Code for Sustainable Homes level 4 & 5 water requirements   | 100% new homes to meet targets set by policy   | <ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• Chichester city AAP</li> <li>• Strategic Sites Masterplans</li> </ul>   | <ul style="list-style-type: none"> <li>• Chichester District Council</li> <li>• Environment Agency</li> <li>• Water companies</li> </ul>   |
| Risk of Flooding                       | Number of planning applications approved contrary to advice given by the Environment Agency on flood risk issues  | None   | <ul style="list-style-type: none"> <li>• IDP</li> <li>• Neighbourhood Plans</li> <li>• Water Resource Management Plans</li> </ul>  | <ul style="list-style-type: none"> <li>• Developers &amp; landowners</li> </ul>  |
| Water quality                          | Number of planning applications approved contrary to advice given by the Environment Agency on water quality issues   | None   | <ul style="list-style-type: none"> <li>• Development management process</li> </ul>   |  |
| Key infrastructure completed           | Completed infrastructure projects in accordance with Infrastructure Delivery Plan   | Key infrastructure to be delivered in accordance with the Infrastructure Delivery Plan, including expansion/upgrade of Tangmere WwTW to provide additional wastewater capacity | <ul style="list-style-type: none"> <li>• Site Allocations DPD</li> <li>• Chichester city AAP</li> <li>• Strategic Sites Masterplans</li> <li>• IDP</li> <li>• Neighbourhood Plans</li> </ul> | <ul style="list-style-type: none"> <li>• Chichester District Council</li> <li>• West Sussex CC</li> <li>• Parish &amp; Town Councils</li> <li>• Infrastructure providers</li> <li>• Developers &amp; landowners</li> </ul> |
| Developer infrastructure contributions | Contributions to infrastructure secured & expenditure through S106 agreements and Community Infrastructure Levy (following adoption of CIL Charging Schedule) | Ensure appropriate financial contributions received so that new development is served by appropriate on and off site infrastructure.   | <ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• Development management process</li> </ul>   |  |

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