

# Settlement Capacity Profiles



[www.chichester.gov.uk](http://www.chichester.gov.uk)

**Update October 2013**



## Introduction and Methodology

1 Introduction .....	3
2 Methodology .....	4

## Settlement Profiles

3 Apuldram Parish .....	10
4 Birdham Parish .....	16
5 Bosham Parish .....	23
6 Boxgrove Parish .....	33
7 Chichester City .....	39
8 Chidham and Hambrook Parish .....	48
9 Donnington Parish .....	61
10 Earnley Parish .....	71
11 East Wittering & Bracklesham Parish .....	77
12 Fishbourne Parish .....	85
13 Hunston Parish .....	93
14 Kirdford Parish .....	100
15 Loxwood Parish .....	107
16 Lynchmere Parish .....	113
17 North Mundham Parish .....	123
18 Oving Parish .....	133
19 Plaistow & Ifold Parish .....	140
20 Selsey Parish .....	150
21 Sidlesham Parish .....	157
22 Southbourne Parish .....	165
23 Tangmere Parish .....	179
24 West Itchenor Parish .....	186
25 West Thorney Parish .....	192

# Contents

<b>26 West Wittering Parish</b> .....	<b>198</b>
<b>27 Westbourne Parish</b> .....	<b>204</b>
<b>28 Westhampnett Parish</b> .....	<b>211</b>
<b>29 Wisborough Green Parish</b> .....	<b>218</b>

## Appendices

<b>Appendix 1 - List of Information Sources</b> .....	<b>224</b>
<b>Appendix 2 - Community Facilities in Local Plan Area</b> .....	<b>225</b>
<b>Appendix 3 - Public Transport Provision in Local Plan Area</b> .....	<b>226</b>
<b>Appendix 4 - Maps of Local Plan Area</b> .....	<b>227</b>
<b>Appendix 5 - Settlement Capacity Profile Maps</b> .....	<b>230</b>
<b>Appendix 6 - Glossary</b> .....	<b>268</b>

## Introduction

**1.1** This report presents background evidence on the characteristics and future development potential of the settlements within the Chichester Local Plan area. It forms part of the evidence base supporting the Chichester Local Plan Key Policies document.

**1.2** The report has two main aims:

1. To assess the key characteristics of the different settlements in the Plan area, including their demographic and socio-economic profile; physical form and character; historic growth and recent development; the range of available local facilities; and accessibility, including the availability and frequency of public transport; and
2. To assess the capacity and potential of settlements to accommodate future growth and housing development, including potential physical and environmental constraints and the capacity of key infrastructure to support new development.

**1.3** The principle of sustainable development underpins all aspects of planning policy as set out in the National Planning Policy Framework (NPPF). To plan development sustainably, it is important to have an understanding of the character, role and function of different settlements and how they relate to each other within settlement hierarchies. It is also necessary to identify the future requirements of different communities and to assess their potential capacity for future growth and change.

**1.4** The analysis in this report provides a direct input into the development of the Local Plan strategy and policies, in particular:

1. **Local Plan Policy 2** defines a settlement hierarchy, based on the size and characteristics of different settlements, and their ability to deliver sustainable development supporting their role and function. The settlement hierarchy forms the basis for the proposed distribution of future growth outlined in the Plan strategy and will assist service providers in future investment decisions.
2. **Local Plan Policy 4** outlines the proposed distribution of new housing development, including strategic housing allocations. **Local Plan Policy 5** sets out indicative housing numbers for individual parishes to be provided on non-strategic sites.

## 2 . Methodology

### Methodology

**2.1** The analysis of settlements in this report is presented on a parish basis. This reflects the fact that some key data, such as demographic and socio-economic statistics and information on local housing need is only available at parish level. It also acknowledges that, following the Localism Act, parish councils have been given a major role in planning and delivering new development at the local level through neighbourhood plans. A key requirement for the Local Plan is to provide the policy framework to support the preparation of neighbourhood plans, particularly by establishing the indicative scale of new housing to be provided.

**2.2** Outside Chichester city and the larger coastal settlements of Selsey, Southbourne and East Wittering/Bracklesham, the Plan area is rural comprising a network of villages and small hamlets. Many parishes are centred on one clearly defined settlement, but some have a more dispersed settlement pattern involving two or more separate settlements. The report presents key parish level statistics at the start of each parish section, followed by separate profiles covering each defined settlement within the parish.

**2.3** Appendix 4 includes three maps showing the parishes and settlements included in this report. Since April 2011, a large part of Chichester District now lies within the South Downs National Park which does not form part of the Local Plan area<sup>(1)</sup>. Several parishes in the District now lie partly outside and partly inside the Park. This report covers all parishes that fall entirely within the Plan area, together with parishes partly in the Park that have settlements within the Plan area (e.g Westhampnett). Parishes lying mainly within the National Park, with no settlements in the Plan area (e.g Funtington) have been excluded.<sup>(2)</sup> However, it should be noted that the parish level statistics presented in the report relate to the whole area of each parish (including any areas within the National Park).

**2.4** The report seeks to include all settlements of reasonable significance within the Plan area. However, defining individual settlements is not always straight forward. The adopted 1999 Chichester District Local Plan included defined Settlement Policy Area boundaries for the District's towns and larger villages (although in some cases these excluded parts of the built area of a settlement). For smaller villages and hamlets with no defined settlement boundaries, identifying the settlement area is more subjective. In the context of this study, settlements are broadly defined based on having a contiguous or closely related built area, not separated by large expanses of countryside. The report includes all settlements with some services and facilities, together with smaller settlements which are the main settlement in a parish (e.g Apuldrum). However, it excludes some small hamlets with no facilities.

### Presentation of Information

**2.5** The report presents a range of key data and information for each parish and settlement. A description of the information presented and relevant data sources is provided below.

1 The South Downs National Park Authority is currently preparing a separate Local Plan for the National Park area.  
2 This includes the parishes of Eartham, Ebernoe, Funtington, Lavant, Northchapel, Petworth and Stoughton.

### **Key Parish Statistics**

(Data is provided at parish level only)

Information provided	Source(s)
<u>Census 2011 v 2001 - comparative statistics</u> <ul style="list-style-type: none"> <li>• Current population (usual residents)</li> <li>• Number of households</li> <li>• Average household size</li> <li>• Number of dwellings</li> </ul>	2011 Population Census  2001 Population Census (comparative data)
<u>Census 2011</u> <ul style="list-style-type: none"> <li>• Household composition</li> <li>• Economic active households</li> <li>• Household tenure</li> <li>• Households with no car / van</li> </ul>	

### **Homes Recently Built**

(Data is provided for the parish and individual settlements)

Information provided	Source(s)
<ul style="list-style-type: none"> <li>• Homes built 2001-2006</li> <li>• Homes built 2006-2012</li> <li>• Homes built 2012-2013</li> <li>• Homes built 2001-2013</li> <li>• Average homes/year 2001-2013</li> <li>• List of significant recent housing developments in settlements</li> </ul>	WSCC Annual Housing Development Monitoring Survey CDC Five Year Housing Supply 2014-2019

### **Homes with Planning Permission**

(Data is provided for the parish and individual settlements)

Information provided	Source(s)
Homes with planning permission not built (at 1 April 2013)	WSCC Annual Housing Development Monitoring Survey  CDC Five Year Housing Supply 2014-2019

## 2 . Methodology

### **Parish Local Housing Need**

(Data is available at parish level only)

Information provided	Source(s)
<ul style="list-style-type: none"> <li>• Total households on Register with a local connection</li> <li>• Households in priority need</li> <li>• Planned affordable housing deliverable by 2015</li> <li>• Net housing need</li> </ul>	Analysis of households on Local Housing Register, May 2013

### **Employment Areas**

Information provided	Source(s)
Industrial estates, business centres and other defined business areas in parish	Chichester DC Community Facilities Database  Chichester Employment Land Review 2009

### **Settlement Character & Form**

(Includes an aerial photograph of each settlement)

Information provided	Source(s)
<ul style="list-style-type: none"> <li>• Settlement Type</li> <li>• Form/Morphology</li> <li>• Historic Development/Expansion</li> <li>• Predominant Building Typologies</li> <li>• Edge Character</li> <li>• Settlement description</li> </ul>	Historic & modern mapping  Village Design Statements  Conservation Area Appraisals

### **Community Facilities**

(also summarised in Appendix 2)

Information provided	Source(s)
Community Facilities - includes post offices, convenience stores, schools, doctors surgeries, village halls/community centres, outdoor recreation areas, etc	Chichester DC Community Facilities Database

**Accessibility & Public Transport**

(also summarised in Appendix 3)

Information provided	Source(s)
Public transport services (bus & train) – Routes and frequency	WSCC Public Transport information & map
Distance from larger settlements with higher order facilities – e.g town centre shops, secondary school, rail station	Rail & bus company timetables

**Landscape Capacity**

Information provided	Source(s)
Potential landscape sensitivity affecting future development potential around the settlement.	The Future Growth of Chichester: Landscape and Visual Amenity Considerations (Land Use Consultants) 2005  Landscape Capacity Assessment (Hankinson Duckett Associates) 2009  Landscape Capacity Assessment – Extension (Hankinson Duckett Associates) 2011

**Development Constraints**

Information provided	Source(s)
Significant development constraints affecting future development potential around the settlement, including: <ul style="list-style-type: none"> <li>• South Downs National Park (SDNP) &amp; Chichester Harbour Area of Outstanding Natural Beauty (AONB)</li> <li>• Flood Risk areas (Zones 2 &amp; 3)</li> <li>• Designated areas of environmental importance – Special Protection Area (SPA), Special Area of Conservation (SAC), Ramsar site, Site of Special Scientific</li> </ul>	Flood risk areas taken from indicative flood risk mapping published by Environment Agency.  Grade 1 & 2 agricultural land taken from published Agricultural Land Classification maps.

## 2 . Methodology

Information provided	Source(s)
<p>Interest (SSSI), Sites of Nature Conservation Importance (SNCI), Local Nature Reserve (LNR)</p> <ul style="list-style-type: none"> <li>• Sites of historic importance – Scheduled Ancient Monument (SAM), Conservation Areas, Historic Parks and Gardens</li> <li>• High quality agricultural land – Grade 1 &amp; 2 Agricultural Land</li> <li>• Existing major land uses &amp; land use designations (e.g Horticultural Development Areas, Goodwood Motor Circuit/Aerodrome)</li> <li>• Potential coalescence with neighbouring settlements</li> </ul>	

### **Infrastructure & Environmental Capacity**

Information provided	Source(s)
<p>Available information on identified infrastructure constraints and capacity issues (see note, below). Includes:</p> <ul style="list-style-type: none"> <li>• Wastewater treatment</li> <li>• Highways capacity/traffic congestion</li> <li>• Recreational disturbance impacts</li> </ul>	<p>Information drawn from detailed discussions with relevant infrastructure providers and from detailed studies including:</p> <ul style="list-style-type: none"> <li>• Strategic Growth Study - Wastewater Treatment Options &amp; subsequent work undertaken by the Chichester Water Quality Group</li> <li>• Chichester Transport Study 2013</li> <li>• Solent Recreational Disturbance and Mitigation Study</li> <li>• Pagham Harbour Visitor Study</li> </ul>
<p>The study has assessed the impact of three infrastructure issues which could have a significant bearing on the scale, location and/or phasing and deliverability of development: Waste Water Treatment Capacity; highways congestion; and, recreational disturbance on Chichester Harbour. The remaining infrastructure constraints would appear to be more local in nature, with potential impacts on the siting or phasing of development in specific settlements to avoid absolute constraints (e.g. flood risk) or ensure alignment with investment programmes. Planned housing development is likely to require some provision of additional capacity in local services and facilities (e.g education, health, open space etc). However the information available does not suggest that these will be constraints of such significance as to override the need for any further development in the settlements under consideration.</p>	

Information provided	Source(s)
<p>The Infrastructure Delivery Plan (IDP) identifies the key infrastructure required to support the development proposed in the Local Plan, and indicates the potential phasing and sources of funding. Further detailed work will be required with Parish Councils, West Sussex CC and other infrastructure providers to establish local infrastructure requirements.</p>	

### ***Potential Site Availability***

Information provided
<p>Summary of the identified Strategic Housing Land Availability Assessment potential - March 2013</p> <p>Links to Strategic Housing Land Availability Assessment</p>

### ***Conclusions for Local Plan Policy***

Information provided
<p>Provides brief conclusions for each parish, setting out:</p> <ul style="list-style-type: none"> <li>• Summary comments on potential for future development</li> <li>• Proposed categorisation of parish settlement(s) in Local Plan settlement hierarchy (Local Plan Policy 2)</li> <li>• Indicative level of housing proposed on parish housing sites (Local Plan Policy 5)</li> </ul>

### ***Settlement Map(s)*** (see Appendix 5)

Information provided
<p>Maps of individual settlements showing:</p> <ul style="list-style-type: none"> <li>• Community facilities</li> <li>• Key development constraints</li> </ul>

## 3 . Apuldram Parish

### Apuldram Parish

Sub-Area	Main Settlement(s)
Manhood Peninsula	Apuldram

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	169	186	-17 (9.1%)
Number of households	65	65	0 (0%)
Average household size	2.60	2.86	
Number of dwellings	77	72	5 (6.9%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	65	12 (18%)	53 (82%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	130	96 (74%)	34 (26%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	78%	0%	3%	14%	5%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	1	2%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
Apuldram Parish	-1	1	-1	-1	0

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
Apuldram Parish	9

**3.1** Figures include homes with planning permission on the following site:

- 89 Birdham Road – 9 homes (including 1 affordable home), under construction April 2013

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
Apuldram Parish	1	0	1	0

#### Employment areas

- Hills Barn, Apuldram Lane South
- Donnington Business Park, Birdham Road
- Appledram Barns, Birdham Road
- Also marine related activities at Dell Quay

### 3 . Apuldram Parish

#### Settlement Character & Form



<b>Settlement Type</b>	Rural – Isolated Hamlet. A small loose linear cluster (small group of buildings located in close proximity to each other) focused on a church, Manor House and Farm.
<b>Form/Morphology</b>	Polyfocal, (with more than one obvious centre). Original village is radial with irregular rows with later linear development along Birdham Road, creating a new focus separate from the main historic village.
<b>Development/Expansion</b>	Limited growth around the historic village. Recent development is separate from the village centre, comprising linear development along Birdham Road in the form of regular rows, resulting in gradual coalescence with Stockbridge.

<b>Predominant Building Typologies</b>	Village detached, suburban detached, a few village terraced and some converted agricultural buildings.
<b>Edge Character</b>	Mainly soft, irregular, diffuse edges to original village, formed by boundaries to gardens and denser, more regular harder edges formed by Birdham Road, with residential frontages overlooking fields.

### Settlement Description

Apuldram is a small village with a maritime setting, situated on the Manhood Peninsula, close to the eastern side of the Chichester Harbour. Open fields surround most of the village. The River Lavant lies to the north of the village with the Chichester Canal and Chichester Marina at Dell Quay to the south. The historic village is loosely grouped around along a single road, west of Appledram Lane South and includes two Grade 1 listed buildings: St Mary's Church (13th century), and Rymans manor house, a 15<sup>th</sup> Century Tower House. To the south-east, separate mainly 20<sup>th</sup> century ribbon development extends along the A259 towards Stockbridge.

*Sources: Historic and Modern Mapping*

### Community Facilities

#### Apuldram village

- Pubs (3)

### Accessibility & Public Transport

#### Apuldram village

- No regular bus service in the village. About 1/2 km to access 2 regular daytime bus service (52,53) linking to Witterings & Chichester (Most frequent daytime service, every 15 minutes). Evening service.
- Nearest rail station, Chichester, about 3 km.
- Good road/cycle/pedestrian links to city centre and other parts of the city.
- About 3 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

## 3 . Apuldram Parish

### Landscape Capacity

#### Apuldram village

The Future Growth of Chichester Study 2005, identified 1 Landscape Character Parcel to the east of the village. Land west of the village was not assessed by any of the Landscape Studies.

- Land to the east (LCP22) classed as having Moderate sensitivity in relation to Landscape Character and Moderate/High sensitivity in relation to Priority Views and Amenity for Local Viewers.

### Development Constraints

#### Apuldram village

- Most of the village (west of Appledram Lane) lies within the Chichester Harbour AONB.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site are approximately 1km to the north- west of the village.
- A Site of Nature Conservation Importance (Lavant Marshes) lies to the north of the village.
- Areas of flood risk (Flood Zones 2 and 3) lie to the north of the village.
- Grade 1 Agricultural Land surrounds the village, with some Grade 2 Agricultural Land to the south.

### Infrastructure & Environmental Capacity Constraints

#### Apuldram village

- Limited consented headroom available at Apuldram WwTW (to be shared with developments at Chichester city which would also connect to here).
- Potentially high impact of development and recreational disturbance on Chichester Harbour (particularly at the head of the Fishbourne Channel).
- The road network including A27 Fishbourne junction can become congested at peak times.

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Local Plan Policy

Apuldram village is a small dispersed hamlet lying close to Chichester Harbour and within the AONB. The village has no facilities although it is within easy reach of Chichester city. Due to its size, location, character and lack of facilities the village and parish is not considered suitable for future housing development.

***The Local Plan makes no specific provision for housing in the parish, however, housing may potentially come forward through rural exception sites limited to 100% affordable housing meeting identified local needs.***

A map of the village showing community facilities and key development constraints is included in Appendix 5

## 4 . Birdham Parish

### Birdham Parish

Sub-Area	Main Settlement(s)
Manhood Peninsula	Birdham

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,483	1,408	75 (5.3%)
Number of households	645	621	24 (3.9%)
Average household size	2.30	2.26	
Number of dwellings	730	673	57 (8.5%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	645	166 (26%)	479 (74%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,039	708 (68%)	331 (32%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	79%	1%	8%	9%	4%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	48	7%

**Homes Recently Built**

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Birdham Parish</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>1.6</b>
<i>Birdham village</i>	<i>14</i>	<i>2</i>	<i>3</i>	<i>19</i>	<i>1.6</i>

Figures include homes built on the following site:

- Walwyn Close, Main Road, Birdham - 10 homes, 2001/03. Remaining completions of 42 homes permitted in 1998, including 11 affordable homes.

**Homes with Planning Permission**

	Homes with planning permission not built (April 2013)
<b>Birdham Parish</b>	<b>59</b>
<i>Birdham village</i>	<i>54</i>

Figures include homes with planning permission on the following sites:

- Land at Long Meadow – 27 homes (including 10 affordable homes), under construction April 2013.
- Rowan Nursery Bell Lane – 25 homes, including 10 affordable homes

**Parish Local Housing Need**

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Birdham Parish</b>	<b>42</b>	<b>11</b>	<b>10</b>	<b>32</b>

**Employment Areas**

- Birdham Business Park, Birdham Road
- Premier Business Park, Birdham Road
- Northleigh Business Park, Birdham Road

## 4 . Birdham Parish

### Settlement Character & Form



<b>Settlement Type</b>	Rural – Village Cluster. Agglomeration, comprising a small loose cluster of farmsteads around a church with later infill development and peripheral, mainly linear, extensions to the south and east. Also, a separate planned estate (Westlands) to the west on the harbour frontage.
<b>Form/Morphology</b>	Radial with irregular rows and later polyfocal (with more than one obvious centre) extensions.
<b>Development/Expansion</b>	Intensification through infilling and linear development along lanes, with separate linear development along the Main Road away from the original village core. More recent piecemeal disconnected pockets of backland development off Main Road. New centre developing around junction between the A286, the B2198 and B2179. Gradual infilling of area between main road and original village core.
<b>Predominant Building Typologies</b>	Village detached, suburban detached/ semi-detached and suburban estate terraced.

<b>Edge Character</b>	Mainly soft, irregular, diffuse edges, formed by boundaries to gardens and harder and more dense boundaries to newer extensions comprising roads with residential frontages.
-----------------------	--

### Settlement Description

Birdham is set slightly inland on the Manhood Peninsula, south-east of the Chichester Harbour (Chichester Channel) on the west side of Main road (A286), which links to Chichester and East Wittering.

The settlement is divided into two broad areas. The historic village core including Church Lane and the northern end of Crooked Lane; and the mainly twentieth century extensions to the south along Church Lane and Crooked Lane and also along Main Road. The settlement is predominantly residential. The historic core includes St James Church (Grade 1 listed) and churchyard. The houses within the historic core comprise mainly large detached houses, some historic with mainly twentieth century infill development. The village extensions are predominantly suburban in character of varying densities. Recent housing includes the redevelopment of Long Meadow, Main Road. There are separate areas of low density development north of Westlands, to the west of the village, Allandale to the east of the A286 and the plant nurseries to the south, along the B2179 and Bells Lane. The Cricket ground and adjoining fields extend into the built up area and these, together with the playing field in the south of the village, contribute to the open rural character of the village.

*Source: Historic and Modern Mapping*

### Community Facilities

#### Birdham village

- Convenience stores (2), Post office, Primary school, Village hall, Pub, Outdoor Recreation Areas (2)

## 4 . Birdham Parish

### Accessibility & Public Transport

#### Birdham village

- 2 regular daytime bus services (52, 53) linking to the Witterings & Chichester (Most frequent daytime service every 15 minutes). Evening service.
- Nearest rail station, Chichester, about 6 km.
- Village has a good road network to Chichester city and the A27.
- About 4 km from East Wittering, which has range of shops, primary school and other facilities. About 6 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### Birdham village

The Landscape Capacity Study 2009, identified 6 Landscape Character Areas north and south of the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the west and north (LCA94 & LCA96): Negligible/Low landscape capacity.
- Land to the north and south (LCA95, LCA98, & LCA101): Medium landscape capacity. LCA95 is a relatively small and is north of the A286, within the AONB. LCA98 and LCA101 are south of the A286, outside of the AONB. LCA101 adjoins LCA94 and LCA100 which have substantial landscape sensitivity.
- Land to the south of the A286 (LCA97): Medium/High landscape capacity, however, this covers a relatively small area.

### Development Constraints

#### Birdham village

- Most of the village (north of the A286) is within the Chichester Harbour AONB.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site are approximately 1km to the north- west of the village.
- A Site of Nature Conservation Importance (Birdham Pool) lies to the north of the village.
- An area of flood risk (Flood Zones 2 and 3) lies to the north of the village.
- Grade 2 Agricultural Land surrounds the village.

### Infrastructure & Environmental Capacity Constraints

#### Birdham village

- Potential impact of development and recreational disturbance on Chichester Harbour.
- Sites would connect to Sidlesham WwTW (which has physical capacity for around 900 homes).
- Road network can become congested at peak times and during the summer months with visitors to West Wittering Beach.

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	3	71
2019-2024	3	147
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>6</b>	<b>218</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

## 4 . Birdham Parish

### **Conclusions for Local Plan Policy**

Birdham is a large village with a reasonable range of everyday facilities and reasonable road and public transport access north to Chichester city. It lies within the catchment of Sidlesham WwTW which has consented capacity for around 900 dwellings. Set against this is the village's proximity to Chichester Harbour SPA/Ramsar site, with most of the village also falling within the AONB. In addition, there are some issues of congestion linked to summer holiday traffic.

***The Local Plan identifies Birdham as a Service Village and sets an indicative housing figure of 50 homes for the parish. This reflects the village's size, range of facilities and relative accessibility, taking into account the available capacity at Sidlesham WwTW.***

**A map of the village showing community facilities and key development constraints is included in Appendix 5**

## Bosham Parish

Sub-Area	Main Settlement(s)
East-West Corridor	Bosham Broadbridge

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	2,900	2,847	53 (1.8%)
Number of households	1,328	1,317	11 (0.8%)
Average household size	2.18	2.16	
Number of dwellings	1,541	1,434	107 (7.5%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	1,328	423 (32%)	905 (68%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	2,038	1,409 (69%)	628 (31%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	74%	1%	9%	14%	3%

#### Car & van availability 2011

## 5 . Bosham Parish

	Number	% of all households
Households with no car / van	149	11%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Bosham parish</b>	<b>28</b>	<b>52</b>	<b>13</b>	<b>93</b>	<b>7.8</b>
<i>Bosham village</i>	8	36	11	55	4.9
<i>Broadbridge village</i>	22	7	0	29	2.4

Figures include homes built on the following sites:

- Off Moreton Road, Old Bosham - 16 homes, 2005/07
- Britannia Court, Westward Close, Bosham - 16 homes, 2007/09.<sup>(3)</sup>
- 47 Brooks Lane, Broadbridge - 16 homes 2001/02

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Bosham parish</b>	<b>4</b>
<i>Bosham village</i>	3
<i>Broadbridge village</i>	0

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Bosham parish</b>	<b>89</b>	<b>29</b>	<b>0</b>	<b>89</b>

### Employment Areas

- Southfield Industrial Park, Delling Lane
- Broadbridge Business Centre, Delling Lane

<sup>3</sup> Scheme included redevelopment of existing sheltered accommodation of 32 units to provide 48 homes, including 38 units affordable sheltered homes and 10 market homes for over 50's

Settlement Character & Form

Bosham



<b>Settlement Type</b>	Rural – Village Street. Agglomerated village cluster linked to a manorial site focused on harbour frontage with incremental extensions in a loose grid mainly to the east and north.
<b>Form/Morphology</b>	Originally linear with loose grid extensions in the form of perimeter blocks.
<b>Development/Expansion</b>	Gradual infilling and linear development along existing and new residential roads forming an informal grid with infilling of backland plots.
<b>Predominant Building Typologies</b>	Village detached, village terraced and suburban detached.
<b>Edge Character</b>	Combination of dense hard regular edges defined by roads/lanes, with residential frontages to the harbour and settlement extension to east with softer, more diffuse, irregular boundaries comprising garden boundaries to the north.

## 5 . Bosham Parish

### Settlement Description

Bosham is a compact village situated on flat coastal plain with a maritime setting, overlooking Chichester Harbour (Bosham Channel) to the west and south. Fields surround the village to the north and east. The Bosham Stream flows south through the village entering the Harbour near the Quayside.

The village is divided into two broad areas, the historic village core which contains over 70 listed buildings and later development to the north and east. Bosham Church, Manor House and Mill form a unique historic group at the heart of the village, with the church spire providing an important focal point in views across the harbour estuary from the west and south. This group together with the small scale cottages in the village centre contrast with the open shoreline, open spaces (including Quay Meadow), and boat park to the west of lower Bosham Lane, and the more varied uses to the east including a car and boat park. High Street includes higher density historic housing; Shore Road and the southern section of Bosham Lane include nineteenth century housing. There is mainly twentieth century housing of varying density to the north and west of the village with inter war housing along the routes to Chichester ( eg Delling Lane, Bosham Lane) followed by post war developments eg Church Meadow, Moreton Road. There is low density development along Westbrook Field, Shore Road to the south, Cheques Lane and Delling Lane to the north.

*Sources: Bosham Conservation Area Character Appraisal & Management Proposals (March 2007, updated May 2013) Bosham Village Design Statement (November 2011),*

**Broadbridge**



<b>Settlement Type</b>	Rural/Suburban. Linear dispersed settlement linked to Mill with infill development and planned formal grid extensions.
<b>Form/Morphology</b>	Radial, with linear development along roads.
<b>Development/Expansion</b>	Expansion linked to railway with planned cluster of streets in a formal grid layout, in the form of perimeter blocks with infilling.
<b>Predominant Building Typologies</b>	Suburban detached/semi-detached /suburban terraced.
<b>Edge Character</b>	Mainly dense, hard, regular edges, due to mainly small gardens and roads with residential frontages.

## 5 . Bosham Parish

### Settlement Description

Broadbridge is a compact settlement situated on a relatively flat coastal plain, located north of Bosham village bounded by the A259 to the south and the railway line to the north. Fields of varying sizes surround the settlement. There are views north toward the South Downs and to the east of Chichester Cathedral spire.

The settlement can be divided into three broad areas: the original linear development along North Road, the more formal grid extensions to the East and more recent pockets of infill development on former railway land to the north, and the mill site to the west.

Housing is mainly twentieth century, reflecting the development of Broadbridge after the establishment of a larger station goods yard at the beginning of the twentieth century, with older properties in North Road, Gifford Road and Penwarden Way. Later development includes Arnold Way (the old goods yard) and Broadbridge Mill and Stanbury Close to the west, overlooking the Bosham Stream. Station Road links the railway station to the A259 and includes a parade of shops and a pub. Open spaces at Old Bridge Road and Brooks Lane contribute to the settlement's character.

There is ribbon development to the south along Main Road/ Delling Lane and Ratham Lane to the north.

*Source: Bosham Village Design Statement (November 2011)*

### Community Facilities

#### Bosham village

- Primary school, Village halls (2), Pubs (3), Outdoor Recreation Areas (2), Mobile Library

#### Broadbridge village

- Post office, Convenience Stores (2), Doctor's surgery, Pub, Mobile Library

### Accessibility & Public Transport

#### Bosham village

- 1 regular daytime bus service (56) linking to Fishbourne & Chichester (Most frequent daytime service, every 70 minutes). No evening service.
- Nearest rail station, Bosham, about 1.5 km
- Village has relatively good road access via A259 to Chichester City and Emsworth
- About 6 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

#### Broadbridge village

- 2 regular daytime bus services (700, 56) linking to Southbourne, Havant & Chichester (Most frequent daytime service, every 30 minutes). Evening service.
- Rail station, Bosham (approximately hourly daytime service)
- Village has good road access to A259 to Chichester and Emsworth.
- About 5 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### Bosham village

The Landscape Capacity Study 2009, identified 3 Landscape Character Areas to the north and east of the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the north (LCA90): Negligible landscape capacity.
- Land to the north-east (LCA92): Low landscape capacity.
- Land to the east (LCA93): Negligible/Low landscape capacity.

#### Broadbridge village

The Landscape Capacity Study 2009, identified 3 Landscape Character Areas surrounding the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the north-west and south (LCA89 & LCA92): Low landscape capacity.
- Land to the north-east (LCA91): Low/Medium landscape capacity.

## 5 . Bosham Parish

### Development Constraints

#### Bosham village

- The village and land to the south of the A259 are within the Chichester Harbour AONB.
- A Conservation Area covers the south-west of the village.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site lie immediately to the south and west of Bosham village.
- There are areas of flood risk (Flood Zones 2 and 3) to the south and east of the village following the Churchfield Channel and Stream. Also Flood Zones 2 and 3 extend across the west of the village in part, following the Bosham Stream.
- Grade 1 Agricultural Land surrounds the village to the north and east.

#### Broadbridge village

- The village is adjacent to Chichester Harbour AONB, south of the A259.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site lie less than 1km to the south and west of the village.
- Grade 1 Agricultural Land surrounds the village to the south and north, with Grade 1 and 2 Agricultural land to the east of the village.
- Flood Zone 2 (and Flood Zone 3 in parts) follow the Bosham Stream to the west of Broadbridge.

### Infrastructure & Environmental Capacity Issues

#### Bosham & Broadbridge villages

- Potential impact of development and recreational disturbance on Chichester Harbour.
- Village is served by Bosham WwTW (which has capacity for around 400 homes).

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	2	15
2019-2024	2	470
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>4</b>	<b>485</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

Bosham village is a large village and has a reasonable range of basic facilities, but is constrained by its sensitive location on Chichester Harbour and within the AONB. Broadbridge is less constrained and has a railway station, but has fewer facilities (although it does have a post office and convenience store). The villages are served by the Bosham WwTW which has consented capacity to accommodate some additional housing development.

***The Local Plan identifies Bosham/Broadbridge as a Service Village and sets an indicative housing figure of 50 homes for the parish. This reflects the size, level of services and relative accessibility of the two villages, which are located close together and share services and facilities. It is considered that either or both could accommodate housing development.***

## 5 . Bosham Parish

**Maps of the villages showing community facilities and key development constraints are included in Appendix 5**

## Boxgrove Parish

Sub-Area	Main Settlement(s)
East-West Corridor	Boxgrove

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	957	901	56 (6.2%)
Number of households	434	425	9 (2.1%)
Average household size	2.20	2.12	
Number of dwellings	449	444	5 (1.1%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	434	145 (33%)	289 (67%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	653	470 (72%)	183 (28%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	62%	0%	19%	12%	7%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	62	14%

## 6 . Boxgrove Parish

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Boxgrove parish</b>	<b>0</b>	<b>22</b>	<b>15</b>	<b>37</b>	<b>3.1</b>
<i>Boxgrove village</i>	<i>0</i>	<i>5</i>	<i>0</i>	<i>5</i>	<i>0.4</i>

Figures include homes built on the following site:

- Webbs Country Foods, Stane Street, Halnaker – 14 of a total of 31 homes, including 13 affordable homes, 2010-2013.

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Boxgrove parish</b>	<b>0</b>
<i>Boxgrove village</i>	<i>0</i>

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Boxgrove parish</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>30</b>

### Employment Areas

- Temple Bar Business Park, Strettington

### Settlement Character & Form



<b>Settlement Type</b>	Rural – Village Street. Agglomerated settlement cluster linked to Monastic site.
<b>Form/Morphology</b>	Linear along street.
<b>Development/Expansion</b>	Infilling and consolidation with linear development along new residential roads, forming an informal grid with additional pockets of modern development to west.
<b>Predominant Building Typologies</b>	Village detached, village terraces, suburban detached and suburban terraced.

## 6 . Boxgrove Parish

<b>Edge Character</b>	Regular and fairly dense edge comprising garden boundaries including fences, hedges and some trees. Slightly more diffuse and irregular boundaries to the east.
-----------------------	---

### Settlement Description

Boxgrove is a compact village, set on relatively flat coastal plain with land rising north towards the South Downs, surrounded mainly by arable fields and paddocks on three sides. The southern end of the village adjoins the A27. Boxgrove Farm is located to the west. The linear historic village core is centred on The Street, the main route through the village linking with the A27 to the south and Stane Street ( A285) to the north. The Almshouses on The Street, Boxgrove Priory and The Church of St Mary and St Blaise (Grade 1 Listed Buildings) are all set back from the road and are focal points in the north-east of the village. The open space surrounding Boxgrove Priory and the churchyard together with the playing fields contribute to the village setting and provide views out of the village to the north. Priory Close Green and mature trees also contribute to the village character. More recent housing has extended the village to the west and south-east.

*Source: Boxgrove Conservation Character Appraisal & Management Proposals (September 2010)*

### Community Facilities

#### Boxgrove village

- Convenience Store, Primary School, Doctor's Surgery, Village hall, Outdoor Recreation Area, Mobile Library

### Accessibility & Public Transport

#### Boxgrove village

- 1 regular daytime bus service (55) linking to Chichester (Most frequent daytime service, every 30 minutes). Evening service.
- 1 irregular daytime bus service (99A) on Sundays & public holidays (3 daytime services in each direction).
- Nearest rail station, Chichester, about 5 km
- Village has good access to the A27 and Chichester city.
- About 5 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### Boxgrove village

The Landscape Capacity Study 2009 identified 4 Landscape Character Areas surrounding the village (north of the A27), which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the north-west and south-east (LCA72 & LCA75): Low landscape capacity.
- Land to the east (LCA73): Low/Medium landscape capacity.
- Land to the north (LCA74): Medium capacity landscape. However, this relatively small LCA includes playing fields to the west and the remains of Boxgrove Priory (Scheduled Monument) and associated Grade 1 Listed Buildings to the east. The Boxgrove Conservation Area also covers much of LCA74.

### Development Constraints

#### Boxgrove village

- South Downs National Park designation covers land to the north of the village.
- A Conservation Area covers most of east side of village extending beyond the village to the north-east and includes Boxgrove Priory Scheduled Monument. Halnaker Conservation Area is less than 500m to the north.
- Historic ground water/surface water flooding in some areas.
- Grade 2 Agricultural Land surrounds the village north of the A27.

### Infrastructure & Environmental Capacity Constraints

#### Boxgrove village

- Limited impact of recreational disturbance due to distance from Chichester Harbour.
- The village is served by Tangmere WwTW which has very limited wastewater capacity for new development (under 25 homes) early in Plan period, prior to its planned expansion/upgrade in 2019, which will increase its capacity by an additional 3,000 homes.
- Potential impact of development on the South Downs National Park (which in places lies under 200m from existing edge of village).
- Potential impact on Boxgrove Priory Scheduled Monument and Conservation Area.

## 6 . Boxgrove Parish

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Part of site has potential	1	13.52

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Local Plan Policy

Boxgrove is a medium sized village with a reasonable range of basic facilities. In addition, the village lies close the National Park boundary and within the Tangmere WwTW catchment where capacity is likely to be severely limited until after 2019. The Local Plan proposes a strategic housing allocation in the neighbouring village of Tangmere around 1 km to the south.

***The Local Plan identifies Boxgrove as a Service Village and sets an indicative housing figure of 25 homes for the parish. This reflects the availability of some facilities and the relative accessibility of the village, whilst also taking account of the village's proximity to the National Park and the proposed strategic allocation at Tangmere.***

A map of the village showing community facilities and key development constraints is included in Appendix 5

## Chichester City

Sub-Area	Main Settlement(s)
East-West Corridor	Chichester

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	26,795	23,731	3,064 (12.9%)
Number of households	12,316	10,806	1,510 (14.0%)
Average household size	2.18	2.20	
Number of dwellings	12,925	11,315	1,610 (14.2%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	12,316	4,776 (39%)	7,540 (61%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	19,675	13,530 (69%)	6,145 (31%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	55%	1%	22%	17%	4%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	3,368	27%

## 7 . Chichester City

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Chichester Wards</b>	<b>712</b>	<b>974</b>	<b>171</b>	<b>1,857</b>	<b>154.8</b>
<i>Chichester city</i>	<i>707</i>	<i>971</i>	<i>171</i>	<i>1,849</i>	<i>154.1</i>

Figures include homes built on the following sites:

- Farris Field, Swanfield Drive - 36 homes, 2001/2002. Remainder of development for 54 homes permitted in 2000.
- The Orbits Estate - 114 homes, 2001/03. Remainder of development for 158 affordable homes permitted in 1999.
- 23-29 Stockbridge Road Chichester - 60 homes, 2002/2004.
- Rows, The Hornet - 152 homes (including 46 affordable homes), 2003/2005.
- Canal Wharf, The Canal - 31 homes, 2004/2006.
- Site A east of St Richards Hospital - 60 homes, (including 18 affordable homes) 2006/2008.
- Spitalfield Lane - 43 homes, 2007/2009.
- Site B east of St Richards Hospital - 44 homes, 2007/2008.
- Site C east of St Richards Hospital - 24 homes, 2007/2009.
- Former Shippams Factory, East Street - 166 homes (including 44 affordable homes), 2007/2010.
- Site D St Richards Hospital - 100 homes (including 30 affordable homes), 2007/2011.
- East Walls, St Pancras - 53 homes (including 31 affordable homes), 2009/2010.
- Graylingwell – 156 homes. Part of development of 750 homes (including 300 affordable homes), under construction April 2013.
- 34 & 36 Hays Road - 60 homes (including 25 affordable homes), 2010/2012.
- Osborne House, Stockbridge Road – 86 homes (including 25 affordable), 2010/2013.
- Eastgate/ East Walls – 72 homes (including 16 affordable and 6 key worker homes), 2009/13.
- Rousillon Barracks, Broyle Road – 41 homes Part of development of 252 homes (including 101 affordable homes), under construction April 2013.
- 

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Chichester Wards</b>	<b>1,103</b>
<i>Chichester city</i>	<i>1,103</i>

Figures include homes with planning permission on the following sites:

- Portfield Football Club, Church Road – 80 homes, including 40 affordable homes.
- Graylingwell – 594 homes. Remainder of development of 750 homes (including 300 affordable homes), under construction April 2013.
- Rousillon Barracks, Broyle Road – 211 homes. Remainder of development of 252 homes (including 101 affordable homes), under construction April 2013.
- The Woolstaplers Car Park- 26 homes
- Bartholomews Ltd, Bognor Road – 51 homes, including 20 affordable hpmes.
- The Heritage, Winden Avenue - 36 homes scheme for 92 homes including 36 market and 56 supported housing apartments. Demolition of existing 56 homes provides 36 homes net.
- Land at Kingsmead Avenue – 43 homes, including 20 affordable homes.
- The Regnum Club 45A South Street – 9 homes, including 1 affordable home.

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
Chichester Wards	1,238	472	195	1,043

### Employment Areas

- Shopwhyke Industrial Centre
- St James Industrial Estate
- Terminus Road
- City Business Centre
- Dukes Court
- Quarry Lane Industrial Estate
- St James's Works
- Ben Turner Industrial Estate

## 7 . Chichester City

### Settlement Character & Form



<b>Settlement Type</b>	Urban – Historic City. Fortified, walled city arranged on a cross with later urban extensions forming inner and outer suburbs of varying character.
<b>Form/Morphology</b>	Planned, compact and simple formal grid around the four main streets crossing at the centre of the city enclosed by city walls, surrounded by later suburbs. The city wall defines the historic core and encloses the area.
<b>Development/Expansion</b>	Some intensification, for example, the New Town in the south-east quadrant and development of inner and outer suburbs developing around the city, beyond the walls. Initial linear development along streets in the form of regular rows of terraced and semi-detached properties. Later suburbs developed on former farmland. Some coalescence with encroachment towards outlying smaller settlements – Stockbridge to south, Fishbourne to the west, Westhampnett to the east and Lavant to north.
<b>Predominant Building Typologies</b>	Varied in relation to different character areas.
<b>Edge Character</b>	Hard edge to south and east formed by A27, and to West formed by Centurian Way, the route of the former rail link to Midhurst. Softer boundaries, comprising gardens surrounded by farmland to north and north-east.

### Settlement Description

Chichester is an historic market town situated on relatively flat coastal plain just north of the Manhood Peninsula, between the South Downs and the English Channel. Due to the city's location, the Chichester Cathedral spire can be seen from numerous points both from the surrounding coastal plain and the South Downs. The River Lavant flows towards Chichester Harbour from the north east and is diverted through channels beneath city centre, before emerging on south west side. The Chichester Canal enters the city from the south, ending at the Canal Basin.

The city is bounded by the A27 bypass to the south. The east-west coast railway line passes through the city in the south and a disused railway line, Centurion Way, forms the city boundary to the west. Fishbourne village is located to the west of the city, just beyond the A27 bypass. To the south and east of the city, there are a number of lakes formed from previous gravel workings. Stockbridge adjoins the city to the south of the A27/ A286 junction. The village of Westhampnett, including the Rolls Royce factory is located about 2 km to the east of the city and Goodwood airfield/ motor racing circuit are located to the north-east of the city. The northern edge of the city extends close to Lavant village (located within the South Downs National Park).

The city's historic core is focused mainly within the city walls that date back to Roman times. The street pattern within the city walls is late Saxon, but based on the grid pattern made by the four straight Roman roads leading through gateways. Within the walls, the city is divided into four quadrants, each with their own character, by these four roads which meet at the Market Cross at the centre. The landmark Chichester cathedral dates from the eleventh century and within the city walls are numerous historic buildings, from the medieval period onwards. Many of them are listed and several are tourist attractions.

The historic core within the city walls is now contains the main shopping area, and offices, including the District and County Council offices, together with a mix of residential properties, mainly terraces and high density flats. Outside the city walls, the four Roman routes into the city have influenced the growth of the adjoining suburbs. For example, the eighteenth and nineteenth century development extends from Eastgate along The Hornet/St Pancras/ Stane Street, and mainly nineteenth century housing extends from Northgate up to and including Somerstown. Both inside and outside the city walls, a number of open spaces contribute to the setting of the city (eg Priory Park, Bishop Palace gardens and Oaklands Park, Westgate Fields).

Beyond the historic areas, the city extends to include areas of inter-war and post-war development. The inner ring road that encircles the city walls links to routes out of the city. There are several residential suburbs of varying densities, for example, the East Broyle Estate, Parklands, Portfield and Whyke estates along with associated community facilities and schools. The Terminus Road and Quarry Lane industrial estates, along with a multi-screen cinema and bowling and a supermarket are located in the south of the city adjacent to the A27/A259 junctions. A smaller industrial estate, St James, is located to the east and an out-of-centre retail area, including the Portfield Retail Park, is located at the eastern edge of the city, also close to the A27.

## 7 . Chichester City

In the north-east, beyond Oakland Park, are the University College Chichester, St Richards Hospital and the former Graylingwell Hospital. The latter site together with the Roussillon Barracks sites are currently being redeveloped to include housing, employment, open space and other facilities, contributing to a new, mixed use, sustainable quarter of the city. Other recent developments in the city include The Novium (the new district museum), redevelopments at East Gate/, East Walls for flats and retail uses, and at Osborne House, Stockbridge Road, for flats and houses.

*Source: Chichester Conservation Character Appraisal & Management Proposals (September 2006), Historic and Modern Mapping*

### Community Facilities

#### Chichester City

- Supermarkets (4), Convenience Stores (12), Post Offices (5), Secondary Schools (3), Primary schools (8), Doctor's surgery's (5), Community halls (6), Pubs (24), Outdoor Recreation Areas (12), Leisure Centres (3), Library, Mobile Library (2)

### Accessibility & Public Transport

#### Chichester City

- 11 regular daytime bus services (700, 47/47A 51, 52, 53, 54, 55, 56, 60, 85, 99) linking to Havant, Selsey, Witterings, Tangmere, Midhurst, Petworth, & Worthing. (Most frequent daytime service, every 15 minutes). Evening service.
- 5 irregular daytime bus services (99A, 71, 300, 903, 905)
- Rail station Chichester (approximately six times an hour daytime service).
- Good public transport/cycle and pedestrian links within the city. Good access via A27 to Havant / Portsmouth and Worthing / Brighton.

### Landscape Capacity

#### Chichester City

The Future Growth of Chichester Study 2005 identified 26 Landscape Character Parcels (LCPs) surrounding the city. Details of the assessment for each of these LCPs are set out in the Study. Set out below is a summary of those LCPs that are the most or least sensitive in relation to Landscape Character, Priority Views and Amenity for Local Viewers.

- There are two LCPs with a moderate-high' score for landscape sensitivity: Lavant Valley Arable Floor (LCP 1) & South Chichester Arable Farmland (LCP 37).
- There are four LCPs with a 'low' score for landscape sensitivity: West Stockbridge Arable Farmland (LCP 24), Shopwyke Worked Ground (LCP 38), Sherwood Worked Ground (LCP 39) & Whyke Worked Ground (LCP 40).
- There are seven LCPs which have a 'moderate-high' sensitivity in terms of priority views: Lavant Arable Valley Floor (LCP 1), North Chichester Arable Farmland (LCP 3), Hunters Race Worked Ground (LCP 7), Hunters Race Amenity Grassland (LCP 8), Broyle Estate Open Space (LCP 9), South Chichester Arable Farmland (LCP 37) & Berrymead Pastures (LCP 48).
- There are two LCPs with a 'moderate-high' sensitivity score in terms of amenity for local viewers: Broyle Estate Open Space (LCP 9) & South Chichester Arable Farmland (LCP37).
- The least sensitive LCPs in terms of landscape sensitivity and priority views are:
- West Stockbridge Arable Farmland (LCP 24), Kingsham Arable Farmland (LCP 29), Drayton Arable Farmland (LCP 35), Shopwyke Worked Ground (LCP 38), Sherwood Worked Ground (LCP 39) & Whyke Worked Ground (Parcel 40).

### Development Constraints

#### Chichester City

- Potential impacts of development and recreational disturbance on Chichester Harbour (particularly at the head of Fishbourne Channel).
- Areas of ancient woodland to the west of the city, including Brandyhole Copse LNR.
- Chichester Gravel Pits & Leythorne Meadow SNCI to south of the city (south of A27 Bypass).
- Large areas of flood risk (Flood zones 2 and 3) within the city and surrounding areas (along River Lavant within the city and to north-east and south-west of the city, with further flood risk areas south and south-east of the city).
- Grades 1 and 2 agricultural land cover some areas around the city.
- Potential coalescence with neighbouring settlements (eg Fisbourne, Westhampnett and Lavant).

## 7 . Chichester City

### Infrastructure & Environmental Capacity Constraints

#### Chichester City

- Potential impacts of development and recreational disturbance on Chichester Harbour (particularly at the head of the Fishbourne Channel).
- Limited consented headroom is available at Apuldram WwTW.
- Traffic congestion affects road network within the city and on the A27 Bypass, especially at peak times.

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	1	500
2024-2029	1	500
2029+	0	0
<b>Total</b>	<b>2</b>	<b>1,000</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	1	0.19

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Local Plan Policy

Chichester city is the largest and most sustainable settlement within the Plan area, providing a wide range of employment, shopping and entertainment, education and health facilities. The city accounts for over 40% of housing need in the South of the District, nearly 50% of housing completions since 2001, and over 60% of existing housing commitments. This includes the major developments currently under construction at Graylingwell and Roussillon Barracks, and further land identified for 130 homes in the Sites at Chichester City North Development Brief.

Over the past decade, a considerable number of major housing sites have come forward through brownfield redevelopment opportunities within the city (e.g Shippams, East Walls, Osborne House, as well as Graylingwell and Roussillon Barracks). Whilst this pattern is likely to continue in the future, these opportunities generally arise as windfalls once an existing use ceases and are difficult to predict with certainty.

A further issue is the limited capacity at the Apuldram WwTW, which is likely to restrict the potential for any significant new housing in the city.

For these reasons, a cautious approach is proposed with the suggested housing range for the City set at 150 homes.

***The Local Plan identifies Chichester city as a Sub-Regional Centre and sets an indicative housing figure of 150 homes to be identified within the existing settlement boundary. Compared to past levels of housing delivery in the city, this is a modest figure, however it reflects the relative lack of identified SHLAA sites and the limited capacity at Apuldram WwTW. In addition, there is considerable housing development already underway or planned in the city, as well as strategic development allocations proposed in the Local Plan on the edge of the city.***

A map of the city showing community facilities and key development constraints is included in Appendix 5

## 8 . Chidham and Hambrook Parish

### Chidham & Hambrook Parish

Sub-Area	Main Settlement(s)
East-West Corridor	Chidham Hambrook Nutbourne East

Details on Nutbourne West are set out in Section 22

#### Key Census Statistics

##### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,356	1,250	106 (8.5%)
Number of households	505	482	23 (4.8%)
Average household size	2.69	2.59	
Number of dwellings	525	496	29 (5.9%)

##### Household composition 2011

	All households	Single person households	Other households
Household Composition	505	120 (24%)	385 (76%)

##### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	920	654 (71%)	266 (29%)

##### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	84%	0%	4%	9%	3%

## 8 . Chidham and Hambrook Parish

### Car & van availability 2011

	Number	% of all households
Households with no car / van	31	6%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Chidham &amp; Hambrook Parish</b>	<b>21</b>	<b>31</b>	<b>42</b>	<b>94</b>	<b>7.8</b>
<i>Chidham village</i>	4	3	0	7	0.6
<i>Hambrook village</i>	6	25	4	35	2.9
<i>Nutbourne East</i>	11	1	38	50	4.2

Figures include homes built on the following sites:

#### Hambrook village

- 30 The Avenue, Hambrook – 23 homes (including 9 affordable homes), 2011/12

#### Nutbourne East

- Land adjacent Norfolk Cottage, Flatt Road – 7 homes, 2002/03
- Marshalls Mono, Broad Road, Nutbourne East – 38 homes. Part of development of 86 homes (including 35 affordable homes), under construction April 2013.

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Chidham &amp; Hambrook Parish</b>	<b>62</b>
<i>Chidham village</i>	1
<i>Hambrook village</i>	13
<i>Nutbourne East</i>	48

Figures include homes with planning permission on the following sites:

#### Hambrook village

- Land North of The Willows, Hambrook Hill South, Hambrook– 11 homes, including 4 affordable homes.

## 8 . Chidham and Hambrook Parish

### Nutbourne East

- Marshalls Mono, Broad Road, Nutbourne East – 48 homes. Remainder of development of 86 homes (including 35 affordable homes), under construction April 2013.

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Chidham &amp; Hambrook Parish</b>	<b>36</b>	<b>13</b>	<b>30</b>	<b>6</b>

### Employment Areas

- No business centres or industrial estates within the parish

### Settlement Character & Form

#### Chidham



<b>Settlement Type</b>	Rural – Isolated Hamlet. A small, loose linear cluster focused on the Church, Vicarage, Manor House and Farm.
------------------------	---

## 8 . Chidham and Hambrook Parish

<b>Form/Morphology</b>	Polyfocal dispersed settlement with loose groupings at the harbour frontage and around the Church and Manor House, with scattered farmsteads in between.
<b>Development/Expansion</b>	Limited growth around the historic village. Recent development is separate from the historic village centre around the junction of Main Road and Cot Lane adjoining Nutbourne.
<b>Predominant Building Typologies</b>	Village detached, and farmstead buildings.
<b>Edge Character</b>	Mainly diffuse, soft, irregular edges formed by boundaries to gardens overlooking fields.

### Settlement Description

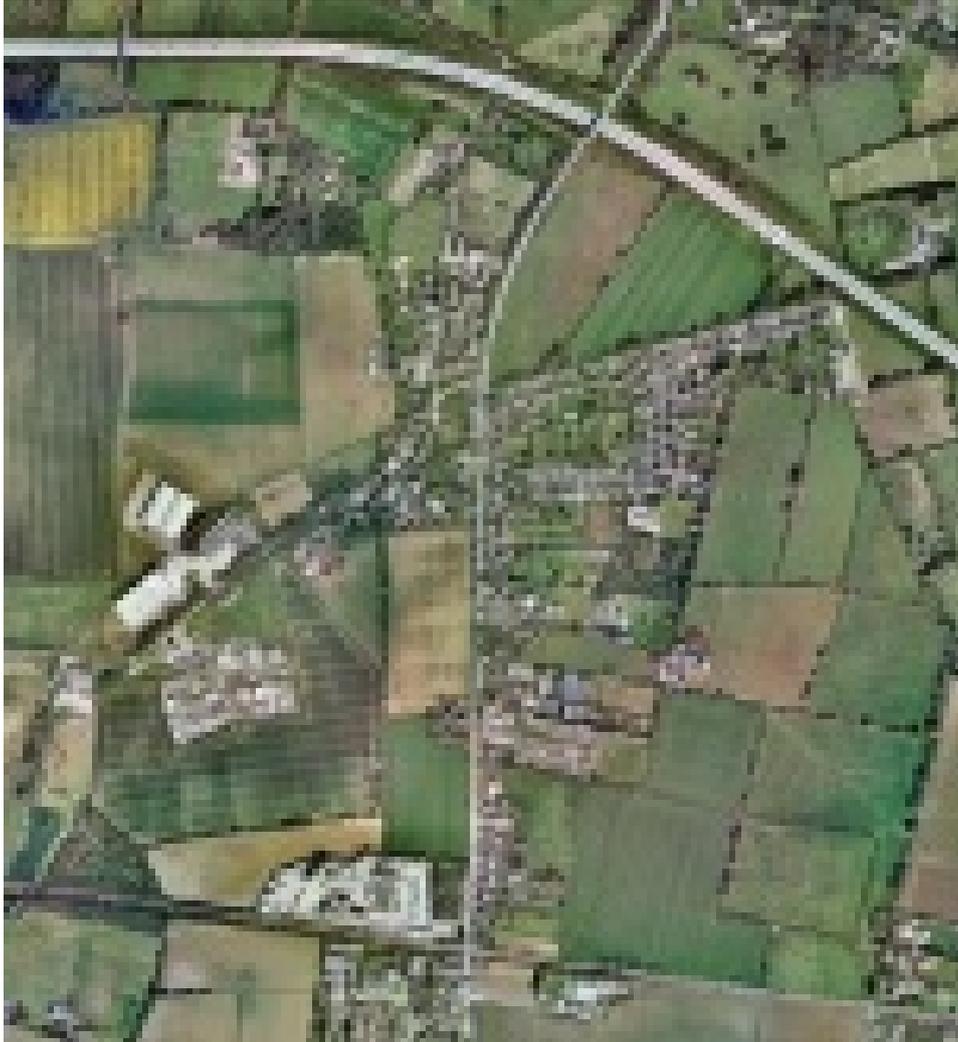
The historic village of Chidham is a small dispersed settlement with a maritime setting. The village is situated on the Chidham peninsula, an area of flat coastal plain that is surrounded to the west, by the Thorney Channel and the Bosham Channel to the east. The village extends eastwards from Cot Lane, where there is a cluster of listed buildings centred on the thirteenth century St Mary's Church and seventeenth century Manor House. Scattered development along Chidham Lane links with Middleton Farm and Easton Farms, then joins Chidham Lane and Harbour Way, where ribbon development overlooks north across the Bosham Channel. The Chidmere Pond is located at the southern end of Chidham Lane. Fields surround the village to the north, south and east.

To the north, separate mainly twentieth century ribbon development extends east along the A259 to Nutbourne, west towards the head of the Bosham Channel, south along Chidham Lane (where the primary school is located) and north along Drift Lane just beyond the railway line.

*Source: Historic and Modern Mapping*

## 8 . Chidham and Hambrook Parish

### Hambrook



<b>Settlement Type</b>	Rural (dormitory settlement linked to road/rail). Agglomerated, originally dispersed settlement developed through gradual infilling. Initial linear extensions along existing roads in a grid pattern.
<b>Form/Morphology</b>	Radial, with linear development in rows. More recent regular grid formed from newer roads that connect to the existing roads to form perimeter blocks.
<b>Development/Expansion</b>	Linear along roads and incremental as fields are developed.
<b>Predominant Building Typologies</b>	Predominantly in irregular rows with properties fronting onto streets.
<b>Edge Character</b>	A combination of fairly regular, dense soft garden boundaries and harder boundaries defined by streets with housing opposite fields.

## 8 . Chidham and Hambrook Parish

### Settlement Description

Hambrook is a small relatively compact settlement located north of Nutbourne and to the south of the A27. The settlement is set on relatively flat coastal plain and the Ham Brook forms the village boundary to the west. Fields of varying sizes, including watercress beds to the north, surround the rest of the settlement. The majority of the settlement is centred on the junction of Broad Road, Hambrook Road South and Scant Road. There is low density development and a caravan site, to the south along Broad Road and low density development along Priors Leaze Lane. Housing is mainly twentieth century suburban of varying densities. More recent housing includes development at Aviary Close and the The Avenue.

*Source: Historic and Modern Mapping*

### Nutbourne East



**Settlement Type**

Semi-Rural - Dormitory settlement linked to road/rail

## 8 . Chidham and Hambrook Parish

<b>Form/Morphology</b>	Planned linear development on parcelled up farmland on north side of Main Road.
<b>Development/Expansion</b>	Some intensification through redevelopment and infilling, further linear development on south side of Main Road and Broad Road. Later in filling of land between Main Road and the railway line with pockets of mainly backland development in the form of disconnected cul-de-sacs.
<b>Predominant Building Typologies</b>	Detached, semi-detached estate houses in developments of similar design.
<b>Edge Character</b>	Mainly dense, formal frontages formed by roads with houses overlooking open fields opposite and also regular garden boundaries.

### Settlement Description

Nutbourne East is a small linear settlement situated on relatively flat coastal plain, straddling the A259, extending north to beyond the railway line. Open fields of varying sizes surround the settlement. Housing is mainly twentieth century suburban of varying densities east of Broad Road. There are older properties fronting Main Road and Broad Road with infill development to the west and south. There is low density ribbon development to the north along Broad Road and along Main Road. The former Marshalls Mono concrete paving plant is currently being redeveloped for housing and business units.

*Source: Historic and Modern Mapping*

### Community Facilities

#### Chidham village

- Primary school, Village hall, Pubs (2)

#### Hambrook village

- Convenience Store, Post office

#### Nutbourne East

- Pub, Outdoor Recreation Area

## 8 . Chidham and Hambrook Parish

### Accessibility & Public Transport

#### Chidham village

- 1 regular daytime bus service from A259 (700) linking to Southbourne, Havant & Chichester (Most frequent daytime service, every 30 minutes). Evening service.
- Nearest rail station, Nutbourne, about 1.5 km.
- Village has good access via A259 to Emsworth and Chichester.
- About 3 km from Southbourne, which has a range of facilities, secondary school, rail station. About 6 km from Chichester city and 8 km Havant both of which have a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities, rail station.

#### Hambrook village

- No regular bus service in the village. About 1km to access 1 regular daytime bus service from A259 (700) linking to Southbourne, Havant & Chichester (Most frequent daytime service, every 30 minutes). Evening service.
- Nearest rail station, Nutbourne, less than 1 km.
- Village has good access via A259 to Emsworth and Chichester.
- About 3 km from Southbourne, which has a range of facilities, secondary school, rail station. About 6 km from Chichester city and 8 km Havant both of which have a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities, rail station.

#### Nutbourne East

- 1 regular daytime bus service (700) linking to Southbourne, Havant & Chichester (Most frequent daytime service, every 30 minutes). Evening service.
- 1 irregular daytime bus service (300) on Wednesdays (1 daytime services in each direction).
- Rail station Nutbourne (approximately hourly service).
- Village has good access via A259 to Emsworth and Chichester.
- About 1 km from Southbourne which has a range of facilities, primary and secondary schools, rail station. About 6 km Havant and 8 km from Chichester city which have a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities, rail station.

### Landscape Capacity

#### Chidham village

The Landscape Capacity Study 2009, identified 4 Landscape Character Areas surrounding the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the north (LCA88): Medium landscape capacity.
- Land to the north - within AONB (LCA86): Negligible/low landscape capacity.

#### Hambrook village

The Landscape Capacity Studies 2009 and 2011, identified 4 Landscape Character Areas surrounding the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the west (LCA81): Low/Medium landscape capacity.
- Land to the south - extending to the railway line (LCA84): Medium/High landscape capacity.
- Land to the east (LCA87): Low landscape capacity.
- Land to the north - extending to the A27 (LCA118): Medium capacity.

#### Nutbourne East

The Landscape Capacity Study 2009, identified 4 Landscape Character Areas surrounding the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the north (LCA84): Medium/High landscape capacity. Hambrook village forms the northern boundary and the railway line forms the southern edge. Adjoins LCA81 which has substantial landscape sensitivity.
- Land to the east and west (LCA85 & LCA87): Low landscape capacity.
- Land to the South (LCA88): Medium landscape capacity. Adjoins LCA86, LCA87 & LCA90 which have substantial landscape sensitivity.

## 8 . Chidham and Hambrook Parish

### Development Constraints

#### Chidham village

- The village and land to the south of the A259 are within the Chichester Harbour AONB.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site lie immediately to the west of the village.
- Grade 1 Agricultural Land surrounds the village, with Grade 2 Agricultural Land in an area to the north near the A259.
- Areas of flood risk (Flood Zones 2 and 3) extend to the north and east of the village.
- Potential coalescence with Nutbourne (East) dependant on the location of development.

#### Hambrook village

- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site lie approximately 1.5km to the south-west of the village.
- Nearby Ancient woodland to the west and SNCI (Newells Lane Pond & Meadows) is located to the east of the village.
- Grade 2 Agricultural Land surrounds most of the village, except to the north.
- Potential coalescence of settlements along A259.

#### Nutbourne East

- Chichester Harbour AONB covers land to the south of the A259.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site adjoin the village to the south. Potentially high impact of development and recreational disturbance.
- Grade 2 Agricultural Land surrounds most of the village.
- Potential for coalescence with other settlements along A259 (Nutbourne West), Chidham and Hambrook).

### Infrastructure & Environmental Capacity Issues

#### Chidham, Hambrook & Nutbourne East villages

- Potentially high impact of development and recreational disturbance on Chichester Harbour.
- Village served by Thornham WwTW (which has capacity for around 1,700 homes).
- Thornham WwTW catchment is shared with Havant Borough Council so capacity will need monitoring.
- Potential impact on nearby ancient woodland and Newells Lane Pond and Meadows SNCI.

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	3	268
2019-2024	1	44
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>4</b>	<b>312</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	2	12.99

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Local Plan Policy

Of the villages in the parish, Chidham village lies close to the Chichester Harbour SPA/SAC/Ramsar, within the AONB and is further constrained by areas of high flood risk. Hambrook is less constrained, but has few existing facilities and no regular bus service, although it does lie within 1 km of Nutbourne railway station. Nutbourne East currently has virtually no facilities, but has a railway station and is located directly on the A259. The villages are served by Thornham WwTW which has consented capacity to accommodate additional housing development.

***The Local Plan identifies Hambrook/Nutbourne as a Service Village and sets an indicative housing figure of 25 homes for the parish. This reflects the proximity of the two villages, the availability of some local facilities in Hambrook and the presence of a railway station at Nutbourne. It is considered that either or both villages could accommodate housing development.***

## 8 . Chidham and Hambrook Parish

**Maps of the villages showing community facilities and key development constraints are included in Appendix 5**

## Donnington Parish

Sub-Area	Main Settlement(s)
Manhood Peninsula	Stockbridge Donnington

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	2,059	1,949	110 (5.6%)
Number of households	868	796	72 (9.1%)
Average household size	2.37	2.45	
Number of dwellings	890	827	63 (7.6%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	868	232 (27%)	636 (73%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,443	1,088 (75%)	355 (25%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	83%	1%	4%	10%	1%

#### Car & van availability 2011

## 9 . Donnington Parish

	Number	% of all households
Households with no car / van	106	12%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Donnington Parish</b>	<b>45</b>	<b>12</b>	<b>2</b>	<b>59</b>	<b>4.9</b>
<i>Stockbridge</i>	<i>44</i>	<i>11</i>	<i>1</i>	<i>56</i>	<i>4.7</i>
<i>Donnington village</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0.1</i>

Figures include homes built on the following site:

- Strides Field, Stockbridge, 48 homes (including 14 affordable homes), 2004/07

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Donnington Parish</b>	<b>145</b>
<i>Stockbridge</i>	<i>144</i>
<i>Donnington village</i>	<i>0</i>

Figures include homes with planning permission on the following sites:

- Stockbridge Garage, 1 Birdham Road – 10 homes
- Selsey Tram, Stockbridge Road – 22 homes, including 8 affordable homes, under construction April 2013.
- Land At Southfields Close – 112 homes, including 45 affordable homes.

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Donnington Parish</b>	<b>56</b>	<b>23</b>	<b>8</b>	<b>48</b>

### Employment Areas

- Donnington Business Park, Birdham Road

Settlement Character & Form

Donnington



<b>Settlement Type</b>	Rural - Hamlet
<b>Form/Morphology</b>	Long and linear, dispersed around church, manor and farmstead centred on the Chichester and Arun canal crossing point.

## 9 . Donnington Parish

<b>Development/Expansion</b>	Little development around village which has focused on nearby settlements of Hunston and Stockbridge.
<b>Predominant Building Typologies</b>	Village Detached
<b>Edge Character</b>	Diffuse, irregular and soft mainly comprising plot/garden boundaries.

### Settlement Description

Donnington is set on the flat coastal plain of the Manhood Peninsula surrounded mainly by open fields. The village consists of mainly eighteenth and nineteenth century buildings, loosely arranged along Selsey Road where it crosses the Chichester Canal, an important feature. The thirteenth century church (St George's) and the seventeenth century manor house are located approximately 400 metres away to the west of the village. Donnington is notable for its linear form, with a small number of eighteenth and nineteenth century buildings scattered along the Selsey Road, but centred on the crossing with the Chichester Canal. The relationship of the properties to the road is varied – some, like Taylor's Cottage and Bridge House, are very close to the road. By contrast, The Old Vicarage is set back behind a thick band of planting and a large lawned garden, providing a definite barrier. Along Pelleys Lane, a much quieter, more rural street, the trees and shrubbery all contribute to the countryside character.

*Sources: Donnington Conservation Character Appraisal & Management Proposals (September 2006, updated March 2012), Historic and Modern Mapping*

**Stockbridge**



<b>Settlement Type</b>	Suburban - Town Extension
<b>Form/Morphology</b>	Nucleated attached suburb based on an initial linear extension to Chichester in regular rows.
<b>Development/Expansion</b>	Original isolated manor house and dispersed dwellings absorbed into city expansion to the south along the A286, then cut off from City by the A27 bypass. Further expansion, as a distinct nucleated suburb through further linear development to the south and new roads forming irregular perimeter blocks and cul-de-sacs.
<b>Predominant Building Typologies</b>	Detached and semi-detached houses in regular rows.
<b>Edge Character</b>	Regular with garden boundaries comprising fences, hedges and some trees. Canal forms a regular, but curved edge to the east.

## 9 . Donnington Parish

### Settlement Description

Stockbridge is set at the top of the Manhood Peninsula on relatively flat coastal plain. The A27 forms the northern boundary, with mixed development beyond. The Chichester Canal lies to the east and large open fields surround the settlement to the south, east and west. Stockbridge developed initially as a linear extension from the city of Chichester along the A286, which has since been cut off from the city by the A27 bypass. The area immediately to the south of the bypass has gradually developed into a mainly dormitory settlement through infilling, redevelopment and pockets of new developments around its periphery.

*Source: Historic and Modern Mapping*

### Community Facilities

#### Stockbridge

- Convenience Stores (3), Village hall

#### Donnington village

- Pub

### Accessibility & Public Transport

#### Stockbridge

- 2 regular daytime bus services (52, 53) linking to the Witterings & Chichester (Most frequent daytime service, every 15 minutes). Evening service.
- Nearest rail station, Chichester, about 1 km.
- Good road/cycle/pedestrian links to the city centre and other parts of the city.
- About 1.5 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

#### Donnington village

- No regular bus service in the village. About 1.5 km to access 2 regular daytime bus services (52, 53) linking to the Witterings & Chichester.
- Nearest rail station, Chichester, about 2.5 km.
- About 3 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### **Landscape Capacity**

#### **Stockbridge**

The Future Growth of Chichester Study 2005, identified 5 Landscape Character Parcels to the east, west and south of the village.

- Land to the west (LCP24) classed as having Low/ Moderate sensitivity in relation to Landscape Character and to Priority Views; and Low/Moderate sensitivity in relation Amenity for Local Users.
- Land to the south (LCP25) classed as having Moderate sensitivity in relation to Landscape Character and to Priority Views; and Low/Moderate sensitivity in relation Amenity for Local Users.
- Land to the south-east (LCP26) classed as having Low/Moderate sensitivity in relation to Landscape Character, Low/Moderate sensitivity in relation Amenity for Local Users, and Moderate sensitivity in relation to Priority Views.
- Land to the east (LCP37) classed as having Moderate /High sensitivity in relation to Landscape Character, Priority Views and Amenity for Local Users. This LCP is identified as one of the most constrained in terms of the three criteria in the 2005 Study.
- Land to the west (LCP29) classed as having Low sensitivity in relation to Landscape Character and to Priority Views; and Low/Moderate sensitivity in relation Amenity for Local Users.

#### **Donnington village**

The Future Growth of Chichester Study 2005, identified 1 Landscape Character Parcel to the north-east of the village. Land west of the village was not assessed by any of the Landscape Studies.

- Land to the north-east (LCP28) classed as having Moderate/High sensitivity in relation to Landscape Character, Low/Moderate sensitivity in relation Amenity for Local Users, and Moderate sensitivity in relation to Priority Views.

## 9 . Donnington Parish

### Development Constraints

#### Stockbridge

- The village and land to the south of the A259 are within the Chichester Harbour AONB.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site lie less than 1.5 km to the west.
- SNCI (Chichester Canal) adjoins the settlement to the east.
- Areas of flood risk (Flood Zones 2 and 3) lie to the north and west of the village, following the course of the River Lavant.
- Grades 1 and 2 Agricultural Land surrounds the village.

#### Donnington village

- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site lie less than 2 km to the west.
- SNCI (Chichester Canal) adjoins the settlement to the east.
- A Conservation Area covers most of the village.
- Grade 1 Agricultural Land surrounds the village to the north, with Grade 2 Agricultural land to the south.

### Infrastructure & Environmental Capacity Constraints

#### Stockbridge & Donnington

- Potentially high impact of development and recreational disturbance on Chichester Harbour (particularly at the head of the Fishbourne Channel).
- Limited consented headroom available at Apuldram WwTW (to be shared with developments at Chichester city which would also connect to here).
- Issues of traffic congestion at peak times, especially at the A27/A286 Stockbridge roundabout.

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	1	16
2014-2019	1	202*
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>2</b>	<b>218</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

*\* Identified site at Southfields Close now has planning permission*

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

Stockbridge has a reasonable range of everyday facilities and good access to Chichester city, of which it is effectively a suburb separated by the A27. There is some potential for small scale outward expansion, however, constraints on development are imposed by the current capacity restrictions at Apuldram WwTW, and to a lesser extent by traffic issues relating to the A27 Stockbridge junction and (on the western edge of the settlement) by proximity to Chichester Harbour.

***The Local Plan identifies Stockbridge as a Service Village and sets an indicative housing figure of 50 homes for the parish. This reflects the village's size, range of facilities and proximity to Chichester city, whilst also taking some account of the development constraints affecting the area.***

## 9 . Donnington Parish

**Maps of the settlements showing community facilities and key development constraints are included in Appendix 5**

## Earnley Parish

Sub-Area	Main Settlement(s)
Manhood Peninsula	Earnley

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	459	447	12 (2.7%)
Number of households	172	163	9 (5.5%)
Average household size	2.67	2.74	
Number of dwellings	214	174	40 (23.0%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	172	41 (24%)	131 (76%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	352	238 (68%)	114 (32%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	81%	1%	5%	10%	4%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	11	6%

## 10 . Earnley Parish

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
Earnley Parish	4	3	0	7	0.6

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
Earnley Parish	2

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
Earnley Parish	19	3	0	19

### Employment Areas

- No business centres or industrial estates, however, Aldmodington Horticultural Development Area is located within the parish.

**Settlement Character & Form**



<b>Settlement Type</b>	Rural - Hamlet
<b>Form/Morphology</b>	Small nucleated cluster centred on the church, manor house and farmstead.
<b>Development/Expansion</b>	Some intensification through infilling development within the grounds of the larger houses and linear development along Clappers Lane.
<b>Predominant Building Typologies</b>	Detached, semi-detached and short terraces irregularly arranged in relation to the roads.
<b>Edge Character</b>	Diffuse and irregular with garden boundaries comprising fences, hedges and some trees and a hard northern boundary formed from Earnley Manor Close, with building opposite open farmland.

## 10 . Earnley Parish

### Settlement Description

Earnley is set on the western side of the Manhood Peninsula, on flat coastal plain, about 1km inland from the sea at Bracklesham Bay. The Earnley Rife flows through the village from the north. A caravan park lies to the west of the village, along with some ribbon development along Clappers Lane and isolated development to the north on Bookers Lane. The larger village of East Wittering and Bracklesham lies close by to the west and south. The Almodington Horticultural Development Area and associated glasshouses lies about 1km to the north-east of the village.

Earnley is a small village centred on the medieval church which sits on a small green at the junction between three roads. The listed buildings, Earnley Manor and Earnley Place are set to the north and south of the green respectively. A group of small flint or brick cottages are situated on the north side of the green. The spacious layout of the surrounding buildings, irregularly positioned, provides an informal plan form. Wide grass verges add to the rural character, with a number of tree groups providing a green backdrop. Despite the more modern development, which tends to surround the conservation area to the north, west and partially to the south, the flat topography provides strong visual links to the surrounding countryside and there are long views towards the beach.

*Source: Earnley Conservation Character Appraisal & Management Proposals (September 2006, updated May 2013), Historic and Modern Mapping*

### Community Facilities

- None

### Accessibility & Public Transport

#### Earnley village

- No regular bus service in the village. About 1 km to access 2 regular daytime bus services (52,53) linking to the Witterings & Chichester.
- 1 irregular daytime bus service (150) on Mondays, Wednesdays, Fridays (3 daytime services in each direction).
- Nearest rail station, Chichester, about 10 km.
- About 2 km from East Wittering, which has a range of shops, primary school and other facilities. About 10 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### Earnley village

The Landscape Capacity Studies 2009, identified 1 Landscape Character Area to the west of the village, which is classed according to an assessment of the capacity to accommodate further development without significant effect. Land to the east of the village was not assessed by the Study.

- Land to the west (LCA143): Low landscape capacity.

### Development Constraints

#### Earnley village

- Proposed compensatory habitat at Medmerry less than 1.5 km to the west.
- A Conservation Area covers most of the village, extending south of Earnley Place.
- Areas of flood risk (Flood Zones 2 and 3) lie to the west of the village, following the course of the Earnley Rife.
- Grade 2 Agricultural Land surrounds the village.
- Potential coalescence of Earnley village with neighbouring settlement of Bracklesham.

### Infrastructure & Environmental Capacity Constraints

#### Earnley village

- Potential impact of development and recreational disturbance to compensatory habitat at Medmerry
- Sites would connect to Sidlesham WwTW (which has physical capacity for around 900 homes)

## 10 . Earnley Parish

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Local Plan Policy

Earnley Parish includes only dispersed rural housing development with no facilities and relatively poor access. The character of the parish is rural and agricultural, with some horticultural uses. The south of the parish lies within or close to the Medmerry Realignment Scheme. Due to its size, location, character and lack of facilities the parish is not considered suitable for future housing development.

***The Local Plan makes no specific provision for housing in the parish, however housing may potentially come forward through rural exception sites limited to 100% affordable housing meeting identified local needs.***

**A map of the village showing community facilities and key development constraints is included in Appendix 5**

## 11 . East Wittering & Bracklesham Parish

### East Wittering & Bracklesham Parish

Sub-Area	Main Settlement(s)
Manhood Peninsula	East Wittering & Bracklesham (part)

Details for the remainder of East Wittering & Bracklesham village are included within Section 26

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	4,658	4,117	541 (13.1%)
Number of households	2,083	1,807	276 (15.3%)
Average household size	2.24	2.28	
Number of dwellings	2,411	2,061	350 (17.0%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	2,083	707 (34%)	1,376 (66%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	3,232	2,179 (67%)	1,053 (33%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	71%	2%	10%	15%	3%

#### Car & van availability 2011

## 11 . East Wittering & Bracklesham Parish

	Number	% of all households
Households with no car / van	368	18%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>East Wittering &amp; Bracklesham Parish</b>	<b>183</b>	<b>104</b>	<b>5</b>	<b>292</b>	<b>24.3</b>
<i>East Wittering &amp; Bracklesham village (part)</i>	178	105	4	287	23.9

Figures include homes built on the following sites:

- Off Elcombe Close, Bracklesham – 53 homes, 2002/04
- Sussex Grove, Silver Way, Bracklesham – 78 homes, 2004/06
- Middleton Close, Bracklesham – 60 homes (including 18 affordable homes), 2005/08
- East of 32 Middleton Close, Bracklesham – 11 homes, 2007/08
- Corner of Stocks Lane/ Bracklesham Lane – 16 homes, 2008/09

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>East Wittering &amp; Bracklesham Parish</b>	<b>78</b>
<i>East Wittering &amp; Bracklesham village (part)</i>	61

Figures include homes with planning permission on the following sites:

- 4 Kingfisher Parade – 6 homes
- Former Depot Site, Piggery Hall Lane – 17 affordable homes, rural exception site
- Land North East of Beech Avenue – 50 homes, including 20 affordable homes

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>East Wittering &amp; Bracklesham Parish</b>	<b>196</b>	<b>65</b>	<b>17</b>	<b>179</b>

# 11 . East Wittering & Bracklesham Parish

## Employment Areas

- East Wittering Business Centre, Church Farm Lane
- Also caravan and camping sites and other seasonal tourist related activities

## Settlement Character & Form



<b>Settlement Type</b>	Suburban - Sprawling agglomerated small seaside town formed from coalescence of coastal two villages of East Wittering and Bracklesham.
<b>Form/Morphology</b>	Regular loose grid in the form of perimeter blocks. More irregular cul de sacs to the north.
<b>Development/Expansion</b>	Original small inland farmstead cluster with dispersed linear development along Shore Road. Redevelopment to form a new service centre separate from the original village centre. Gradual infilling and planned expansion in form of an regular grid forming perimeter blocks. Intensification through later infill development within the grid forms and expansion through peripheral development in the form of disconnected cul-de-sacs as successive fields are developed.

## 11 . East Wittering & Bracklesham Parish

<b>Predominant Building Typologies</b>	Suburban detached and detached bungalows.
<b>Edge Character</b>	Dense, regular and formalised created by the boundaries of gardens to relatively modern housing development.

### Settlement Description

East Wittering and Bracklesham is a small town on the coast at the south of the Manhood Peninsula, on the edge of Bracklesham Bay and the eastern end of the Solent. Open fields surround most of the village to the north together with three caravan parks. The Earnley Rife flows adjacent to the east and the Hale Farm Ditch flows through the west side of the village. The current settlement has developed through the coalescence of two coastal villages and has extended to straddle Bracklesham Lane (B2169) to the east and continuing westwards between Stocks Lane/ Cakeham Road (B2179) and the seafront. The Settlement Boundary covers most of the built-up area of the village, but excludes low density development on the north side of Clappers Lane; the East Wittering Business Park and the Piggery Lane development to the north off Church Lane. The Parade is the focus for shopping although there are two smaller groups of shops at Bracklesham Lane. The majority of the village consists of twentieth century low to medium density suburban development reflecting the growth of the village as a coastal town. More recent housing includes developments at Sliver Way, the former Pontins site and north of Bennetts Close.

*Source: Historic and Modern Mapping*

### Community Facilities

#### East Wittering & Bracklesham village

- Supermarket, Convenience Stores (3), Post Offices (2), Primary school, Doctor's surgery, Village halls (2), Pubs (4), Outdoor Recreation Areas (2), Library

### Accessibility & Public Transport

#### East Wittering & Bracklesham village

- 2 regular daytime bus service (52,53) linking to Chichester (Most frequent daytime service, every 15 minutes). Evening service.
- 1 irregular daytime bus service (150) on Mondays, Wednesdays, Fridays (3 daytime services in each direction).
- Nearest rail station, Chichester, about 10 km.
- Reasonable road access to Chichester and the A27.
- About 10 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### East Wittering & Bracklesham village

The Landscape Capacity Studies 2009 and 2011, identified 6 Landscape Character Areas to the north, east and west of the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the west and east (LCA106, LCA107 & LCA143): Low landscape capacity.
- Land to the north-east (LCA144): High landscape capacity. This is a relatively small Landscape Character Area adjoins LCA143 & LCA145 which have substantial landscape sensitivity. Part of LCA144 lies within a flood risk area.
- Land to the north (LCA145): Low/Medium landscape capacity.
- Land to the north (LCA146): Medium/High landscape capacity for change. Adjoins LCA106 & LCA145 which have substantial landscape sensitivity.

## 11 . East Wittering & Bracklesham Parish

### Development Constraints

#### East Wittering & Bracklesham village

- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site are about 2km to the west of the village.
- The Solent Maritime SAC lies about 500m to the south-west of the village.
- Proposed compensatory habitat at Medmerry, lies about 2 km to the west.
- SSSI (Bracklesham Bay) is located to the south of the village.
- Areas of flood risk (Flood Zones 2 and 3) follow the Earnley Rife to the north and east of the village extending across part of the village in the east. Also following the Hale Farm Ditch to the north, extending across parts of the village and land to the north and west.
- Grade 2 Agricultural Land lies to the north of the village.
- Protection of separate identity and character of Earnley village.

### Infrastructure & Environmental Capacity Constraints

#### East Wittering & Bracklesham village

- Potential impact of development and recreational disturbance to compensatory habitat at Medmerry to the east of Bracklesham village.
- Potential impact on Solent Maritime SAC, Bracklesham Bay and Selsey Beach SSSIs.
- Sites would connect to Sidlesham WwTW (which has physical capacity for around 900 homes).
- Road network can become congested at peak times due to holiday traffic.

## Potential Site Availability

### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	1	6
2014-2019	2	757
2019-2024	1	612
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>1,375</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

## Conclusions for Local Plan Policy

East Wittering/Bracklesham is a large settlement with a good range of everyday facilities (lacking only a secondary school and leisure centre). It has reasonable road and public transport access to Chichester city and elsewhere, however, there are some local issues of traffic congestion. There is remaining consented headroom at the Sidlesham WwTW and relatively few physical constraints to outward expansion of the built area, although some areas are subject to flood risk, particularly in terms of surface water drainage. There are also potential environmental impacts on the AONB to the west of the village, Medmerry Realignment to the east, Solent Maritime SAC and SSSIs.

***The Local Plan identifies East Wittering/Bracklesham as a Settlement Hub and proposes a strategic allocation for around 100 homes to be located at the village (which extends into West Wittering Parish). The settlement's size, range of facilities and role as a service centre for the surrounding area make it a suitable location for some new development, however the proposed housing figure has been reduced to reflect concerns about accessibility to employment and potential traffic increase on local roads.***

## 11 . East Wittering & Bracklesham Parish

**A map of the village showing community facilities and key development constraints is included in Appendix 5**

## Fishbourne Parish

Sub-Area	Main Settlement(s)
East-West Corridor	Fishbourne

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	2,325	1,953	372 (19.0%)
Number of households	988	840	148 (17.6%)
Average household size	2.35	2.33	
Number of dwellings	1,016	869	147 (16.9%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	988	287 (29%)	701 (71%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,612	1,186 (74%)	426 (26%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	81%	1%	6%	10%	2%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	100	10%

## 12 . Fishbourne Parish

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Fishbourne Parish</b>	<b>109</b>	<b>76</b>	<b>3</b>	<b>188</b>	<b>15.7</b>
<i>Fishbourne village</i>	106	68	3	177	14.8

Figures include homes built on the following sites:

- Blackboy Lane/Clay Lane – 97 homes (including 17 affordable homes), 2002/05
- R/O The Keepers, Salthill Road – 8 homes, 2005/06
- R/O 11 & 1-9 Newport Drive – 9 homes (including 4 affordable homes), 2007/09
- South of Caspian Close – 6 homes, (including 1 affordable home), 2010/11
- North of Clay Lane – 50 homes (including 20 affordable homes), 2010/2012

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Fishbourne Parish</b>	<b>28</b>
<i>Fishbourne village</i>	24

Figures include homes with planning permission on the following site:

- Salthill Road, Fishbourne – 20 homes, including 8 affordable homes.

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Fishbourne Parish</b>	<b>82</b>	<b>18</b>	<b>8</b>	<b>74</b>

### Employment Areas

- Polthooks Farm Industrial Estate

## Settlement Character & Form



	<b>Fishbourne</b>	<b>Old Fishbourne</b>
<b>Settlement Type</b>	Rural – Village Street. Polyfocal original village comprising irregular linear cluster enclosed with modern development and new cluster north of railway line.	Rural - Village Street
<b>Form/Morphology</b>	Linear with irregular rows.	Agglomerated linear village originally with a small green since built over and now coalesced with New Fishbourne to the East with linear extensions in rows.
<b>Development/Expansion</b>	Linear along road, with new linear development along the Fishbourne Road away from original village core and intensification of larger plots. New centre developing around	Linear development mainly along Main Road and some intensification through redevelopment of larger plots and infilling of former green.

## 12 . Fishbourne Parish

	railway station and between the railway line and the A27.	
<b>Predominant Building Typologies</b>	Predominantly in irregular rows with properties fronting onto streets.	
<b>Edge Character</b>	Mainly diffuse but regular, irregular in parts predominantly formed from garden boundaries	A combination of diffuse informal soft and denser more regular soft to more recent development formed from garden boundaries.

### Settlement Description

Fishbourne is large linear village, located west of Chichester city, overlooking Chichester Harbour to the south. Situated on relatively flat coastal plain, fields surround the rest of the village with the A27 beyond to the north and east. The A259 Fishbourne Road and railway line bisect the village east to west. The Fishbourne Stream flows south east of the village to the Harbour. The village includes the Fishbourne Roman Palace Scheduled Monument and associated Historic Gardens.

The settlement can be divided into two broad areas. The historic village core of mainly eighteenth and nineteenth century development at the head of the Fishbourne Channel, is centred on the junction of the Fishbourne Road (A259) and Mill Lane. This contrasts with the more suburban extensions to the north. The historic village comprises linear development along Fishbourne Road containing terraced and detached housing with more spacious plots at Mill Lane. These together with listed buildings Pendrills and Saltmill House, the Mill Pond and Fishbourne Meadows contribute to the rural setting of this part of the village. Here, there are views across Chichester Harbour and Fishbourne Meadows. On the Fishbourne Road, the Bull Public House is the most prominent of the listed buildings. A small area of grass forms the village green. There is mainly twentieth century housing of varying density in the north and west of the village. This development surrounds the recreation ground on two sides and straddles Salthill Road as far as Clay Lane. More recent development includes Caspian Close and North of Clay Lane. There is low density ribbon development west along Fishbourne Road, and to the north of Clay Lane.

Old Fishbourne to the West, formerly West Fisseburn, or Fisseburn-Bosham, is a small mainly linear village possibly a focus for milling activity on the road to Chichester. Now part of the larger settlement of Fishbourne which encompasses both villages of Old and New Fishbourne.

*Sources: Fishbourne Conservation Area Character Appraisal & Management Proposals (March 2007, updated March 2012), Historic and Modern Mapping*

### Community Facilities

#### Fishbourne village

- Primary school, Village hall, Pubs (2), Outdoor Recreational Area, Mobile library

### Accessibility & Public Transport

#### Fishbourne village

- 2 regular daytime bus services (700, 56) linking to Southbourne, Havant & Chichester (Most frequent daytime service, every 30 minutes). Evening service.
- Rail station, Fishbourne (approximately hourly daytime service).
- Good road access to the A27 east and west. Good cycle and pedestrian links to the city centre and other parts of the city.
- About 3 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities and rail station.

### Landscape Capacity

#### Fishbourne village

The Future Growth of Chichester Study 2005 identified 4 Landscape Character Parcels surrounding the village south of the A27 and north of the A259.

- Land to the west (LCP21) & LCP41) classed as having Low – Moderate sensitivity in relation to Landscape Character, Priority Views and Amenity for Local Viewers. These LCPs are identified as 2 of the least constrained in terms of landscape sensitivity and priority views in the 2005 Study.
- Land to the north (LCP42) classed as having Low – Moderate sensitivity in relation to Landscape Character and Amenity for Local Viewers, and Low sensitivity in relation to Priority Views. This LCP is identified as one of the least constrained in terms of landscape sensitivity and priority views in the 2005 Study. Part of this site has now been developed for 50 houses (North of Clay Lane).
- Land to the east (LCP43) classed as having Moderate Landscape Character sensitivity, Low sensitivity in relation to Priority Views and Moderate-High sensitivity in relation to Amenity for Local Viewers.

## 12 . Fishbourne Parish

### Development Constraints

#### Fishbourne village

- The southern part of the village, south of the A259, is within the Chichester Harbour AONB.
- Fishbourne Roman Site Scheduled Monument and associated Historic Park and Garden, extend to the south and east.
- A Conservation Area covers the southern part of the village.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site are immediately to the north- west of the village. Potentially high impact of development and recreational disturbance (particularly at the head of the Fishbourne Channel).
- SNCI (Fishbourne Meadows) adjoins the village to the south-east.
- Areas of flood risk (Flood Zones 2 and 3) extend from Chichester Harbour and follow the River Lavant to south of the village.
- Grade 2 Agricultural Land to the west of the village.
- Protection and maintenance of the separate identity of Fishbourne village.

### Infrastructure & Environmental Capacity Constraints

#### Fishbourne village

- Potentially high impact of development and recreational disturbance on Chichester Harbour (particularly at the head of the Fishbourne Channel immediately to the south of the village)
- Limited consented headroom available at Apuldram WwTW (to be shared with developments at Chichester city which would also connect to here).
- The road network can become congested at peak times.

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	4	180
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>4</b>	<b>180</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	1	1.1

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

Fishbourne is a relatively large village which has seen a relatively high level of new development in recent years. Although the village has a fairly limited range of facilities (including a primary school but lacking a shop or post office), it lies only 3 km from Chichester city and has a railway station. Although in general terms the village could be a sustainable location for significant new housing, there are significant constraints imposed by proximity to Chichester Harbour SPA/Ramsar site, in particular Natural England's concerns about the impacts of recreational disturbance on birds at the head of the Fishbourne Channel immediately south of the village. A further major constraint is the limited capacity available at the Apuldram WwTW which serves the village.

***The Local Plan identifies Fishbourne as a Service Village and sets an indicative housing figure of 50 homes for the parish. This reflects the village's size, accessibility and proximity to Chichester city. However, it is acknowledged that achieving this figure will depend on achieving solutions to the current recreational disturbance issues.***

## 12 . Fishbourne Parish

**A map of the village showing community facilities and key development constraints is included in Appendix 5**

**Hunston Parish**

Sub-Area	Main Settlement(s)
Manhood Peninsula	Hunston

**Key Census Statistics**

Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,257	1,114	143 (12.8%)
Number of households	535	471	64 (13.6%)
Average household size	2.35	2.37	
Number of dwellings	546	476	70 (14.7%)

Household composition 2011

	All households	Single person households	Other households
Household Composition	535	163 (30%)	372 (70%)

Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	930	635 (68%)	295 (32%)

Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	65%	1%	25%	7%	3%

Car & van availability 2011

	Number	% of all households
Households with no car / van	85	16%

## 13 . Hunston Parish

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Hunston Parish</b>	<b>-14</b>	<b>62*</b>	<b>0</b>	<b>48</b>	<b>4.0</b>
<i>Hunston village</i>	<i>-14</i>	<i>60*</i>	<i>0</i>	<i>46</i>	<i>3.8</i>

Figures include homes built on the following sites:

- Foxbridge Farm, Hunston – 14 homes, 2001/02. Remainder of development for 48 homes permitted in 2000.
- Merle Court, Uphill Way, Hunston – 7 homes (demolition of existing 32 sheltered flats, replaced by 39 sheltered flats), 2005/07
- East of Uphill Way, Hunston – 11 homes (all affordable), 2006/07
- The Spotted Cow, Hunston – 9 homes, 2007/8

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Hunston Parish</b>	<b>20</b>
<i>Hunston village</i>	<i>18</i>

Figures include homes with planning permission on the following site:

- Northmark, Foxbridge Drive – 18 homes, including 7 affordable homes

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
Hunston Parish	63	16	0	63

### Employment Areas

- No business centres or industrial estates within the parish

**Settlement Character & Form**



<b>Settlement Type</b>	Semi-Rural/Edge of City - Village Street
<b>Form/Morphology</b>	Agglomerated linear village street
<b>Development/Expansion</b>	Original dispersed with farmstead and a few houses with a cluster focused on the canal/road junction that has developed into a more nucleated form through infill development. Development initially linear, mainly along the Selsey Road and more recently piecemeal pockets of development around the periphery of the village mostly in the form of late 20th century perimeter blocks and cul-de-sacs.
<b>Predominant Building Typologies</b>	The architecture of the more traditional buildings is varied whilst more modern developments have tended to be more uniform consisting of a series of individual estates rather than extensions to an existing settlement.

## 13 . Hunston Parish

<b>Edge Character</b>	Combination of dense, regular hard frontages defined by roads with buildings fronting onto them with fields opposite and less formal but dense and fairly regular garden boundaries.
-----------------------	--

### Settlement Description

Hunston is a linear village, set inland on the Manhood Peninsula, extending along the B2145 (Selsey Road) south of the Chichester Canal which forms the northern boundary of the village. It is surrounded by fields of varying sizes and some woodland. The B2145, which links the village to Chichester and Selsey, runs alongside the Bremere Rife which flows south through the village and forms its south-west boundary. The fields and Canal contribute to the rural character of the village. Housing is mainly twentieth century suburban residential of varying densities, with older development along the main road south of the Canal. There is low density ribbon development to the north and south along Selsey Road and the Hunston Conservation Area located to the south-west. More recent housing includes development at Foxbridge and land at the Spotted Cow public house.

*Source: Historic and Modern Mapping*

### Community Facilities

#### Hunston village

- Convenience Store, Post Office, Village hall, Pub, Outdoor Recreational Area, Mobile library

### Accessibility & Public Transport

#### Hunston village

- 1 regular daytime bus service (51) linking to Selsey & Chichester (Most frequent daytime service, every 15 minutes). Evening service.
- Nearest rail station, Chichester, about 4 km
- Village has good road/cycle/pedestrian links to Chichester city and the A27.
- About 4 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

## Landscape Capacity

### Hunston village

The Future Growth of Chichester Study 2005, identified 5 Landscape Character Parcels to the north and east of the village. Land west of the village was not assessed by any of the Landscape Studies.

- Land to the north-west (LCP27) classed as having Moderate sensitivity in relation to Landscape Character and Amenity for Local Viewers, and Low sensitivity in relation to Priority Views.
- Land to the east (LCP30 ) classed as having Moderate sensitivity in relation to Landscape Character, Low sensitivity in relation to Priority Views and Low-Moderate sensitivity in relation to Amenity for Local Viewers.
- Land to the north (LCP37) classed as having Moderate – High sensitivity in relation to Landscape Character, Priority Views and Amenity for Local Viewers. This LCP is identified as one of the most constrained in terms of the three criteria in the 2005 Study.
- Land to the east (LCP45) classed as having Moderate sensitivity in relation to Landscape Character and Priority Views, and Low-Moderate sensitivity in relation to Amenity for Local Viewers.
- Land to the east (LCP50) classed as having Low-Moderate sensitivity in relation to Landscape Character and Amenity for Local Viewers, and Low sensitivity in relation to Priority Views. Most of this LCP lies within a flood risk area.

## Development Constraints

### Hunston village

- Hunston Conservation Area is located outside the village to the east. Donnington and Hunston Conservation Area is located to the north-west.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site are within 3 km to the west of the village. Potential impact of development and recreational disturbance.
- Ancient woodland and SNCI (Hunston Copse) are located to east of the village and SNCI (Chichester Canal) is adjacent to northern edge of village.
- Areas of flood risk (Flood Zones 2 and 3) extend along the Bremere Rife adjacent to the south-east of the village.
- Grade 1 and 2 Agricultural Land lie to the east and west of the village.

## 13 . Hunston Parish

### Infrastructure & Environmental Capacity Constraints

#### Hunston village

- Potential impact of development and recreational disturbance on Chichester Harbour.
- Potential impact on nearby Ancient woodland (Hunston Copse) and adjoining Chichester Canal (SNCI).
- Village is served by Pagham WwTW (which has overall capacity for 600+ homes). Pagham WwTW is shared with Arun District Council so capacity will need monitoring.
- Some issues of traffic congestion related to the A27/B2145 Whyke Road junction.

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	1	18*
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>1</b>	<b>18</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	2	3.28

*\* Identified site at Northmark now has planning permission*

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### **Conclusions for Local Plan Policy**

Hunston is a medium sized linear village with a reasonable range of everyday facilities (but lacking a primary school). It lies within 3 km of Chichester city, but there are concerns relating to traffic congestion at the A27 junctions.

***The Local Plan identifies Hunston as a Service Village and sets an indicative housing figure of 25 homes for the parish. This reflects the village's size, the availability of some facilities and proximity to Chichester city, whilst taking account of potential development constraints, in particular traffic issues.***

**A map of the village showing community facilities and key development constraints is included in Appendix 5**

## 14 . Kirdford Parish

### Kirdford Parish

Sub-Area	Main Settlement(s)
Plan Area (North)	Kirdford

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,063	912	151 (16.6%)
Number of households	433	377	56 (14.9%)
Average household size	2.46	2.42	
Number of dwellings	474	401	73 (18.2%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	433	102 (24%)	331 (76%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	757	560 (74%)	197 (26%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	68%	1%	17%	8%	6%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	17	4%

**Homes Recently Built**

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Kirdford Parish</b>	<b>26</b>	<b>27</b>	<b>1</b>	<b>54</b>	<b>4.5</b>
<i>Kirdford village</i>	18	24	1	43	3.6

Figures include homes built on the following sites:

- Kirdford Primary School, Townfield – 16 homes (all affordable homes), 2005-06
- Kirdford Growers - 20 homes, (includes 6 affordable homes), 2007-09

**Homes with Planning Permission**

	Homes with planning permission not built (April 2013)
<b>Kirdford Parish</b>	<b>1</b>
<i>Kirdford village</i>	0

**Parish Local Housing Need**

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Kirdford Parish</b>	<b>29</b>	<b>10</b>	<b>0</b>	<b>29</b>

**Employment Areas**

- Russet Place (formerly Kirdford Growers)

## 14 . Kirdford Parish

### Settlement Character & Form



<b>Settlement Type</b>	Rural – Village Street
<b>Form/Morphology</b>	Agglomerated cluster focused on road junction with small village green.
<b>Development/Expansion</b>	Mainly linear along Village Road with a village extension on the "Townfield" to the south of Village Road comprising a series of poorly connected long cul-de-sacs.

<b>Predominant Building Typologies</b>	Village detached, pairs of semis and short terraces of varied character. Village extension more uniform estate housing.
<b>Edge Character</b>	Informal, diffuse, soft boundaries comprising garden boundaries to original village, and denser more formal garden boundaries to village extension.

### Settlement Description

Kirdford is a compact village set in undulating woodlands and fields, at the western edge of the Weald, overlooking the River Kird to the south. The historic village core is centred on the junction of three roads in the south-east of the village. Low density residential plots extend along the lane northwards and are lined with grass verges which widen to form Butts Common, the village green and a focal point. Open spaces and mature trees within and around the village perimeter contribute to the rural character. The twelfth century, St John the Baptist church (Grade 1 listed building), churchyard and recreation ground provide the setting for the village at the southern end. More recent housing of varying density extends to the north and west, including developments at Townfield, (former primary school site), Cornfield, Newbarn, and the former Kirdford Growers site a newly established focal point at the northern end of the village.

*Sources: Kirdford Conservation Character Appraisal & Management Proposals (September 2010); Kirdford Village Design Statement (November 2011, updated July 2012), Historic and Modern Mapping*

### Community Facilities

#### Kirdford village

- Convenience Store, Village hall, Pubs (2), Outdoor Recreation Areas (2), Mobile Library

## 14 . Kirdford Parish

### Accessibility & Public Transport

#### Kirdford village

- 1 regular daytime bus service (75) linking to Petworth & Billingshurst (2 daytime services outwards and 1 daytime service returning). No evening service.
- 2 irregular daytime bus services (64, 69) on Mondays, Tuesdays and Thursdays (1 daytime service in each direction).
- Nearest rail stations, Billingshurst, about 9 km, Haslemere 18 km
- About 9 km from Petworth and Billingshurst, and 18 km from Haslemere which together have a range of town centre shops, employment, secondary school.

### Landscape Capacity

#### Kirdford village

The Landscape Capacity Study 2011, identified 4 Landscape Character Areas surrounding the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the north and south (LCA162 - 165): Low landscape capacity.
- Land to the east (LCA164): Medium landscape capacity.

### Development Constraints

#### Kirdford village

- The South Downs National Park boundary is about 1 km of village to the south-east.
- A Conservation Area covers part of the village, extending to the east and beyond the River Kird to the south.
- Ancient woodlands (Fordland Copse and Oliver's Copse) are located west of the village.
- SAC (The Mens) is about 1 km the south east of the village
- SAC (Ebernoe Common) is about 3 km to the west of the village
- Kirdford Churchyard SNCI adjoins Settlement Policy boundary to east.
- Areas of flood risk (Flood Zone 2 and small areas of Flood Zone 3) extend along valley of the River Kird to the south of village.
- About 7 km from Petworth and Billingshurst which together have range of town centre shops, employment, secondary school.

### Infrastructure & Environmental Capacity Constraints

#### Kirdford village

- Village served by Kirdford WwTW (which has limited capacity for about 60 dwellings).
- Potential impact of development on surrounding habitat sites (bat flight lines).

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	1	99
2019-2024	1	80
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>2</b>	<b>179</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

## 14 . Kirdford Parish

### **Conclusions for Local Plan Policy**

Kirdford is a compact village with a reasonable range of everyday facilities (although lacking a primary school). Although the village lies in a rural location relatively distant from the nearest town, there are relatively few development constraints, except for the current capacity limit at Kirdford WwTW.

*The Local Plan identifies Kirdford as a Service Village and sets an indicative housing figure of 60 homes for the parish. This reflects the village's size, the availability of some facilities, and relatively limited development constraints compared to some other villages in the Plan Area (North).*

**A map of the village showing community facilities and key development constraints is included in Appendix 5**

## Loxwood Parish

Sub-Area	Main Settlement(s)
Plan Area (North)	Loxwood

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,480	1,341	139 (10.4%)
Number of households	608	539	69 (12.8%)
Average household size	2.43	2.49	
Number of dwellings	628	552	76 (13.8%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	608	136 (22%)	472 (78%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,069	752 (70%)	317 (30%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	81%	0%	10%	5%	3%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	37	6%

## 15 . Loxwood Parish

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Loxwood Parish</b>	<b>38</b>	<b>29</b>	<b>-1</b>	<b>66</b>	<b>5.5</b>
<i>Loxwood village</i>	32	23	0	55	4.6

Figures include homes built on the following sites:

- Farm Close (LP allocation) - 27 homes (including 6 affordable homes), 2001-2003
- Hall Hurst Farm – 21 homes (including 8 affordable homes), 2009-2011

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Loxwood Parish</b>	<b>6</b>
<i>Loxwood village</i>	1

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Loxwood Parish</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>25</b>

### Employment Areas

- No business centres or industrial estates within the parish

**Settlement Character & Form**



<b>Settlement Type</b>	Rural - Village Street
<b>Form/Morphology</b>	Agglomerated initially loose cluster of buildings focused on Loxwood Place farmstead on the junction between the Guildford and Station Roads, surrounded by smaller isolated clusters and farmsteads.

## 15 . Loxwood Parish

<b>Development/Expansion</b>	The settlement initially developed in a linear way mainly along Guildford Road to the north and the High Street to the South and along Spy Lane, with a separate cluster to the south of the Canal around the Old School along Vicarage Hill. More recent expansion has come from intensification, including redevelopment of the original farmstead and infilling of the area bounded by Spy Lane, Station Road and Guildford Road with a series of disconnected cul-de-sacs. There is further predominantly cul-de-sac development to the south of Station Road.
<b>Predominant Building Typologies</b>	Village detached and semi-detached. Some short terraces.
<b>Edge Character</b>	Combination of diffuse, irregular garden boundaries to village core, with denser more regular garden boundaries to later extensions and harder frontages defined by roads with buildings fronting onto them to village fringes.

### Settlement Description

Loxwood is a compact village surrounded by undulating fields and areas of woodland at the western edge of the Weald. The Loxwood Stream flows through the centre of the village meeting the River Lox to the south, which together with the Wey and Arun Canal, provides the setting for the village. Higher ground surrounds the rest of the village. Ancient woodland and the recreation ground provide the setting for the village at the northern end with a further area of woodland next to the village school playing field. The open spaces, village pond, mature trees, thick hedging and spacious plots contribute to the rural character. The village centre is next to the pond just north of the junction of the B2133, the main road running north-south through the village linking Wisborough Green and Cranleigh in Surrey. The oldest part of the village is along High Street (B2133) between the junction with Station Road, and the River Lox. Housing developments of varying density since the 1950's, have gradually infilled land to the north-west bounded by Spy Lane. More recent developments include Farm Close and Hall Hurst Farm.

*Source: Loxwood Village Design Statement (July 2003), Historic and Modern Mapping*

### Community Facilities

#### Loxwood village

- Convenience Store, Post Office, Primary School, Doctor's Surgery, Village hall, Pub, Outdoor Recreation Areas (2), Mobile Library

**Accessibility & Public Transport****Loxwood village**

- 1 regular daytime bus service (42) linking to Cranleigh & Guildford (1 daytime services in each direction). No evening service.
- 2 irregular daytime bus services (64, 69) on Mondays, Tuesdays and Thursdays (1 daytime service in each direction).
- Nearest rail stations, Billingshurst, about 10 km, Haslemere 18 km
- About 8 km from Cranleigh, 10 km from Billingshurst, 16 km from Petworth and 18 km from Haslemere which together have range of town centre shops, employment, secondary schools.

**Landscape Capacity****Loxwood village**

The Landscape Capacity Study 2011, identified 2 Landscape Character Areas to the east and west of the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the west (LCA158): Low landscape capacity.
- Land to the east (LCA159): Low/Medium landscape capacity.

**Development Constraints****Loxwood village**

- Ancient Woodland (Black Hole Copse) adjoins the northern boundary of the village.
- Areas of flood risk (Flood Zones 2 & 3) extend along the Loxwood Stream through the centre of the village and follow Wey and Arun Canal to the south of the village.

**Infrastructure & Environmental Capacity Constraints****Loxwood village**

- Village served by Loxwood WwTW (which has capacity for 80 homes)

## 15 . Loxwood Parish

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	2	5.62

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Local Plan Policy

Loxwood is a compact village with a reasonable range of everyday facilities, including a primary school and a GP/medical centre which serves the surrounding villages. Although the village lies in a rural location relatively distant from the nearest town, there are relatively few development constraints.

***The Local Plan identifies Loxwood as a Service Village and sets an indicative housing figure of 60 homes for the parish. This reflects the village's size, relatively good range of local facilities, and relatively limited development constraints compared to some other villages in the Plan Area (North).***

A map of the village showing community facilities and key development constraints is included in Appendix 5

## Lynchmere Parish

Sub-Area	Main Settlement(s)
Plan Area (North)	Camelsdale Hammer

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	2,392	2,225	167 (7.5%)
Number of households	892	839	53 (6.3%)
Average household size	2.68	2.65	
Number of dwellings	917	860	57 (6.6%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	892	188 (21%)	704 (79%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,606	1,248 (78%)	358 (22%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	81%	1%	8%	6%	3%

#### Car & van availability 2011

## 16 . Lynchmere Parish

	Number	% of all households
Households with no car / van	66	7%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Lynchmere Parish</b>	<b>36</b>	<b>18</b>	<b>0</b>	<b>54</b>	<b>4.5</b>
<i>Camelsdale</i>	23	8	0	31	2.6
<i>Hammer</i>	14	4	0	18	1.5

Figures include homes built on the following sites:

- R/O 26-46 Camelsdale Road, Camelsdale – 20 homes (including 6 affordable homes), 2004/06
- Dairy Crest Depot, Copse Road, Hammer – 8 homes, 2003/04

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Lynchmere Parish</b>	<b>7</b>
<i>Camelsdale</i>	2
<i>Hammer</i>	1

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Lynchmere Parish</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>25</b>

### Employment Areas

- No business centres or industrial estates within the parish

Settlement Character & Form

Camelsdale



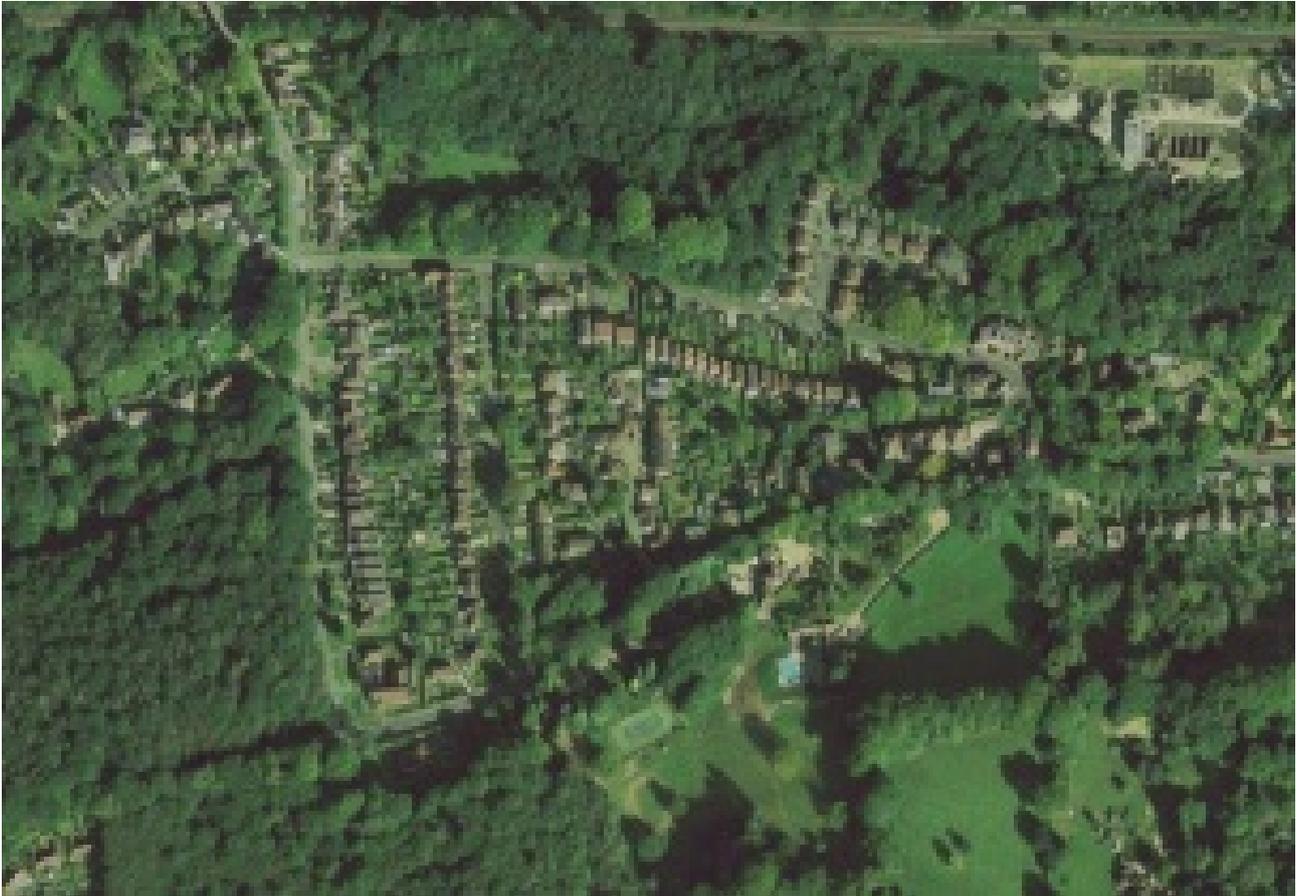
<b>Settlement Type</b>	Suburban. Detached town extension (Haslemere) absorbing dispersed isolated farmsteads.
<b>Form/Morphology</b>	Planned, spinal with residential roads branching off a main route.
<b>Development/Expansion</b>	Late 19 <sup>th</sup> /20 <sup>th</sup> century expansion of Haslemere initially along the B2131 then planned extensions comprising new residential roads forming perimeter blocks with housing mainly in regular rows.
<b>Predominant Building Typologies</b>	Village detached, suburban semi-detached and linear terraces.
<b>Edge Character</b>	Dense, regular edges formed from garden boundaries comprising fences, hedges and some trees.

### Settlement Description

Camelsdale is one of two closely related villages surrounded by areas of woodland and open spaces on steep slopes overlooking the River Wey, the railway line and Haslemere to the north. Both villages are located on the B2131 and consist mainly of suburban residential development of varying densities. At Camelsdale, the mainly nineteenth and twentieth century development is in linear blocks along roads that radiate north and south of Camelsdale Road, often ending in cul-de-sacs. The majority of development is centred on New Road/ School Road, and Moorfield/ Sturt Avenue to the north; and around Marley Road, Hillside and Marley Combe Road to the south. A number of elements contribute to the village setting. The recreation ground, school playing field and grounds of St Pauls Church include a mix of woodland and grassed areas adjacent to development in the north, with the River Wey beyond. To the south, the wooded slopes in places extend down to the built up area. In addition, to the west of the village, the linear Camelsdale and Hammer Conservation Area includes mill ponds and a mill stream together with some housing on spacious plots. This includes Springhead and Mill House, both listed buildings, but also some more modern housing. More recent development includes Wey Gardens, north of Camelsdale Road.

*Source: Historic and Modern Mapping*

**Hammer**



<b>Settlement Type</b>	Suburban/Semi-Rural. Town extension absorbing an isolated farmstead linked to brickworks site.
<b>Form/Morphology</b>	Planned, formal grid in the form of perimeter blocks, with later pockets of cul-de-sacs, on brickworks site and to west of Hammer Lane.
<b>Development/Expansion</b>	Original isolated farmstead with early 20 <sup>th</sup> century planned development associated with brickworks mainly in regular rows along roads.
<b>Predominant Building Typologies</b>	Detached, semi-detached and terraces in regular rows.
<b>Edge Character</b>	Regular and fairly dense with garden boundaries comprising fences, hedges and some trees.

## 16 . Lynchmere Parish

### Settlement Description

Hammer is one of two closely related villages surrounded by areas of woodland and open spaces on steep slopes overlooking the River Wey, the railway line and Haslemere to the north. Both villages are located on the B2131 and consist mainly of suburban residential development of varying densities. At Hammer, the majority of development lies between Lynchmere Road, Copse Road and Hammer Road. There are also areas of lower density development, along Lynchmere Road to the east of the village and around Hammer Lane/ Copse Lane in the north. The separate development of Hammer Hill is located to the south west of the village (within the South Downs National Park). More recent housing development includes the redevelopment of the former Dairy Crest Depot, Copse Road. There is a mix of woodland and grassed areas that surround the built-up area, with the River Wey beyond to the north (which includes part of the River Wey Conservation Area).

*Source: Historic and Modern Mapping*

### Community Facilities

#### Camelsdale

- Convenience Store, Primary School, Village hall, Outdoor Recreation Area

#### Hammer

- Outdoor Recreation Area, Village hall

### Accessibility & Public Transport

#### Camelsdale

- 1 regular daytime bus service (70) linking to Haslemere & Midhurst (approximately hourly). No evening service.
- Nearest rail station, Haslemere, about 1.5 km.
- Village has a good road links to the A3.
- About 1.5 km from Haslemere which has range of town centre shops, employment & secondary school.

#### Hammer

- 1 regular daytime bus service (59) linking to Haslemere (approximately hourly). No evening service.
- Nearest rail station, Haslemere, about 2.5 km from Hammer.
- Village has a good road links to the A3.
- About 2.5 km from Haslemere which has range of town centre shops, employment & secondary school.

### Landscape Capacity

#### Camelsdale & Hammer

The Landscape Capacity Study 2009, identified 6 Landscape Character Areas surrounding the two villages, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- All 6 areas surrounding the villages (LCAs 01-06): Low landscape capacity.

## 16 . Lynchmere Parish

### Development Constraints

#### Camelsdale

- The South Downs National Park boundary adjoins the village to the south.
- A Conservation Area covers part of Camelsdale extending beyond the village to the west and north.
- LNR (Lynchmere Commons) and SNCI (Marley Common) adjoin part of the village to the south (mainly within SDNP area). SNCI (Hammer Moor) lies to the north of the village (part of recreation ground).
- Ancient Woodland (Camel's Den and Bell Hanger) adjoin part of village to the south (mainly within the SDNP area).
- Areas of flood risk (Flood Zones 2 and 3) extend along valley of the River Wey (District Boundary) to the north of village, and also extend over the eastern part of the village.
- The area surrounding the village has steep topography and is heavily wooded.

#### Hammer

- The South Downs National Park boundary adjoins the village to the south.
- A Conservation Area extends outside village to the east.
- SNCI (Hammer Moor) adjoins part of the village to the north and west.
- Ancient Woodlands (Stable Copse, Moor Copse and Hammer Moor) adjoin the village to the north, east and south.
- Areas of flood risk (Flood Zones 2 and 3) extend along valley of the River Wey (District Boundary) to the north.
- The area surrounding the village has steep topography and is heavily wooded.

### Infrastructure & Environmental Capacity Constraints

#### Camelsdale & Hammer

- These are not thought to be a significant constraint on development.

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

Camelsdale village has a reasonable range of basic facilities and is close to a wide range of facilities in Haslemere (around 2 km from the railway station). Hammer is slightly further away but still close to the edge of Haslemere. However, both villages are extremely constrained due to areas of flood risk, proximity to SNCIs, proximity to the National Park and general nature of steep, hilly topography. They have delivered a reasonable level of housing in past 10 years on infill windfall sites, but thorough investigation has failed to identify any suitable sites.

***The Local Plan identifies Camelsdale/Hammer as a Service Village and sets an indicative housing figure of 10 homes for the parish. In terms of available facilities and accessibility, the villages are considered suitable for some new development, however the housing figure has been reduced in recognition of the severe physical constraints and lack of potential development sites. It is considered that either or both villages could accommodate housing development.***

## 16 . Lynchmere Parish

**A map of the villages showing community facilities and key development constraints is included in Appendix 5**

## North Mundham Parish

Sub-Area	Main Settlement(s)
Manhood Peninsula	North Mundham Runcton

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,201	1,171	30 (2.6%)
Number of households	514	495	19 (3.8%)
Average household size	2.34	2.37	
Number of dwellings	554	516	38 (7.4%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	514	129 (25%)	385 (75%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	887	595 (67%)	292 (33%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	70%	1%	18%	7%	4%

#### Car & van availability 2011

## 17 . North Mundham Parish

	Number	% of all households
Households with no car / van	63	12%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>North Mundham Parish</b>	<b>33</b>	<b>7</b>	<b>2</b>	<b>42</b>	<b>3.5</b>
<i>North Mundham village</i>	<i>5</i>	<i>4</i>	<i>0</i>	<i>9</i>	<i>0.8</i>
<i>Runcton</i>	<i>8</i>	<i>0</i>	<i>0</i>	<i>8</i>	<i>0.7</i>

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>North Mundham Parish</b>	<b>3</b>
<i>North Mundham village</i>	<i>1</i>
<i>Runcton</i>	<i>1</i>

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>North Mundham Parish</b>	<b>67</b>	<b>25</b>	<b>0</b>	<b>67</b>

### Employment Areas

- North Farm, Church Road, North Mundham
- Vinnetrow Farm Business Centre, Runcton
- Saltham Barns, Saltham Lane, Runcton
- Also other employment within Runcton Horticultural Development Area

## Settlement Character & Form

### North Mundham



<b>Settlement Type</b>	Rural - Village Street
<b>Form/Morphology</b>	Polyfocal - Initial loose cluster focused on Church with village green surrounded by dispersed farmsteads and separate grouping focused on Canal.
<b>Development/Expansion</b>	Infill development between two groups and pockets of suburban development in the form of disconnected cul-de-sacs.
<b>Predominant Building Typologies</b>	Originally village detached with suburban detached, semi-detached and short terraces to later settlement extensions.
<b>Edge Character</b>	Mostly diffuse, regular, soft garden boundaries with harder frontages to the northern edge defined by former canal with buildings fronting it.

## 17 . North Mundham Parish

### Settlement Description

North Mundham is a small compact village, set inland on the Manhood Peninsula, extending south of the junction of School Lane and Lagness Road (B2166). The village is surrounded by fields of varying sizes with some woodland, overlooking the Bremere Rife which flows to the east. Some glasshouses lie beyond the village to the south and west. Housing is mainly twentieth century suburban residential of varying densities, with some older development including St Stephen's church. There is low density ribbon development to the north along School Lane, to the south along Post Office Lane and also rural exception housing at Alwyn Way to the west.

*Source: Historic and Modern Mapping*

### Runcton



**Settlement Type**

Rural - Hamlet

<b>Form/Morphology</b>	Small nucleated cluster focused on the manor house with extensive grounds, mill and manor farm, with large suburban extension to north linking the village to the B2166 Langness Road and Canal beyond.
<b>Development/Expansion</b>	Initial linear development to the north along Mill Lane; then infilling of nursery land between the village and the Chichester and Arun Canal, with a series of cul-de-sacs and unconnected residential developments.
<b>Predominant Building Typologies</b>	Mainly large detached houses and more modest cottages of varied architectural styles; also more modern detached and semi-detached estate houses of uniform character.
<b>Edge Character</b>	Soft, diffuse, irregular edge to original village, comprising the boundaries to back gardens, incorporating trees and hedges surrounded by open farmland and more regular suburban garden boundaries to village extension.

## Settlement Description

Runcton is a small compact village set inland on the Manhood Peninsula, extending south of the junction of Vinnetrow Road and Lagness Road (B2166). The village is surrounded by fields of various sizes and some woodland, overlooking the Pagham Rife to the south. The Runcton Horticultural Development Area with associated large scale glasshouses lies to the north and the east of the village. The historic village core is centred around a small green, at the junction of Runcton Lane, Saltham Lane and Mill Lane. Runcton Mill is a focal point. The village also extends south to include low density development along Saltham Lane and Runcton Lane. The Pagham Rife and ponds and trees contribute to the rural character of the village. Housing is mainly twentieth century suburban residential of varying densities, with older development along the main road south of the Canal

*Sources: Runcton Conservation Area Character Appraisal & Management Proposals (March 2007, updated March 2012), Historic and Modern Mapping*

## Community Facilities

### North Mundham village

- Primary School, Village hall, Outdoor Recreation Area, Mobile Library

### Runcton village

- Pub

## 17 . North Mundham Parish

### Accessibility & Public Transport

#### North Mundham village

- 1 regular daytime bus service (60) linking to Bognor Regis & Chichester (Most frequent daytime service, every 15 minutes). Evening service.
- Nearest rail station, Chichester, about 3 km
- Village has good road/cycle/pedestrian links to Chichester city and the A27.
- About 3 km from Chichester city and 6 km from Bognor Regis, which have a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

#### Runcton village

- 1 regular daytime bus service (60) linking to Bognor Regis & Chichester (Most frequent daytime service, every 15 minutes). Evening service.
- Nearest rail station, Chichester, about 3 km.
- Village has good road links to Chichester city and the A27.
- About 3 km from Chichester city and 6 km from Bognor Regis which have a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### North Mundham village

The Future Growth of Chichester Study 2005 identified 5 Landscape Character Parcels surrounding the village. Land south of the village was not assessed by any of the Landscape Studies.

- Land to the west and south (LCP31 & LCP32) classed as having Moderate sensitivity in relation to Landscape Character, and Low sensitivity in relation to Priority Views and Amenity for Local Viewers.
- Land to the west (LCP45) classed as having Moderate sensitivity in relation to Landscape Character and Priority Views and Low-Moderate sensitivity in relation to Amenity for Local Viewers.
- Land to the east (LCP46 & LCP47) classed as having Moderate-High sensitivity in relation to Landscape Character, Low sensitivity in relation to Priority Views, and Low-Moderate sensitivity in relation to Amenity for Local Viewers. Part of these LCPs lie within areas of flood risk.

#### Runcton village

The Future Growth of Chichester Study 2005 identified 3 Landscape Character Parcels to the west and north of the village.

- Land to the west (LCP46 & LCP47) classed as having Moderate-High sensitivity in relation to Landscape Character, Low sensitivity in relation to Priority Views, and Low-Moderate sensitivity in relation to Amenity for Local Viewers. Part of these LCPs lie within EA flood zones 2 and 3.
- Land to the north (LCP33) classed as having Low sensitivity in relation to Landscape Character, Priority Views, and Amenity for Local Viewers.

The Landscape Capacity Study 2011, identified 4 Landscape Character Area around the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the north and east (LCA130): Medium/High Landscape capacity. The majority of this LCA lies within the Horticulture Development Area.
- Land to the south (LCA133 & LCA134): Low/Medium landscape capacity.
- Land to the south (LCA135): Low landscape capacity.

## 17 . North Mundham Parish

### Development Constraints

#### North Mundham village

- SNCI (Chichester Canal) lies adjacent to the northern village boundary and SNCI (Chichester Gravel Pits & Leythorne Meadow) lies to the north beyond. Ancient woodland and SNCI (Hunston Copse) is located to the west.
- Grade 2 Agricultural Land lies to the south.
- Potential risk of coalescence with adjoining settlement (dependent on location of development).

#### Runcton village

- A Conservation Area covers part of Runcton extending beyond the village to the south.
- Area of flood risk (Flood Zones 2 and 3) extends along Bremere Rife adjacent to the south-west of the village.
- Runcton Horticultural Development Area is located to the north and east.
- Potential coalescence with adjoining settlement (North Mundham).

### Infrastructure & Environmental Capacity Constraints

#### North Mundham village

- Village is served by Pagham WwTW (which has overall capacity for 600+ homes). Pagham WwTW is shared with Arun District Council so capacity will need monitoring.
- Some issues of traffic congestion related to A27/B2145 Whyke Road junction.

#### Runcton village

- Village is served by Pagham WwTW (which has overall capacity for 600+ homes). Pagham WwTW is shared with Arun District Council so capacity will need monitoring.
- Some issues of traffic congestion related to A27/B2145 Whyke Road junction and Vinnetrow Lane exit at A27 Bognor Road junction.

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	1	19
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	1	0.25

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

North Mundham and Runcton are relatively small, fairly compact villages lying less than 1 km apart. The villages have relatively few facilities (North Mundham has a wider range, including a primary school), but lie around 3 km from Chichester city. Despite their proximity to the city there are concerns relating to traffic congestion particularly at the A27 junctions.

***The Local Plan identifies North Mundham/Runcton as a Service Village and sets an indicative housing figure of 25 homes for the parish. This reflects the size, level of services and proximity to Chichester city of the two villages, which are located close together and share services and facilities, taking account of potential development constraints, in particular traffic issues. It is considered that either or both could accommodate housing development.***

## 17 . North Mundham Parish

**A map of the villages showing community facilities and key development constraints is included in Appendix 5**

## Oving Parish

Sub-Area	Main Settlement(s)
East-West Corridor	Oving

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,051	1,022	29 (2.8%)
Number of households	393	383	10 (2.6%)
Average household size	2.67	2.67	
Number of dwellings	423	405	18 (4.4%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	393	99 (25%)	294 (75%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	712	535 (75%)	177 (25%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	60%	0%	17%	16%	6%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	23	6%

## 18 . Oving Parish

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Oving Parish</b>	<b>9</b>	<b>26</b>	<b>3</b>	<b>38</b>	<b>3.2</b>
<i>Oving village</i>	4	11	0	15	1.3

Figures include homes built on the following sites:

- North of Gribble Lane, Oving – 10 homes (all affordable homes), rural exception site. 2010/11
- Littlemead School, Tangmere Road – 10 homes, (including 3 affordable homes), 2009/10. Outside of main village.

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Oving Parish</b>	<b>500</b>
<i>Oving village</i>	0

Figures include homes with planning permission on the following site:

- Land North of Shopwhyke Road, Shopwhyke – 500 homes, including 150 affordable homes (on land proposed as a strategic development location in the Local Plan).

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Oving Parish</b>	<b>13</b>	<b>14</b>	<b>11</b>	<b>2</b>

### Employment Areas

- Madam Green Business Centre, High Street
- Woodhorn Business Park

**Settlement Character & Form**



<b>Settlement Type</b>	Rural - Village Street
<b>Form/Morphology</b>	Agglomerated nuclear village centred on a church, manor house and farm, surrounded by other isolated farms.
<b>Development/Expansion</b>	Intensification through infilling and sub-division of larger plots and residential extension to the east occupying a former field in the form of a series of cul-de-sacs with no provision for future connectivity.
<b>Predominant Building Typologies</b>	Predominantly village detached of varied design and late 20th century semi-detached of more uniform design.
<b>Edge Character</b>	Mainly diffuse, irregular comprising soft boundaries to gardens with hedges and some trees.

## 18 . Oving Parish

### Settlement Description

Oving is a small compact village on the flat coastal plain east of Chichester city. Oving Rife lies to the east. The village has views of Chichester Cathedral to the west and the South Downs to the north. Four roads lead from the village to Tangmere, Aldingbourne, Shopwyke and Chichester. The historic village core is centred around the almost circular layout of the main streets – Gribble Lane to the west and north, Church Lane to the east and High Street to the south. Each of these streets has a slightly different character. However, there are spacious plots and open spaces in the centre of this layout which contribute to an open and informal village character. St Andrew's Church, Almhouses and former school buildings are important focal points. Mature trees and hedges together with closely knit buildings result in a very enclosed village. More recent housing development extends to the north and east (including housing at Gribble Lane). The recreation ground is located to the east. Madam Green Farm, with an office/workshops barn conversion, is located at the south-west corner of the village.

*Source: Oving Conservation Character Appraisal & Management Proposals (September 2006, updated March 2012), Historic and Modern Mapping*

### Community Facilities

#### Oving village

- Village hall, Pub, Outdoor Recreation Area

### Accessibility & Public Transport

#### Oving village

- 1 regular daytime bus service (85/85A) linking to Chichester & Arundel (Most frequent daytime service, every 2 hours). No evening service.
- Nearest rail station, Chichester, about 5 km.
- The settlement has good road links to the A27 and Chichester.
- About 2 km from Tangmere, which has a range of facilities and primary school. About 5 km from Chichester city and 6 km from Bognor Regis, which have a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### Oving village

- The Landscape Capacity Study 2011, identified 2 Landscape Character Areas to the east and west of the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.
- Land to the east (LCA127): Low landscape capacity.
- Land to the west (LCA128): Low/Medium landscape capacity.

### Development Constraints

#### Oving village

- A Conservation Area covers a large part of the village.
- An area of flood risk (Flood Zones 2 and 3) extends along the Oving Rife to the east.
- Grade 1 Agricultural Land almost entirely surrounds the village.

### Infrastructure & Environmental Capacity Constraints

#### Oving village

- Limited potential impact of development in terms of recreational disturbance.
- The village is served by Tangmere WwTW which has very limited wastewater capacity for new development (under 25 homes) early in Plan period, prior to its planned expansion/upgrade in 2019, which will increase its capacity by an additional 3,000 homes.

## 18 . Oving Parish

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	1	500*
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

*\*Identified site at Shopwhyke Lakes now has planning permission*

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Local Plan Policy

Oving is a small compact village with relatively few facilities. The character of the village and Grade 1 agricultural land covering much of the surrounding area impose development constraints, as does the limited capacity available at Tangmere WwTW in the early part of the Plan period. The Local Plan proposes a strategic development location within the Parish at Shopwyke suitable for up to 500 homes (the majority of the land now has planning permission). However, this site is around 2 km from Oving village and is regarded as an urban extension to Chichester city, rather than relating to identified needs in Oving Parish.

***Other than the proposed strategic allocation at Shopwyke, the Local Plan makes no specific provision for housing in the parish, however, housing may potentially come forward through rural exception sites limited to 100% affordable housing meeting identified local needs.***

**A map of the village showing community facilities and key development constraints is included in Appendix 5**

## 19 . Plaistow & Ifold Parish

### Plaistow & Ifold Parish

Sub-Area	Main Settlement(s)
Plan Area (North)	Plaistow Ifold

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,898	1,856	42 (2.3%)
Number of households	745	705	40 (5.7%)
Average household size	2.55	2.63	
Number of dwellings	789	729	60 (8.2%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	745	136 (18%)	609 (82%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,345	914 (68%)	431 (32%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	89%	0%	5%	4%	2%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	26	3%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ ear 2001-2013
<b>Plaistow &amp; Ifold Parish</b>	<b>21</b>	<b>35</b>	<b>-2</b>	<b>54</b>	<b>4.5</b>
<i>Plaistow village</i>	3	6	-1	8	0.7
<i>Ifold</i>	16	27	-1	42	3.5

Figures include homes built on the following sites:

- Ashfield, Plaistow - 5 homes (all affordable homes), rural exception site. 2010/11
- Happy Landings/Foxcot, The Drive Ifold - 4 homes, 2006/09
- Silverdene & Greenacre , The Drive, Ifold - 4 homes, 2007/09

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Plaistow &amp; Ifold Parish</b>	<b>11</b>
<i>Plaistow village</i>	2
<i>Ifold</i>	8

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Plaistow &amp; Ifold Parish</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>8</b>

### Employment Areas

- No business centres or industrial estates within the parish.

## 19 . Plaistow & Ifold Parish

### Settlement Character & Form

#### Plaistow



<b>Settlement Type</b>	Rural - Village Street
<b>Form/Morphology</b>	Small loose cluster centred on the crossroads and Church separate from the Manor House to the north, surrounded by isolated farms.
<b>Development/Expansion</b>	Only minor infilling and little intensification. Small area of growth to the west of the village and linear extension along Rickman's Lane. Some smaller dwellings have been combined to create larger single detached dwellings.
<b>Predominant Building Typologies</b>	Village detached and converted former farm buildings.
<b>Edge Character</b>	Soft, diffuse, irregular edge to village, comprising the boundaries to back gardens incorporating trees and hedges.

### Settlement Description

Plaistow is a small dispersed village set in undulating landscape at the western edge of the Weald, surrounded by a mix of woodland and small to medium sized fields, predominantly pasture. The village is centred on the junction of Loxwood Road, The Street, Dunsfold Road and the private lane which leads northwards towards Plaistow Place. The historic village contains around 30 listed buildings, including Holy Trinity Church, a focal point. The majority of housing within the village is informally laid out within spacious plots. An area of low density ribbon development extends south along Rickmans Lane with more limited development along Loxwood Road. The triangular street layout includes a large area of open space located to the south of the village. There is also a football ground to the north-east of the village. These open spaces, along with mature trees, both within the village and along adjoining field boundaries, together with spacious plots contribute to a rural character. The undulating topography allows both short and long views across, out of, and into the village, although they are often contained by lines of trees or woodland.

There has been limited housing development in the village, but there have been two recent higher density developments for rural exception housing to the west at Nell Ball and Ashfield.

*Source: Plaistow Conservation Character Appraisal & Management Proposals (February 2013), Historic and Modern Mapping*

## Ifold



<b>Settlement Type</b>	Rural - Planned, dormitory settlement
<b>Form/Morphology</b>	Nucleated, formed at the confluence of 3 routes in irregular rows, enclosing an area in the form of a triangular perimeter block.
<b>Development/Expansion</b>	Small pockets of infill developments, mainly in the form of cul-de-sacs.
<b>Predominant Building Typologies</b>	Suburban detached, varied in design
<b>Edge Character</b>	Mainly regular and fairly dense garden boundaries and harder hard frontages defined by roads with buildings fronting onto them.

### Settlement Description

Ifold is surrounded by undulating fields and woodland, at the western edge of the Weald, overlooking the River Lox to the east. The village first developed in the 1930s where plots of land formally belonging to the Ifold Estate were sold to people who used them as holiday or weekend homes. The village built-up area is generally well defined and consists of low density suburban residential development. In recent years, there has been considerable housing yield from redevelopment and infill of the original plots.

*Sources: Plaistow and Ifold Parish website, Historic and Modern Mapping*

### Community Facilities

#### Plaistow village

- Convenience Store, Post Office, Primary School, Village hall, Pub, Outdoor Recreation Areas (2), mobile library

#### Ifold village

- Convenience Store, Village Hall, mobile library

## 19 . Plaistow & Ifold Parish

### Accessibility & Public Transport

#### Plaistow village

- 1 regular daytime bus service (42) linking to Cranleigh & Guildford (1 daytime service in each direction). No evening service.
- 2 irregular daytime bus services (64, 69) on Mondays, Tuesdays and Thursdays (1 daytime service in each direction).
- Nearest rail stations, Billingshurst and Haslemere about 12 km.
- About 12 km from Billingshurst and Haslemere, and 13 km from Petworth which together have a range of town centre shops, employment, secondary school.

#### Ifold village

- 1 regular daytime bus service (42) linking to Cranleigh & Guildford (1 daytime service in each direction). No evening service.
- 2 irregular daytime bus services (64, 69) on Mondays, Tuesdays and Thursdays (1 daytime service in each direction).
- Nearest rail stations, Billingshurst, about 10 km, Haslemere about 14 km
- About 8 km from Cranleigh, 10 km from Billingshurst, 12 km from Petworth, 14 km Haslemere which together have a range of town centre shops, employment, secondary schools.

### Landscape Capacity

#### Plaistow village

The Landscape Capacity Study 2011, identified 2 Landscape Character Areas to the north and south of the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Both areas of land (LCA155 & LCA156): Low landscape capacity.

#### Ifold village

The Landscape Capacity Study 2011, identified 4 Landscape Character Areas surrounding the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the south (LCA156 & LCA161): Low landscape capacity.
- Land to the north (LCA157): Medium/High landscape capacity. Part of this LCA lies within a flood risk area.
- Land to the east (LCA160): Low/Medium landscape capacity.

### Development Constraints

#### Plaistow village

- A Conservation Area covers most of the village and extends to the east along Loxwood Road.
- Several areas of Ancient Woodland are located around the edge of the village
- 2 SNCIs (Sparrow Hanger & Roundwyke Copse and Weald Barkfold Copse & Barkfold Hanger) are located to the north and west of the village.
- SSSI (Chiddingfold Forest) is located west of the village.

#### Ifold village

- Several areas of Ancient Woodland are located adjacent to the village.
- Areas of flood risk (Flood Zones 2 & 3) extend along the valley of the River Lox to north-east edge of the village.

### Infrastructure & Environmental Capacity Constraints

#### Plaistow & Ifold village

- Villages are served by Loxwood WwTW (which has capacity for 80 homes).

## 19 . Plaistow & Ifold Parish

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Parish Housing Numbers & Settlement Hierarchy Category

Of the two settlements in the parish, Ifold is the larger village but has few facilities. It has a low density suburban character and this has yielded a high level of housing opportunities from infill, however there are no obvious opportunities for outward expansion. Plaistow is a much smaller village with a rural character and dispersed layout. Although it has a reasonably good range of facilities (including a primary school) the rural character and relative remoteness of the village argue against major development.

***The Local Plan identifies Plaistow/Ifold as a Service Village and sets an indicative housing figure of 10 homes for the parish. The two villages are located close together and share some facilities, however the housing figure has been reduced in recognition of their relative remoteness and lack of development opportunities. It is considered that either or both villages could accommodate housing development.***

**Maps of the villages showing community facilities and key development constraints are included in Appendix 5**

## 20 . Selsey Parish

### Selsey Parish

Sub-Area	Main Settlement(s)
Manhood Peninsula	Selsey

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	10,737	9,875	862 (8.7%)
Number of households	4,863	4,401	462 (10.5%)
Average household size	2.21	2.24	
Number of dwellings	5,308	4,772	536 (11.2%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	4,863	1,615 (33%)	3,248 (67%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	7,466	4,736 (63%)	2,730 (37%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	78%	1%	8%	11%	2%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	883	18%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Selsey Parish</b>	<b>266</b>	<b>114</b>	<b>8</b>	<b>388</b>	<b>32.3</b>
<i>Selsey town</i>	264	107	9	380	31.7

Figures include homes built on the following sites:

- East of Chichester Road, Selsey – 209 homes (including 58 affordable homes), 2002/08
- Former Health Centre, St Peters Crescent, Selsey – 28 homes (all Extra Care affordable homes for the elderly), 2003/04
- Manor House, 83 Manor Road, Selsey – 15 homes, 2004/05
- St Wilfred's Walk, High Street, Selsey – 16 homes, 2007/08

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Selsey Parish</b>	<b>70</b>
<i>Selsey town</i>	68

Figures include homes with planning permission on the following site:

- Park Farm, Park Lane – 50 homes, including 20 affordable homes

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Selsey Parish</b>	<b>367</b>	<b>142</b>	<b>0</b>	<b>367</b>

### Employment Areas

- Selsey Gate, Manor Road
- Landerry Industrial Estate, High Street
- Trident Business Park, Chichester Road

### Settlement Character & Form



<b>Settlement Type</b>	Urban/Suburban - Small Market Town
<b>Form/Morphology</b>	Original large linear village, extending south from Church and Manor Farm, extended to a small town with regular perimeter blocks in the south and irregular cul-de-sacs to the north-east.
<b>Development/Expansion</b>	Initial expansion along new roads, initially linked to tram-stop, but more extensively in the form of perimeter blocks to the south-east of the town and more recent cul-de-sacs on former farmland to the north-east and to the west.
<b>Predominant Building Typologies</b>	Mixed and varied in relation to character areas.
<b>Edge Character</b>	Hard regular edges formed by the coast to south and east and regular dense garden boundaries to west and north.

### Settlement Description

Selsey is the largest town in the District apart from Chichester and is set at the southern end of the Manhood Peninsula (Selsey Bill). To the north, the B2145 is the only road linking Selsey to other settlements. The town overlooks the English Channel to the south, with large open fields to the north and west, along with caravan parks and a golf course to the west. The Selsey and Broad Rifes flow through lower ground to the west of the town. The historic part of the town is centred on High Street, the main shopping area, and is surrounded by inter-war and post-war suburban development, particularly to the north and east. St Peter's Church at the north end of High Street provides a focal point. The Settlement Boundary covers most of the built-up area of the town. More recent housing includes the developments west of the Paddocks, Broadreeds and Land east of Manor Road, together with employment development at the Selsey Gate Business Park.

*Sources: Selsey Conservation Area Appraisal and Management Proposals (January 2007, updated March 2012), Historic and Modern Mapping.*

### Community Facilities

#### Selsey town

- Supermarkets (2), Post Offices (2), Secondary School, Primary schools (2), Doctor's surgery, Village halls (2), Pubs (6), Outdoor Recreation Areas (5), Leisure Centres (2), Library

### Accessibility & Public Transport

#### Selsey town

- 1 regular daytime bus service (51) linking to Chichester (Most frequent daytime service, every 15 minutes). Evening service. Also Selsey Community Bus shuttle route linking different parts of the town.
- 1 irregular daytime bus service (150) on Mondays, Wednesdays, Fridays (3 daytime services in each direction)
- Nearest rail station, Chichester, about 12 km.
- Reasonable access to Chichester and the A27.
- About 12 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### Selsey town

The Landscape Capacity Study 2011, identified 4 Landscape Character Areas to the north, east and west of the town, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the west (LCA148 & LCA149): Medium landscape capacity. To the east of Paddock Lane, almost all of these LCAs lie within flood risk areas.
- Land to the north and south-west (LCA150 & LC151): Low landscape capacity.
- Land to the north-east (LCA154): Medium/High landscape capacity. LCA154 is relatively small extending north to Park Lane and adjoins LCA153 to the north which has substantial landscape sensitivity.

### Development Constraints

#### Selsey town

- Pagham Harbour Ramsar Site, SPA and SSSI lies about 2 km to the north-east.
- A Conservation Area covers the High Street area.
- SSSI (Bracklesham Bay) is located to the south west and SSSI (Selsey East Beach) adjoins part of the town to the south-east.
- SNCI Crablans Farm Meadows is located to the west.
- Areas of flood risk (Flood Zones 2 & 3) lie to the west extending across from the Selsey and Broad Rifes, in places reaching the edge of the town. Areas of tidal flood risk (Flood Zones 2 & 3) extend east over part of the town and land beyond to the north.
- Grade 1 and 2 Agricultural Land to the north and west of the town.

### Infrastructure & Environmental Capacity Constraints

#### Selsey town

- Potential impact of recreational disturbance on Pagham Harbour SPA/ Ramsar.
- Potential impact of development and recreational disturbance to compensatory habitat at Medmerry Realignment.
- Sites would connect to Sidlesham WwTW (which has physical capacity for around 900 homes).
- Road access to town is very restricted (B2145 is only road in and out) and can become congested at peak times.

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	3	465*
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>3</b>	<b>465</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

*\*Includes site at Park Farm which now has planning permission.*

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

Selsey is a small town of around 10,000 population with a good range of everyday facilities, including a secondary school, leisure centre and local employment opportunities. After Chichester city, it has the second highest level of local housing need and recent housing development in the Plan area. However, the town's location at the tip of the Manhood Peninsula imposes significant constraints with large areas at risk of coastal flooding. There are also issues relating to environmental impact on nearby Pagham Harbour to the north of the town and the Medmerry Realignment to the west. In addition, the town is connected by just one road (the B2145) which is heavily trafficked.

***The Local Plan identifies Selsey as a Settlement Hub and proposes a strategic allocation for around 150 homes to be located at the town. This is a modest figure in terms of the town's size and range of facilities, but reflects the significant environmental and accessibility constraints.***

## 20 . Selsey Parish

**A map of the town showing community facilities and key development constraints is included in Appendix 5**

## Sidlesham Parish

Sub-Area	Main Settlement(s)
Manhood Peninsula	Sidlesham

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,171	1,139	32 (2.8%)
Number of households	479	452	27 (6.0%)
Average household size	2.44	2.52	
Number of dwellings	541	498	43 (8.6%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	479	108 (23%)	371 (77%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	856	612 (71%)	244 (29%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	78%	0%	8%	10%	4%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	35	7%

## 21 . Sidlesham Parish

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Sidlesham Parish</b>	<b>28</b>	<b>10</b>	<b>4</b>	<b>42</b>	<b>3.5</b>

Figures include homes built on the following sites:

- Highleigh Farm, Highleigh, Sidlesham – 16 homes, 2003/04
- Coneleys Yard, Jury Lane, Sidlesham – 6 homes, 2008/09

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Sidlesham Parish</b>	<b>5</b>

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Sidlesham Parish</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>18</b>

### Employment Areas

- Enbourne Business Park, Selsey Road
- Walnut Tree Science Park, Lockgate Road
- Jury Lane
- Also Sidlesham Horticultural Development Area

**Settlement Character & Form**



	<b>Sidlesham</b>	<b>Sidlesham Quay</b>
<b>Settlement Type</b>	Rural – Village Street. Agglomerated polyfocal cluster (with more than one obvious centre).	Rural - Linear. Polyfocal loose linear cluster, with small group of buildings, linked to site of a tide mill.
<b>Form/Morphology</b>	Dispersed farmsteads with small groupings around the church,	Surviving industrial mill cluster with linear housing in rows, with two

## 21 . Sidlesham Parish

	Church farm and at the junction of Street End Road and Church Lane.	separate centres on each side of an inlet to Pagham Harbour, linked by a causeway focused on the mill.
<b>Development/Expansion</b>	Some linear development along Church Farm Lane and to the south along Selsey Road.	Some linear development along Mill Lane to the north; with a distinct a separate pocket of development (Manhood Lane) in the form of an inward looking block occupying a former field.
<b>Predominant Building Typologies</b>	Village detached	Large detached houses and converted mill and barns.
<b>Edge Character</b>	Diffuse, soft, irregular edges with garden boundaries with trees and hedges.	Diffuse, irregular, soft garden boundaries.

### Settlement Description

Sidlesham is a dispersed village set on the Manhood Peninsula, comprising several scattered hamlets together with some sporadic or low density ribbon development and glasshouses. The village covers an area including the B2145 (Selsey Road), Highleigh Road, Jury Lane, Keynor Lane and Mill Lane. The rest of area is surrounded by fields on low-lying flat land. The Keynor Rife flows to the east of Highleigh Road to Pagham Harbour. The historic core of the village is centred on the two hamlets of Sidlesham Church, the principal settlement and Sidlesham Quay to the south (see separate description, below), overlooking Pagham Harbour. Sidlesham Church is roughly square in form and comprises roads of spacious plots with an informal layout along Church Farm Lane and Selsey Road, with a more regular layout of twentieth century housing along Church Farm Lane. The hamlet has grown incrementally over a long period; St Mary's Church, dates from the thirteenth century and some other houses date from the sixteenth or seventeenth century. An open field in the hamlet centre contributes to the rural character.

Sidlesham Quay to the south is a small linear settlement separated by a causeway and former tide mill, with eighteenth and nineteenth century housing mainly to the east and more recent housing including 1930's Manhood Road. The causeway, mill pond and extensive open views across Pagham Harbour contribute to the hamlet setting. Sidlesham Common lies further to the north along the B2145. Highleigh to the west is formed of low-density ribbon development (some more modern), including the primary school. Along Fletchers Lane, Street End Lane, part of Selsey Road, Chalk Lane and Cow Lane are smaller scale glasshouses and houses that originated from the establishment of the Land Settlement Association in the 1930's. The latter two lanes are designated a Horticultural Development Area. More recent development includes housing at Highleigh Farm and a rural exception site.

*Sources: Sidlesham Village Design Statement (July 2006); Sidlesham Church Conservation Character Appraisal & Management Proposals (September 2006, updated March 2012). Sidlesham Quay Conservation Character Appraisal & Management Proposals (September 2006, updated, March 2012), Historic and Modern Mapping*

### Community Facilities

#### Sidlesham village

- Convenience Store, Primary School, Pubs (2), Outdoor Recreation Area

## 21 . Sidlesham Parish

### Accessibility & Public Transport

#### Sidlesham

- Access to bus services from B2145. 1 regular daytime bus service (51) linking to Chichester & Selsey (Most frequent daytime service, every 15 minutes). Evening service.
- 1 irregular daytime bus service (150) on Mondays, Wednesdays, Fridays (3 daytime services in each direction).
- Nearest rail station, Chichester, about 6-7 km.
- About 5-6 km from Selsey and about 6-7 km from Chichester city which have a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### Sidlesham village

The Landscape Capacity Study 2011, identified 3 Landscape Character Areas surrounding the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the east (LCA137): Low landscape capacity.
- Land to the west (LCA136): Medium/High landscape capacity.
- Land to the south (LCA140): Low/Medium landscape capacity.

### Development Constraints

#### Sidlesham

- Conservation Areas cover area of village centred on the church and Sidlesham Quay.
- Pagham Harbour Local Nature Reserve, SPA and Ramsar Site lie to the west and south.
- Ancient woodland and SSSI (Keynor Copse) are located to the west.
- Areas of flood risk (Flood Zones 2 and 3) extend along the Keynor Rife to the south.
- Grade 1 and 2 Agricultural Land covers most of the area surrounding the village.
- Sidlesham Horticultural Development Area lies to the south.

**Infrastructure & Environmental Capacity Constraints**

- Potential impact of recreational disturbance on Pagham Harbour SPA/ Ramsar.
- Sites would connect to Sidlesham WwTW (which has physical capacity for around 900 homes).

**Potential Site Availability**

**Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

Sidlesham is a relatively large village with a reasonable range of everyday facilities. However, the village has a dispersed settlement form with no single obvious village core and the main facilities spaced well apart. The south of the village is also located close to the Pagham Harbour SPA/Ramsar site.

***The Local Plan makes no specific provision for housing in the parish, however housing may potentially come forward through rural exception sites limited to 100% affordable housing meeting identified local needs.***

## 21 . Sidlesham Parish

**A map of the village showing community facilities and key development constraints is included in Appendix 5**

## Southbourne Parish

Sub-Area	Main Settlement(s)
East-West Corridor	Southbourne Hermitage Nutbourne West

Details on Nutbourne East are set out in Section 8

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	6,265	6,001	264 (4.4%)
Number of households	2,805	2,593	212 (8.2%)
Average household size	2.23	2.31	
Number of dwellings	2,927	2,684	243 (9.1%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	2,805	901 (32%)	1,904 (68%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	4,384	3,055 (70%)	1,329 (30%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	76%	1%	11%	10%	3%

## 22 . Southbourne Parish

### Car & van availability 2011

	Number	% of all households
Households with no car / van	430	15%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Southbourne Parish</b>	<b>136</b>	<b>88</b>	<b>5</b>	<b>229</b>	<b>19.1</b>
<i>Southbourne village</i>	82	36	4	122	10.2
<i>Hermitage</i>	47	40	0	87	7.3
<i>Nutbourne West</i>	3	4	0	7	0.6

Figures include homes built on the following sites:

#### Southbourne

- The Harvest Home, 230 Main Road, Southbourne – 12 homes, 2001/02
- Adjacent 250 Main Road, Southbourne – 20 homes, 2003/05
- Goodwood Motors, Main Road, Southbourne – 9 homes, 2005/06
- Adjacent Southbourne Station/ Guildford Close – 14 homes, 2005/06
- Former Glebe House, Stein Road, Southbourne – 12 homes, 2009/10
- R/O 24-28 The Drive, Southbourne – 8 homes, 2010/11

#### Hermitage

- Lumley Road/Orchard Lane, Hermitage – 64 homes, (including 19 affordable homes), 2005/07

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Southbourne Parish</b>	<b>13</b>
<i>Southbourne village</i>	1
<i>Hermitage</i>	8
<i>Nutbourne West</i>	2

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
Southbourne Parish	135	49	0	135

#### Employment Areas

- Clovelly Road Industrial Estate, Southbourne

## 22 . Southbourne Parish

### Settlement Character & Form

#### Southbourne



	<b>Southbourne</b>	<b>Prinsted</b>
<b>Settlement Type</b>	Suburban/Semi-Rural - Linear Street.	Rural - Compact hamlet of medieval origin.

## 22 . Southbourne Parish

<b>Form/Morphology</b>	Spinal with residential roads branching of a main route with linear development in regular rows.	Small nucleated village based on three lanes meeting in the central square, grouped around a manor house, a number of small farms and cottages.
<b>Development/Expansion</b>	Original linear development to north of Prinsted along the main road, with expansion along new spine roads in the form of regular rows to the south. Perimeter blocks to the north with later development in the form of disconnected irregular cul-de-sacs.	Mainly linear expansion to the south along road linking the village to the harbour and infilling of the area between Prinsted and Southbourne to the north, leading to coalescence of the two settlements.
<b>Predominant Building Typologies</b>	Detached, semi-detached estate houses in developments of similar design.	Village detached and semi detached and short terrace of cottages fronting "The Square".
<b>Edge Character</b>	A combination of fairly regular, but dense, soft garden boundaries and harder boundaries defined by streets with housing opposite open land.	Soft, diffuse, irregular edge to village, comprising the boundaries to back garden incorporating trees and hedges surrounded by open farmland.

### Settlement Description

Southbourne is large linear village located on the A259 between Emsworth and Chichester city, overlooking Chichester Harbour at its southern end. Situated on relatively flat coastal plain, fields surround most of the rest of the village with the A27 beyond to the north. The A259 Fishbourne Road and railway line bisect the village east to west. There is mainly twentieth century sub-urban residential development housing of varying density north of the A259, straddling Stein Road and extending as far as South Lane. The majority of development north of the railway line has been undertaken since the Second World War. More recent housing includes redevelopment of the existing sites for example, Glebe House, Stein Road and at 24-28 The Drive. This area also includes an industrial estate and the school to the north-west. The Settlement Boundary covers most of the built-up area of the village, but excludes the caravan site east of the village and low density ribbon development along Inlands Road.

Prinsted is a separate historic village to the south of Southbourne. The historic village core of mainly eighteenth and nineteenth century development is set just north of the head of the Thorney Channel centred on the meeting of the three parts of Prinsted Lane, known as 'The Square', which acts as a focal point. Two of the lanes join with the A259 to the north and the other lane links to Prinsted beach. The medieval street layout includes some properties of this period together with Prinsted Manor and Apple Tree Farmhouse (both seventeenth century). This has an informal, rural quality, with a row of three listed buildings along the north side, with Apple Tree Farmhouse and its various outbuildings and gardens along the western side. To the east, a 1920s house (Wynhurst) sits back from the road behind a hedge. All of these buildings face the street. There are few pavements contributing to the area's rural character.

*Sources: Southbourne Parish Plan (2005/06); Southbourne and Prinsted Conservation Area Character Appraisal & Management Proposals (March 2007, updated March 2012); Historic and Modern Mapping*

### Hermitage



<b>Settlement Type</b>	Suburban/Semi-Rural - Linear Street
<b>Form/Morphology</b>	Spinal with residential roads branching of a main route in the form of regular rows.
<b>Development/Expansion</b>	Initial linear development along the main road and new spine roads in regular rows to the south. Initial perimeter blocks to the north with later development of irregular disconnected cul-de-sacs.
<b>Predominant Building Typologies</b>	Suburban detached and suburban terraced
<b>Edge Character</b>	A combination of fairly dense, regular, soft garden boundaries and harder boundaries defined by streets with housing opposite open land.

### Settlement Description

Hermitage is a small compact settlement on relatively flat coastal plain, between Emsworth and Southbourne straddling the A259 with the railway line to the north. The village is set slightly inland from the Emsworth Channel of Chichester Harbour, overlooking the River Ems and Mill Pond which contribute to its setting. Hermitage is separated from Emsworth only by the Mill Pond which forms the district border with Havant Borough. Fields of varying sizes, including small scale glasshouses to the south, and some woodland surround the rest of the settlement. There is low density development, including a caravan site and boat yard to the south along Slipper Lane and also low density development, including caravan site west of Tuppenny Lane. Housing is mainly twentieth century suburban, with earlier development to the south (Gordon Road and Thorney Road) and post war development to the north. More recent housing includes development to the north of the A259 at Sadlers Walk and Thistledowne Gardens. Open spaces at Old Bridge Road and Brooks Lane contribute to the settlement's character.

*Source: Historic and Modern Mapping*

### Nutbourne West



<b>Settlement Type</b>	Rural - Village Street
<b>Form/Morphology</b>	Nucleated Cluster probably linked to milling activity

<b>Development/Expansion</b>	Some infilling and intensification through redevelopment, linear extensions along Main Road to East. Also a dense pocket of chalet bungalow development to the south-east of the settlement.
<b>Predominant Building Typologies</b>	Detached and semi-detached houses
<b>Edge Character</b>	Regular and irregular fairly dense garden boundaries comprising fences, hedges and some trees.

### Settlement Description

Nutbourne West is a small relatively compact settlement located at the head of the Thorney Channel, Chichester Harbour on the A259. The settlement is set on relatively flat coastal plain and the Ham Brook flows through the settlement to Chichester Harbour. Fields of varying sizes surround the rest of the settlement with small scale glasshouses on the eastern edge. The settlement is centred on the junction of Main Road, Old School Lane and Farm Lane. There is low density development south along Farm Lane and Inlands Road to the west. Housing is mainly twentieth century suburban of varying densities and includes a residential caravan park to the east.

*Source: Historic and Modern Mapping*

### Community Facilities

#### Southbourne village

- Convenience Stores (2), Post Office, Secondary School, Primary school, Doctor's surgery, Village hall, Pub, Leisure Centre, Outdoor Recreation Area, Library

#### Hermitage village

- Pub

#### Nutbourne West

- Convenience Store

### Accessibility & Public Transport

#### Southbourne village

- 3 regular daytime bus services (700, 27, 36) linking to Havant & Chichester (Most frequent daytime service, every 30 minutes). Evening service.
- 1 irregular daytime bus service (300) on Wednesdays (1 daytime services in each direction).
- Rail station Southbourne (approximately three times an hour daytime service).
- Village has good access via A259 to Emsworth and Chichester.
- About 6 km from Havant, and about 9 km from Chichester city which have a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities, rail station.

#### Hermitage village

- 1 regular daytime bus service (700) linking to Southbourne, Havant & Chichester (Most frequent daytime service, every 30 minutes). Evening service.
- 1 irregular daytime bus service (300) on Wednesdays (1 daytime services in each direction).
- Nearest rail stations Southbourne and Emsworth, about 1 km.
- Village has good access via A259 to Emsworth and Chichester.
- About 1 km from Southbourne and Emsworth, which have range of facilities, primary and secondary schools. About 4 km Havant which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities, rail station.

#### Nutbourne West

- 1 regular daytime bus service (700) linking to Southbourne, Havant & Chichester (Most frequent daytime service, every 30 minutes). Evening service.
- 1 irregular daytime bus service (300) on Wednesdays (1 daytime services in each direction).
- Rail station Nutbourne (approximately hourly service).
- Village has good access via A259 to Emsworth and Chichester.
- About 1 km from Southbourne which has range of facilities, primary and secondary schools, rail station. About 6 km Havant and 8 km from Chichester city which have a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities, rail station.

### Landscape Capacity

#### Southbourne village

The Landscape Capacity Study 2009, identified 6 Landscape Character Areas surrounding the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the south (LCA78 & LCA83): Negligible/Low landscape capacity.
- Land to the north (LCA77 & LCA81): Low/Medium landscape capacity.
- Land to the south (LCA80): Negligible landscape capacity.
- Land to the east (LCA82): Medium landscape capacity. 259 forms southern boundary with AONB immediately to the south. This LCA is bisected by the railway line. Adjoins LCA81, LCA83 & LCA85 which have substantial landscape sensitivity.

#### Hermitage village

The Landscape Capacity Study 2009, identified 3 Landscape Character Areas surrounding the village within the District boundary, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the north and south (LCA76 & LCA79): Low landscape capacity.
- Land to the north-east (LCA77): Low/Medium landscape capacity.

#### Nutbourne West

The Landscape Capacity Study 2009, identified 5 Landscape Character Areas surrounding the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the south (LCA80): Negligible landscape capacity.
- Land to the south (LCA83 & LCA86): Negligible/Low landscape capacity.
- Land to the north-west (LCA82): Medium landscape capacity.
- Land to the north-east (LCA85) classed as having Low capacity for change.

### Development Constraints

#### Southbourne village

- Chichester Harbour AONB covers land to the south of the A259.
- A Conservation Area covers part of the south of the village.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site adjoin the village to the south. Potentially high impact of development and recreational disturbance.
- SNCI (Nutbourne Pastures) lies to the south-east of village, adjacent to the Harbour.
- An area of flood risk (Flood Zones 2 and 3) lies to the south.
- Grade 2 Agricultural Land surrounds most of the village with Grade 1 Agricultural Land beyond.
- Potential for coalescence with other settlements along A259 (Hermitage and Nutbourne).

#### Hermitage village

- Chichester Harbour AONB covers land to the south of the A259.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site adjoin the village to the south. Potentially high impact of development and recreational disturbance.
- SNCI (Slipper Mill Pond & Peter Pond) adjoins the west of the village.
- An area of flood risk (Flood Zones 2 and 3) lies to the south.
- Grade 2 Agricultural Land surrounds most of the village with Grade 1 Agricultural Land beyond to the east.
- Potential for coalescence with other settlements along A259 (Southbourne).

#### Nutbourne West

- Chichester Harbour AONB covers land to the south of the A259.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site adjoin the village to the south. Potentially high impact of development and recreational disturbance.
- SNCI (Nutbourne Pastures) is located to the south-west of Nutbourne West (approx 400m).
- Areas of flood risk (Flood Zones 2 and 3) follow the Ham Brook through the village, extending across the west of the village.
- Grade 2 Agricultural Land surrounds most of the village with Grade 1 Agricultural Land beyond to the west.
- Potential for coalescence with other settlements along A259 (Nutbourne East and Southbourne).

**Infrastructure & Environmental Capacity Constraints****Southbourne, Hermitage & Nutbourne West villages**

- Potentially high impact of development and recreational disturbance on Chichester Harbour (especially in the south of Southbourne).
- The villages are served by Thornham WwTW (which has capacity for around 1,700 homes).
- Thornham WwTW is shared with Havant Borough Council so capacity will need monitoring.

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	5	767
2019-2024	1	172
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>3</b>	<b>939</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	3	10.32

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Local Plan Policy

Southbourne Parish includes the large village of Southbourne (which includes Prinsted), together with two other smaller settlements along the A259 (Hermitage and Nutbourne West). Southbourne village itself is identified in the Sustainable Community Strategy as a 'settlement hub' and has a good range of everyday facilities, including a secondary school, leisure centre and railway station. The village currently lacks major employment opportunities but lies close to Emsworth and Havant, and is well connected to both Portsmouth and Chichester by rail. All of the smaller settlements have very limited facilities, however Hermitage lies within 1 km of Emsworth town centre and railway station, and Nutbourne West also lies close to Southbourne and Nutbourne railway stations.

The most significant development constraints result from proximity to the Chichester Harbour SAC/Ramsar, especially to the south of the A259 which falls within the AONB. In addition, much of the landscape is open and high grade agricultural land and it will be important to avoid settlement coalescence.

***The Local Plan identifies Southbourne as a Settlement Hub and proposes a strategic allocation for around 300 homes to be located at the village, with a further 50 homes proposed to be located elsewhere in the parish. The strategic allocation reflects the village's size, range of facilities good accessibility. The main focus of development should be at Southbourne in order to help expand its role as a settlement hub and support a wider range of local facilities. The remaining parish housing figure of 50 homes reflects the potential for delivering some additional housing in the Parish's two smaller settlements.***

Maps of the villages showing community facilities and key development constraints are included in Appendix 5

## Tangmere Parish

Sub-Area	Main Settlement(s)
East-West Corridor	Tangmere

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	2,625	2,462	163 (6.6%)
Number of households	1,106	960	146 (15.2%)
Average household size	2.37	2.56	
Number of dwellings	1,156	982	174 (17.7%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	1,106	310 (28%)	796 (72%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,931	1,452 (75%)	479 (25%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	59%	3%	23%	12%	2%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	97	9%

## 23 . Tangmere Parish

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Tangmere Parish</b>	<b>73</b>	<b>104</b>	<b>0</b>	<b>177</b>	<b>14.8</b>
<i>Tangmere village</i>	71	103	0	174	14.5

Figures include homes built on the following sites:

- Rear of 15-20 Nettleton Avenue, Tangmere - 41 homes (including 15 affordable homes), 2001/02.
- North of Primary School, Tangmere – 15 homes (all affordable homes), 2001/02
- Tangmere Lodge, Tangmere Road – 10 homes, 2002/04
- Former WSCC Fire Brigade Depot, City Fields, Tangmere – 102 homes (including 40 affordable homes), 2008/11

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Tangmere Parish</b>	<b>176</b>
<i>Tangmere village</i>	176

Figures include homes with planning permission on the following sites:

- Former Tangmere Airfield Hanger Area – 160 homes, including 64 affordable homes
- Former RAF Tangmere Barrack Block 116 – 11 homes

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Tangmere Parish</b>	<b>128</b>	<b>50</b>	<b>0</b>	<b>128</b>

### Employment Areas

- Chichester Business Park
- City Fields
- Tangmere Horticultural Development Area

**Settlement Character & Form**



<b>Settlement Type</b>	Rural/Semi-suburban - Village Street, agglomerated settlement cluster
<b>Form/Morphology</b>	Linear along street surrounded by pockets of disconnected cul-de-sac suburban development.
<b>Development/Expansion</b>	Linear development along new residential cul-de-sacs on former MoD land and agricultural fields forming a series of disconnected cul-de-sacs.
<b>Predominant Building Typologies</b>	Predominantly village detached of varied design and late 20 <sup>th</sup> century suburban semi-detached of more uniform design to the extensions.
<b>Edge Character</b>	Regular and fairly dense edge comprising garden boundaries including fences, hedges and some trees. Slightly more diffuse and irregular boundaries to the west.

### Settlement Description

Tangmere is a large village, set on flat coastal plain, surrounded by large open fields to the south and west and the A27 to the north. The Settlement Boundary covers most of the built-up area of the village. The small historic village centre in Tangmere Road, which links to the A27, is surrounded by twentieth century development, particularly to the north-east. The former RAF Airfield to the south has had a strong influence on village development, initially in the provision of RAF personnel housing in the west and north of the village. Following the RAF Airfield closure in 1971 and the sale of land in the early 1980's, Meadow Way was built, linking Tangmere Road to the A27, together with housing development to the south and a business park to the east. More recent housing includes the two developments adjacent to the A27 and redevelopment of the former WSCC Fire Brigade Depot. The former grain stores and airfield concrete apron are adjacent to the southern boundary of the village and the Tangmere Airfield Nurseries glasshouses are to the south-west. The recreation ground to the west and the open spaces and trees within the residential areas contribute to the village character.

*Sources: Tangmere Village Design Statement (October 2002); Tangmere Conservation Character Appraisal & Management Proposals (March 2012), Historic and Modern Mapping*

### Community Facilities

#### Tangmere village

- Convenience Stores (3), Post Office, Primary school, Doctor's surgery, Village hall, Outdoor Recreation Area, Mobile Library

### Accessibility & Public Transport

#### Tangmere village

- 1 regular daytime bus service (55) linking to Chichester (Most frequent daytime service, every 30 minutes). Evening service.
- 1 irregular daytime bus service (99A) on Sundays & public holidays (3 daytime services in each direction). 1 irregular daytime bus service (71) on Wednesdays only.
- Nearest rail station, Chichester, about 5 km.
- Good access to the A27 (east and west) and Chichester city.
- About 5 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### Tangmere village

The Landscape Capacity Study 2011, identified 4 Landscape Character Areas surrounding the village south of the A27, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the west and south (LCA122 & LCA124): Low landscape capacity.
- Land to the east (LCA123): High landscape capacity. LCA123 covers a relatively small area. It includes land at the former grain stores which has planning permission for 160 dwellings and Chichester Business Park.
- Land to the east (LCA125): Medium landscape capacity.
- Land to the south (LCA126): Low/Medium landscape capacity.

### Development Constraints

#### Tangmere village

- A Conservation Area covers part of the south of the village.
- Tangmere Horticultural Development Area covers the majority of the former airfield adjoining the village to the east.
- Grade 2 Agricultural Land lies to the east and west of the village.
- Archaeological Priority Areas cover the east of the village extending across the airfield, an area centred on St Andrews Church, and areas east and west of the settlement boundary, south of the A27.

### Infrastructure & Environmental Capacity Constraints

#### Tangmere village

- Limited impact of recreational disturbance due to the distance from Chichester Harbour.
- The village is served by Tangmere WwTW which has very limited wastewater capacity for new development (under 25 homes) early in Plan period, prior to its planned expansion/upgrade in 2019, which will increase its capacity by an additional 3,000 homes.

## 23 . Tangmere Parish

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	1	160
2014-2019	1	50
2019-2024	2	522
2024-2029	1	500
2029+	0	0
<b>Total</b>	<b>3</b>	<b>1,232</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	1	1.1

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Local Plan Policy

Tangmere is a relatively large village with a reasonable range of everyday facilities, a range of employment opportunities (business park and horticulture) and good access to the A27, although public transport links are less good. The Sustainable Community Strategy identifies it as a 'settlement hub' with potential to improve its range of facilities. The Local Plan proposes a strategic development allocation of up to 1,000 homes on land to the west and south of the village. This would be masterplanned as an extension to the village that would incorporate new or expanded facilities serving the existing village as well as the new development. There are relatively few major physical constraints to development, however, there is very limited scope for development in the early part of the Plan period due to capacity restrictions at Tangmere WwTW until its expansion/upgrading planned for around 2019.

***The Local Plan identifies Tangmere as a Settlement Hub and proposes a strategic development location providing up to 1,000 homes, which would take the form of a masterplanned extension to the village. The strategic allocation reflects the significant available development opportunities and the identified scope to enhance the village's facilities and improve accessibility. It is not considered appropriate to include a separate allowance for parish housing sites, since it is intended that all development at the village will be subject to a coordinated masterplan.***

A map of the village showing community facilities and key development constraints is included in Appendix 5

## 24 . West Itchenor Parish

### West Itchenor Parish

Sub-Area	Main Settlement(s)
Manhood Peninsula	West Itchenor

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	289	341	-52 (-15.3%)
Number of households	140	156	-16 (-10.3%)
Average household size	2.06	2.19	
Number of dwellings	202	187	15 (8.0%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	140	38 (27%)	102 (73%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	212	122 (58%)	90 (42%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	94%	0%	1%	4%	2%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	4	3%

**Homes Recently Built**

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
West Itchenor Parish	6	1	0	7	0.6

**Homes with Planning Permission**

	Homes with planning permission not built (April 2013)
West Itchenor Parish	1

**Parish Local Housing Need**

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
West Itchenor Parish	0	0	0	0

**Employment Areas**

- No business centres or industrial estates, however, marine related activities and the Chichester Harbour Conservancy are based within the parish.

### Settlement Character & Form



<b>Settlement Type</b>	Rural - Village Street
<b>Form/Morphology</b>	Polyfocal with a dense linear cluster linked to the Custom House and harbour frontage, and a looser cluster focused on the church with a loose group of dispersed farmsteads.
<b>Development/Expansion</b>	Linear development linking the two village centres, some de-densification of the coastal centre through demolition of smaller cottages followed by infilling with newer development. Later expansion has occurred in a linear

	fashion along approach roads to the village and more recent harbour front development. A new focus has developed around Shipton Green.
<b>Predominant Building Typologies</b>	Cottages in terraces up against the pavement within the coastal centre; mainly detached houses within larger plots elsewhere.
<b>Edge Character</b>	Fairly regular garden boundaries comprising hedges, shrubs and trees.

### Settlement Description

West Itchenor is a small linear village on the Manhood Peninsula with a maritime setting, overlooking the Chichester Harbour to the north. The village extends south from The Hard to Shipton Green. There are extensive views across the Chichester Channel towards Bosham Hoe. Small fields and areas of woodland surround the village to the south. Itchenor Park and its associated farm lie immediately to the south west of the village centre. The River Haven is located to the east, flowing to the Chichester Channel.

The character of Itchenor Village derives from its harbourside location together with marine based businesses. The waterfront includes The Hard, an area which is used for boat launching and storage, with the Harbour Conservancy offices and two boatyards to the west. Itchenor Sailing Club lies to the east. The oldest part of the village is centred on The Hard, which includes terraces of eighteenth, nineteenth and twentieth century properties. Small lanes ending in cul-de-sacs extend either side of The Street. Further south along The Street and Itchenor Road, there is more dispersed development with a mix of mainly early twentieth century houses and bungalows in spacious plots. The twelfth century St Nicholas Church and the village pond are focal points in Itchenor Road. From here, Spinney Lane extends to the harbour in the east. The mainly linear housing development continues south to Itchenor Green and Shipton Green, followed by more dispersed properties on spacious plots, between which there are views to open countryside, south and east along the Shipton Green Lane and Itchenor Road.

*Sources: West Itchenor Conservation Area Appraisal (September 2010), West Itchenor Village Design Statement (December 2012), Historic and Modern Mapping*

### Community Facilities

#### West Itchenor village

- Village Hall, Pub

## 24 . West Itchenor Parish

### Accessibility & Public Transport

#### West Itchenor village

- No regular bus service in the village. About 1.5 km to access 2 regular daytime bus services (52,53) linking to the Witterings & Chichester.
- 1 irregular daytime bus service (150) on Mondays, Wednesdays, Fridays (2 daytime services in each direction).
- Nearest rail station, Chichester, about 10 km.
- About 4 km from East Wittering, which has a range of shops, primary school and other facilities. About 10 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### West Itchenor village

The Landscape Capacity Studies 2009 & 2011 did not cover the village.

### Development Constraints

#### West Itchenor village

- The village lies entirely within the Chichester Harbour AONB.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site are adjacent to the north of the village.
- Areas of flood risk (Flood Zones 2 and 3) lie to the north-east of the village.
- Grade 2 Agricultural Land surrounds the village.

### Infrastructure & Environmental Capacity Constraints

#### West Itchenor village

- Potentially high impact of development and recreational disturbance on Chichester Harbour.
- Sites available for development would connect to Sidlesham WwTW (which has physical capacity for around 900 homes).

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

West Itchenor is a linear village with very few facilities within the AONB and close to the Chichester Harbour SPA/Ramsar. In recent years, there has been very limited new development and here are no obvious opportunities for new housing.

***The Local Plan makes no specific provision for housing in the parish, however housing may potentially come forward through rural exception sites limited to 100% affordable housing meeting identified local needs.***

A map of the village showing community facilities and key development constraints is included in Appendix 5

## 25 . West Thorney Parish

### West Thorney Parish

Sub-Area	Main Settlement(s)
East-West Corridor	West Thorney

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,183	1,079	104 (9.6%)
Number of households	227	220	7 (3.2%)
Average household size	5.21	4.90	
Number of dwellings	247	250	-3 (-1.2%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	227	7 (3%)	220 (97%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	869	794 (91%)	75 (9%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	6%	0%	9%	12%	72%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	10	4%

**Homes Recently Built**

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
West Thorney Parish	0	0	0	0	0

**Homes with Planning Permission**

	Homes with planning permission not built (April 2013)
West Thorney Parish	0

**Parish Local Housing Need**

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
West Thorney Parish	19	5	0	19

**Employment Areas**

- No business centres or industrial estates, however, a MOD base is located within the parish.

## 25 . West Thorney Parish

### Settlement Character & Form



<b>Settlement Type</b>	Rural - Planned military estate on the site of a small hamlet focused on a Church and Manor House.
<b>Form/Morphology</b>	Planned regular perimeter blocks
<b>Development/Expansion</b>	Original linear development along Church Road, since demolished with a further planned extension to the south of Church Road in a formal grid. Houses in regular rows linked to the adjacent Military airfield with associated military buildings to the north on the site of the former manor house.
<b>Predominant Building Typologies</b>	Estate detached

<b>Edge Character</b>	Regular, fairly dense garden boundaries
-----------------------	---

### Settlement Description

West Thorney is a village situated on Thorney Island, the southern part of a peninsula of flat coastal plain between two arms of Chichester Harbour. The village overlooks the Thorney Channel to the west and is separated from the mainland by a channel called the Great Deep. Just to the south is the smaller Pilsey Island, a haven for birds. Originally an isolated hamlet focused on a church and manor house, it was a remote marshland community of farmers and fishermen. It was separated from the mainland by Little Deep and Great Deep, which are still visible as marshland meres today.

The island was a World War II airfield, RAF Thorney Island, which remained in use until 1976. Since 1982, the base has been used by the Royal Artillery.

The village is made up of the officer's mess, the historic church and mid twentieth century service family accommodation. There is also a sailing clubhouse and workshops, with a jetty into Thorney Channel. Most of the development took place around the start of WWII.

*Sources: MOD Websites, Historic and Modern Mapping*

### Community Facilities

#### West Thorney village

- Primary School

### Accessibility & Public Transport

#### West Thorney village

- No regular bus service in the village. About 1.5 km to access 1 regular daytime bus service (700) linking to Southbourne, Havant & Chichester.
- Nearest rail stations, Southbourne and Emsworth, about 5 km.
- About 5 km from Southbourne and Emsworth, which have a range of facilities, primary and secondary schools. About 8 km Havant, which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities, rail station.

## 25 . West Thorney Parish

### Landscape Capacity

#### West Thorney village

The Landscape Capacity Studies 2009 & 2011 did not cover the village.

### Development Constraints

#### West Thorney village

- The village lies entirely within Chichester Harbour AONB.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site surround Thorney Island village.
- SNCI (Thorney Island) covers most of the undeveloped area.
- Extensive areas of flood risk (Flood Zones 2 and 3) cover most of the north of the Island.
- Thorney Island is currently in MOD use as a military base by the Royal Artillery and there are no current plans to alter this.

### Infrastructure & Environmental Capacity Constraints

#### West Thorney village

- Potentially high impact of development and recreational disturbance on Chichester Harbour.

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

West Thorney parish covers Thorney Island, a peninsula extending into Chichester Harbour which is currently in Ministry of Defence (MOD) use as a military base and airfield by the Royal Artillery. In addition, the island lies within Chichester Harbour and is subject to and affected by extensive environmental designations and flood risk.

***The Local Plan makes no specific provision for housing in the parish. However, should the Ministry of Defence vacate the island during the Plan period, housing may potentially come forward through rural exception sites limited to 100% affordable housing meeting identified local needs.***

A map of the village showing community facilities and key development constraints is included in Appendix 5

## 26 . West Wittering Parish

### West Wittering Parish

Sub-Area	Main Settlement(s)
Manhood Peninsula	West Wittering East Wittering (part)

Details for the remainder of East Wittering & Bracklesham village are set out in Section 11

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	2,700	2,794	-94 (-3.4%)
Number of households	1,352	1,339	13 (1.0%)
Average household size	2.00	2.09	
Number of dwellings	1,740	1,666	74 (4.4%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	1,352	507 (38%)	845 (63%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,800	1,072 (60%)	728 (40%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	81%	0%	5%	10%	4%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	218	16%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>West Wittering Parish</b>	<b>22</b>	<b>14</b>	<b>15</b>	<b>51</b>	<b>4.3</b>
<i>West Wittering village</i>	12	7	14	33	2.8
<i>East Wittering village (part)</i>	10	9	3	22	1.8

Figures include homes with planning permission on the following site:

- West of 10-16 Summerfield Road, West Wittering – 15 homes, all affordable, Rural Exception Site.

Note: The total figure for the villages is more than the West Wittering Parish total because there was a net loss of dwellings outside of the villages.

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>West Wittering Parish</b>	<b>10</b>
<i>West Wittering village</i>	3
<i>East Wittering village (part)</i>	1

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>West Wittering Parish</b>	60	22	0	60

### Employment Areas

- No business centres or industrial estates, however, there are caravan parks within the parish as well as other tourism related employment, particularly during the summer months.

## 26 . West Wittering Parish

### Settlement Character & Form



<b>Settlement Type</b>	Rural/Coastal - Village Street
<b>Form/Morphology</b>	Polyfocal with original agglomerated village centred on the confluence of three roads close to the church, and separate groupings linked to the coast at Roman Landing and along the beach frontage.
<b>Development/Expansion</b>	Intensification of the original village through infilling and initial linear expansion along Rookwood Land/Cakeham Road (B2179), with later expansion in the form of large loose perimeter blocks. Later infilling with cul-de-sacs and further peripheral disconnected development, occupying former fields. Isolated pockets of development separate from the original village at Roman Landing and linear beach front development extending eastwards leading to encroachment towards East Wittering.
<b>Predominant Building Typologies</b>	Village detached both traditional and modern.
<b>Edge Character</b>	Soft, diffuse, irregular edge to village, comprising the boundaries to back gardens, incorporating trees and hedges surrounded by open farmland. Denser more regular edges to newer development. Regular coastal frontages.

### Settlement Description

West Wittering is a relatively compact village, set slightly inland at the south western end of the Manhood Peninsula overlooking Bracklesham Bay to the south and Chichester Harbour to the west. Open fields surround the village together with two caravan parks to the north. The village straddles Rookwood Lane/Cakeham Road (B2179) which links to Chichester and East Wittering. The historic village core is centred on Pound Road with spacious plots curving round to St Peter and Paul Church in the south, an important focal point. There is low density mainly twentieth century housing development to the south (Cakeham Road and Elms Lane) and west (Roman Landing) with higher density housing in the north. There is separate low density ribbon development at East Strand to the south fronting the beach and to the north of the village along Rookwood Road. Sports fields are located adjacent to the north and east of the village. The open spaces, mature trees and spacious plots contribute to the rural character.

*Sources: West Wittering Village Design Statement (2006); West Wittering Conservation Area Character Appraisal & Management Proposals (January 2006, updated March 2012), Historic and Modern Mapping*

### Community Facilities

#### West Wittering village

- Convenience Stores (2), Primary school, Village hall, Pub, Outdoor Recreation Areas (2)

### Accessibility & Public Transport

#### West Wittering village

- 2 regular daytime bus service (52,53) linking to Chichester (Most frequent daytime service, every 15 minutes). Evening service.
- Nearest rail station, Chichester, about 10 km.
- Village has reasonable road access to Chichester and the A27.
- About 2 km from East Wittering, which has a range of shops, primary school and other facilities. About 10 km from Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

## 26 . West Wittering Parish

### Landscape Capacity

#### West Wittering village

The Landscape Capacity Study 2009, identified 6 Landscape Character Areas surrounding the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the west (LCA102 & LCA108): Negligible landscape capacity.
- Land to the north and south (LCA104, LCA107 & LCA109): Low landscape capacity.
- Land to the east (LCA105): Medium landscape capacity. Adjoins LCA106 & LCA107 which have substantial landscape sensitivity.

### Development Constraints

#### West Wittering village

- Chichester Harbour AONB covers land to the north and west of the village.
- A Conservation Area covers the centre of the village.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site are immediately to the south and west of the village. Potentially high impact of development and recreational disturbance.
- SSSI (Bracklesham Bay) and SNCI (West Wittering Beach) are located to the south of the village.
- Areas of tidal flood risk (Flood Zones 2 and 3) are to south and west of the village.
- Grade 2 Agricultural Land is to the north and east of the village.

### Infrastructure & Environmental Capacity Constraints

#### West Wittering village

- Potentially high impact of development and recreational disturbance on Chichester Harbour.
- Potential impacts on Solent Maritime SAC, Bracklesham Bay SSSI and West Wittering Beach SNCI (to the south of village).
- Sites would connect to Sidlesham WwTW (which has physical capacity for around 900 homes).
- Some traffic issues at peak times and during the summer months due to visitors to West Wittering Beach.

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	1	104
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>1</b>	<b>104</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

West Wittering is a large village with a reasonable range of everyday facilities. The Parish also includes the western part of East Wittering village (further details are provided under section 11 - East Wittering & Bracklesham Parish). However, constraints on the scale of development are imposed by the village's close proximity to the Chichester Harbour SPA/Ramsar and part of the village falls within the AONB. There are also some issues of congestion linked to summer holiday traffic.

***The Local Plan identifies West Wittering as a Service Village and sets an indicative housing figure of 50 homes for the parish. This reflects West Wittering village's size and range of facilities and the availability of some capacity at Sidlesham WwTW, whilst taking some account of the development constraints affecting the area. The housing figure also takes account of the potential to locate some housing in that part of East Wittering village that lies within the parish.***

A map of the village showing community facilities and key development constraints is included in Appendix 5

## 27 . Westbourne Parish

### Westbourne Parish

Sub-Area	Main Settlement(s)
East-West Corridor	Westbourne

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	2,309	2,140	169 (7.9%)
Number of households	1,000	893	107 (12.0%)
Average household size	2.31	2.40	
Number of dwellings	1,038	931	107 (11.5%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	1,000	287 (29%)	713 (71%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,656	1,151 (70%)	505

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	72%	2%	16%	8%	2%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	103	10%

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Westbourne Parish</b>	<b>42</b>	<b>61</b>	<b>1</b>	<b>104</b>	<b>8.7</b>
<i>Westbourne village</i>	34	63	1	98	8.2

Figures include homes built on the following sites:

- Huntersgate, Foxbury Lane, Westbourne - 20 homes (including 10 affordable homes), 2001/02
- 7 The Square, Westbourne – 10 homes (including 3 affordable homes), 2003/05
- Abbeyfield House 30 Crockford Road, Westbourne - 7 homes, 2011/12
- Chantry Hall, Foxbury Lane, Westbourne – 28 retirement homes and 8 affordable homes, 2008/10

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Westbourne Parish</b>	<b>2</b>
<i>Westbourne village</i>	1

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Westbourne Parish</b>	<b>55</b>	<b>22</b>	<b>0</b>	<b>55</b>

### Employment Areas

- No business centres or industrial estates within the parish.

### Settlement Character & Form



<b>Settlement Type</b>	Rural/Semi-Suburban - Large Village
<b>Form/Morphology</b>	Polyfocal with the main nucleated village centred on the meeting of Westbourne Road, Foxbury Lane and the River Ems. Separate focus at Commonsides around the site of the former workhouse.
<b>Development/Expansion</b>	Intensification through infilling and sub-division of larger plots and residential extension to the east occupying former fields in the form of a series of cul-de-sacs with no provision for future connectivity.
<b>Predominant Building Typologies</b>	Predominantly village detached of varied design and late 20 <sup>th</sup> century semi-detached of more uniform design.
<b>Edge Character</b>	Mainly diffuse, irregular, comprising soft boundaries to gardens with hedges and some trees.

### Settlement Description

Westbourne is large linear village situated on relatively flat coastal plain adjacent to the district boundary with Havant Borough. The south- west of the village is close to the built up edge of Emsworth, with the A27 beyond to the south. Open fields surround the village with land rising to the South Downs in the north. The irregular layout of the village has been influenced by the course of the River Ems which flows from the north-west through the settlement. The historic village core of mainly eighteenth and nineteenth century development is centred on the meeting of Westbourne Road, Foxbury Lane, extending along North Street and River Street. The Square is the focus for the village centre with a triangular street pattern. St John the Baptist Church and Westbourne Mill are important focal points. The River Ems, which flows through the churchyard, forms the north-east and south-west village boundaries, and contributes to the rural setting of the village. There is mainly twentieth century housing of varying density in the north and east of the village, off Foxbury Lane and North Street. More recent development includes Edgell Road. There is low density ribbon development west south of White Chimney Row and development at Chantry Hall.

*Sources: Westbourne Village Design Statement: Westbourne Conservation Area Character Appraisal & Management Proposals (March 2007, updated March 2012, Historic and Modern Mapping*

### Community Facilities

#### Westbourne village

- Convenience Stores (2), Post Office, Primary school, Doctors Surgery, Village hall, Pubs (3), Outdoor Recreation Areas (2), Mobile Library

### Accessibility & Public Transport

#### Westbourne village

- 3 regular daytime bus services (27, 36, 54) linking to Havant & Southbourne (Most frequent daytime service, every 140 minutes). No evening service.
- Nearest rail station, Emsworth about 2km.
- Reasonable road links to the A27 east and west.
- About 2 km from Emsworth and 4km from Southbourne which have a range of shops, secondary schools and other facilities. About 4 km from Havant, which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities, rail station.

### Landscape Capacity

#### Westbourne village

The Landscape Capacity Study 2011, identified 5 Landscape Character Areas surrounding the village to the District boundary with Havant Borough, which are classed according to an assessment of their capacity to accommodate further development without significant effect.

- Land to the south and north (LCA110, LCA113 & LCA114): Low landscape capacity.
- Land to the north-east (LCA111): Negligible landscape capacity.
- Land to the south-east (LCA112): Medium landscape capacity. Part of the Conservation Area lies within this LCA.

### Development Constraints

#### Westbourne village

- South Downs National Park designation is directly adjacent to the north of the village.
- A Conservation Area extends beyond the village to the south and east.
- Chichester Harbour SAC, Chichester and Langstone Harbours SPA and Ramsar Site lie about 2km to the south.
- SNCI (River Ems & Meadows) lies to the west and SNCI (Cricket Ground & Meadows) adjoins village to the north.
- Areas of flood risk (Flood Zones 2 and 3) extend along the River Ems valley running north to south through the village and extending north-east and south-west of the village.
- Grade 1 Agricultural Land lies to the south east.
- The western edge of the village is directly adjacent to Havant Borough, restricting development potential within Chichester District.

### Infrastructure & Environmental Capacity Constraints

#### Westbourne village

- The village served by Thornham WwTW (which has capacity around 1,700 homes). Thornham WwTW is shared with Havant Borough Council so capacity will need monitoring.

**Potential Site Availability****Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	1	45
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>1</b>	<b>45</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	0	0

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

Westbourne is a medium sized village with a reasonable range of everyday facilities. It lies around 2 km from Emsworth in Havant Borough, a small town with a good range of facilities and a railway station. However, development potential around the village is severely restricted by a number of constraints. The boundary of the National Park extends close to the northern edge of the village and there are extensive areas of flood risk along the River Ems which runs north-south through the centre of the village. Further constraints are imposed by two SNCIs adjacent to the village, the extensive Conservation Area and Grade 1 agricultural land.

***The Local Plan identifies Westbourne as a Service Village and sets an indicative housing figure of 25 homes for the parish. This reflects the village's size, availability of facilities and proximity to Emsworth, whilst taking account of the significant development constraints affecting the village and its proximity to the National Park***

## 27 . Westbourne Parish

**A map of the village showing community facilities and key development constraints is included in Appendix 5**

## Westhampnett Parish

Sub-Area	Main Settlement(s)
East-West Corridor	Westhampnett

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	709	460	249 (54.1%)
Number of households	270	162	108 (66.7%)
Average household size	2.63	2.83	
Number of dwellings	290	185	105 (56.8%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	270	71 (26%)	199 (74%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	512	393 (77%)	119 (23%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	59%	4%	17%	14%	6%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	24	9%

## 28 . Westhampnett Parish

### Homes Recently Built

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Westhampnett Parish</b>	<b>4</b>	<b>116</b>	<b>18</b>	<b>138</b>	<b>11.5</b>
<i>Westhampnett village</i>	<i>0</i>	<i>115</i>	<i>18</i>	<i>133</i>	<i>11.1</i>

Figures include homes built on the following sites:

- West of Devil's Rush, Stane Street, Westhampnett - 19 homes, 2006/08.
- Former Gravel Pit, Stane Street, Westhampnett – 18 homes of total 114 homes permitted (including 34 affordable dwellings), 2008/13

### Homes with Planning Permission

	Homes with planning permission not built (April 2013)
<b>Westhampnett Parish</b>	<b>100</b>
<i>Westhampnett village</i>	<i>100</i>

Figures include homes with planning permission on the following site:

- Maudlin Nursery Hanging Basket Centre, Stane Street – 100 homes, including 40 affordable homes.

### Parish Local Housing Need

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Westhampnett Parish</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>15</b>

### Employment Areas

- Rolls Royce Factory
- Council Depot and industrial units
- Goodwood estate

**Settlement Character & Form**



<b>Settlement Type</b>	Suburban/Edge of City. Original small nucleated village centred on a church and farm close to brickmaking activities. Surrounded by wooded former brick fields to the north and east and fields to the west. Expanded by modern development into a larger nucleated cluster.
<b>Form/Morphology</b>	Agglomerated linear village street focused on the junction of Stane Street, Claypit Land and Coach Road.
<b>Development/Expansion</b>	Some intensification through infilling and linear extensions along the principal roads, later pockets of development to the east and north on former brick fields.
<b>Predominant Building Typologies</b>	Predominantly village detached and semi-detached irregularly spaced and orientated within large plots. Later development is much more formal and denser including long terraces and small narrow plots, with some detached houses within relatively small plots.
<b>Edge Character</b>	Diffuse, soft, irregular boundaries to old village, with much denser, more formal regular edges to new extension, mainly comprising garden boundaries.

## 28 . Westhampnett Parish

### Settlement Description

Westhampnett is a small compact village located to the east of Chichester city, set on relatively flat coastal plain with land rising north towards the South Downs. The village straddles Stane Street (formerly the A285) at the junction of Claypit Lane and Coach Road. Former gravel workings and the A27 lie beyond to the south. Goodwood Motor Circuit/Aerodrome is located to the north and agricultural land surrounds the rest of the village. The Rolls Royce site is located to the east and there are areas of low density development to the west and east along Stane Street, including the hamlet of Maudlin. Most housing is twentieth century or later with a significant proportion of housing completed in the last ten years. More recent housing includes Tilemaker's Close and Potter's Green on the former gravel pit site.

*Source: Historic and Modern Mapping*

### Community Facilities

#### Westhampnett village

- Primary school

### Accessibility & Public Transport

#### Westhampnett village

- 1 regular daytime bus service (55) linking to Chichester (Most frequent daytime service, every 30 minutes). 1 flexible daytime bus service (99), pre-booking essential. Evening service.
- 1 irregular daytime bus service (99A) on Sundays & public holidays (3 daytime services in each direction).
- Nearest rail station, Chichester, about 3.5 km.
- Good access to A27 (east and west). Good road/cycle/pedestrian links to the city centre and other parts of the city.
- About 1 km from edge of Chichester city which has a broad range of shopping, employment, secondary schools & higher education, health facilities, leisure and cultural opportunities.

### Landscape Capacity

#### Westhampnett village

The Future Growth of Chichester Study 2005 identified 3 Landscape Character Parcels surrounding the village north of the A27. The Study excluded land north-east of the village where the Rolls Royce factory is now located.

- Land to the west (LCP17) classed as having Low – Moderate sensitivity in relation to Landscape Character and Amenity for Local Viewers, and Moderate sensitivity in relation to Priority Views.
- Land to the east (LCP18) classed as having Moderate sensitivity in relation to Landscape Character and Priority Views, and Low - Moderate sensitivity in relation to Amenity for Local Viewers. The west section of this LCP has now been developed and forms part of the Rolls Royce factory.
- Land to the east (LCP36) classed as having Low - Moderate sensitivity in relation to Landscape Character and Priority Views, and Low sensitivity in relation to Amenity for Local Viewers.

### Development Constraints

#### Westhampnett village

- Goodwood Motor Circuit/ Aerodrome are about 500m north of the village. Need to take account of flight lines and potential noise disturbance.
- Areas of flood risk (Flood Zones 2 and 3) lie to the south of the village.
- Grade 1 Agricultural Land is beyond the village to the south and west; Grade 2 Land is to the north.
- Potential for coalescence with neighbouring settlements (Chichester city and Maudlin).

### Infrastructure & Environmental Capacity Constraints

#### Westhampnett village

- Limited impact of recreational disturbance due to distance from Chichester Harbour.
- The village is served by Tangmere WwTW which has very limited wastewater capacity for new development (under 25 homes) early in Plan period, prior to its planned expansion/upgrade in 2019, which will increase its capacity by an additional 3,000 homes.
- Road network can become congested at peak times (A27 and routes to city centre).
- Need to take account of flight lines and potential noise disturbance at Goodwood Motor Circuit/ Aerodrome .

## 28 . Westhampnett Parish

### Potential Site Availability

#### Identified Strategic Housing Land Availability Assessment potential March 2013

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	2	108
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>2</b>	<b>108</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	1	4.6*

*\*Includes site at Maudlin Nurseries which now has planning permission.*

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

### Conclusions for Local Plan Policy

Westhampnett is a small village which currently has no facilities, except for a primary school. However, it lies only about 1 km from the edge of Chichester city and has good access to nearby employment opportunities (e.g Rolls Royce) and out of town shopping facilities at Portfield. As elsewhere to the east of the city, potential development in the early part of the Plan period is constrained by the available capacity at Tangmere WwTW. The Local Plan proposes a strategic development allocation for 500 homes, part of which will be on land to the north west of the village. This would be masterplanned as an extension to the village that would incorporate new or expanded facilities serving the existing village as well as the new development.

***The Local Plan proposes a strategic development location for 500 homes, part of which would form a masterplanned extension to the village. The strategic allocation reflects the accessibility of the village to Chichester city and the availability of a large potential development opportunity. The proposed development offers scope to expand the village's facilities and further enhance accessibility. The Plan makes no specific provision for housing elsewhere in the parish, however housing may potentially come forward through rural exception sites limited to 100% affordable housing meeting identified local needs.***

A map of the village showing community facilities and key development constraints is included in Appendix 5

## 29 . Wisborough Green Parish

### Wisborough Green Parish

Sub-Area	Main Settlement(s)
Plan Area (North)	Wisborough Green

### Key Census Statistics

#### Population & households

	2011 Census	2001 Census	Change 2001-2011
Current population (usual residents)	1,414	1,360	54 (4.0%)
Number of households	601	570	31 (5.4%)
Average household size	2.35	2.39	
Number of dwellings	636	602	34 (5.7%)

#### Household composition 2011

	All households	Single person households	Other households
Household Composition	601	160 (27%)	441 (73%)

#### Economically active residents 2011

	Residents aged 16-74	Economically active	Economically inactive
Economically active residents	1,029	741 (72%)	288 (28%)

#### Household tenure 2011 (%)

	Owner occupier	Shared ownership	Social rented	Private rented	Other
Household tenure	75%	0%	10%	9%	5%

#### Car & van availability 2011

	Number	% of all households
Households with no car / van	43	7%

**Homes Recently Built**

	Homes built 2001 - 2006	Homes built 2006 - 2012	Homes built 2012 - 2013	Homes built 2001 - 2013	Average homes/ year 2001-2013
<b>Wisborough Green Parish</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>16</b>	<b>1.3</b>
<i>Wisborough Green village</i>	<i>4</i>	<i>0</i>	<i>0</i>	<i>4</i>	<i>0.3</i>

Figures include homes built on the following sites:

- Land East of Field House, Newpound Lane - 6 affordable homes on a rural exception site, 2004/05

**Homes with Planning Permission**

	Homes with planning permission not built (April 2013)
<b>Wisborough Green Parish</b>	<b>1</b>
<i>Wisborough Green village</i>	<i>0</i>

**Parish Local Housing Need**

May 2013	Total local connection	Households in priority need	Affordable housing deliverable by 2015	Net housing need
<b>Wisborough Green Parish</b>	35	8	0	35

**Employment Areas**

- Ansells Yard
- Newpound
- Lowfold Farm

## 29 . Wisborough Green Parish

### Settlement Character & Form



<b>Settlement Type</b>	Rural: Village street with a green
<b>Form/Morphology</b>	Polyfocal comprising a linear street, a loose grouping around the church surrounded by detached small housing clusters and farmsteads.
<b>Development/Expansion</b>	Mainly radial linear extensions arranged branching from the village green and late planned estate extension to the west of the village. Some infilling and intensification through redevelopment or sub-division of larger gardens, mainly to the east of the village.
<b>Predominant Building Typologies</b>	Mainly village detached with groups of small cottages in short terraces of varied designs. Later extension characterised by more uniform estate type housing.
<b>Edge Character</b>	Mainly diffuse, soft, irregular in the form of garden boundaries, with denser more regular, harder edge to the west formed by the lane with houses overlooking open farmland beyond.

### Settlement Description

Wisborough Green village has a dispersed settlement pattern, and is set on rising land at the western edge of the Weald, overlooking the River Kird to the south and west. The village is surrounded by fields with areas of woodland close by. The historic village core is centred on three sides of The Green (playing fields) and straddles the A272, the main east-west route through the village. There are large areas of low density ribbon development along the A272 to the east and along Kirdford Road and Loxwood Road to the north of the village. The Green and St Peter's Church to the east are both focal points. The Green together with the large parkland garden of Wisborough Park House to the north, provide attractive views across the centre of the village. The open spaces, the village pond, mature trees, thick hedging and spacious plots contribute to rural character. More recent housing infilling of varying density extends to the west as far as The Luth.

*Source: Wisborough Green Parish Action Plan (2004); Wisborough Green Conservation Character Appraisal & Management Proposals (September 2010), Historic and Modern Mapping*

### Community Facilities

#### Wisborough Green village

- Convenience Store, Post Office, Primary school, Village Hall, Pubs (2) Outdoor Recreation Area, Mobile Library

### Accessibility & Public Transport

#### Wisborough Green village

- 1 regular daytime bus service (75) linking to Petworth & Billingshurst (2 daytime services outwards and 1 daytime service returning). No evening service.
- 2 irregular daytime bus services (64, 69) on Mondays, Tuesdays and Thursdays (1 daytime service in each direction).
- Nearest rail stations, Billingshurst, about 5 km, Haslemere, about 21 km
- About 5 km from Billingshurst, 10 km from Petworth and 21 km from Haslemere which have a range of town centre shops, employment, secondary school.

## 29 . Wisborough Green Parish

### Landscape Capacity

#### Wisborough Green village

The Landscape Capacity Study 2011, identified 2 Landscape Character Areas to the north and south of the village, which are classed according to an assessment of their capacity to accommodate further development without significant effect. The Newpound Common area was not covered by the Study.

- Both areas (LCA166 and LCA167): Low landscape capacity.

### Development Constraints

#### Wisborough Green village

- The South Downs National Park boundary lies within 1 km to west of village.
- A Conservation Area covers most of the of the village centre extending well beyond the village to the north and south-east.
- SAC (The Mens) lies within 1 km to the west of the village.
- A SNCI is located to the north-west of the village (Dunhurst Copse).
- Areas of flood risk (Flood Zones 2 & 3) extend along valley of River Kird to south of the village.

### Infrastructure & Environmental Capacity Constraints

#### Wisborough Green village

- Sites would connect to Wisborough Green WwTW (which has capacity for about 200 homes).

**Potential Site Availability**

**Identified Strategic Housing Land Availability Assessment potential March 2013**

	No. Sites	Potential Dwellings
2012-2014	0	0
2014-2019	0	0
2019-2024	0	0
2024-2029	0	0
2029+	0	0
<b>Total</b>	<b>0</b>	<b>0</b>

	No. Sites	Site Area (ha)
Potential but delivery unknown	2	6.49

Further information on the availability of sites that may have future potential for housing development can be viewed via the link below to the Strategic Housing Land Availability Assessment. <http://www.chichester.gov.uk/shlaa>

**Conclusions for Local Plan Policy**

Wisborough Green is a relatively large village, though its settlement form is quite dispersed. It has a reasonable range of everyday facilities and is only 5 km from Billingshurst (in Horsham District) which has a wide range of facilities. The character of the village (including the extensive Conservation Area) is likely to mean that future development will need to be planned sensitively.

***The Local Plan identifies Wisborough Green as a Service Village and sets an indicative housing figure of 60 homes for the parish. This reflects the village’s size, local facilities and relatively good accessibility, whilst also taking account of the constraints imposed by the village’s form and character.***

A map of the village showing community facilities and key development constraints is included in Appendix 5

## Appendix 1 - List of Information Sources

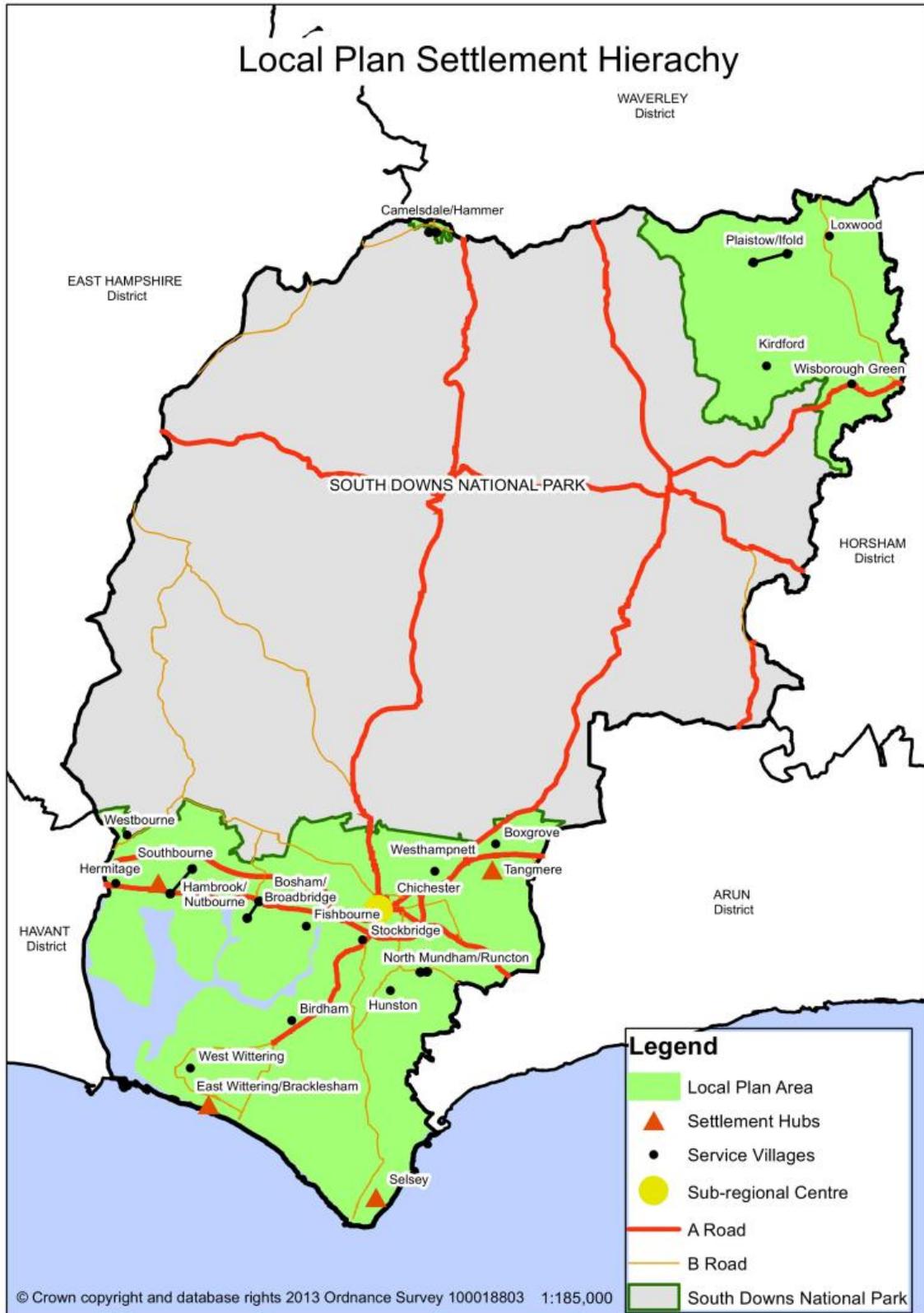
Information
2001 Population Census, Office for National Statistics
2011 Population Census, Office for National Statistics
Annual Housing Development Monitoring Survey, West Sussex County Council
Agricultural Land Classification maps, Natural England
Chichester District Five Year Housing Land Supply 2014-2019
Chichester District Community Facilities Database
Chichester District Employment Land Review, Roger Tym & Partners, 2009
Chichester District Position Statement on Wastewater and Delivering Development in the Local Plan, 2013
Chichester Transport Study, 2013
Conservation Area Appraisals, Chichester District Council
Indicative flood risk mapping, the Environment Agency
The Future Growth of Chichester: Landscape and Visual Amenity Considerations, Land Use Consultants, 2005
Historic & modern mapping, Chichester District Council
Infrastructure Delivery Plan, 2013
Landscape Capacity Assessment, Hankinson Duckett Associates, 2009
Landscape Capacity Assessment – Extension, Hankinson Duckett Associates, 2011
Local Housing Register, May 2013, Chichester District Council
Pagham Harbour Visitor Study, 2012
Public Transport information & map, West Sussex County Council
Rail & bus company timetables, Compass, Countryliner, Stagecoach, Southern Railway
Solent Recreational Disturbance and Mitigation Study, Footprint Ecology, 2013
Strategic Growth Study - Wastewater Treatment Options, Environment Agency, Southern Water, Natural England, Chichester District Council, 2010
Strategic Housing Land Availability Assessment, 2013, Chichester District Council Village Design Statements, Parish Councils

## Appendix 2 - Community Facilities in Local Plan Area

Facility Name	Address	Capacity	Notes
St. Andrew's Church	123 Church St	100	Open 10am-12pm
St. Mary's Church	456 Church St	150	Open 9am-11am
St. Peter's Church	789 Church St	120	Open 10am-12pm
St. James' Church	101 Church St	80	Open 10am-12pm
St. John's Church	202 Church St	90	Open 10am-12pm
St. Paul's Church	303 Church St	110	Open 10am-12pm
St. George's Church	404 Church St	70	Open 10am-12pm
St. Michael's Church	505 Church St	60	Open 10am-12pm
St. Nicholas' Church	606 Church St	50	Open 10am-12pm
St. Andrew's Church	707 Church St	40	Open 10am-12pm
St. Mary's Church	808 Church St	30	Open 10am-12pm
St. Peter's Church	909 Church St	20	Open 10am-12pm
St. James' Church	1010 Church St	10	Open 10am-12pm
St. John's Church	1111 Church St	5	Open 10am-12pm
St. Paul's Church	1212 Church St	3	Open 10am-12pm
St. George's Church	1313 Church St	2	Open 10am-12pm
St. Michael's Church	1414 Church St	1	Open 10am-12pm
St. Nicholas' Church	1515 Church St	1	Open 10am-12pm
St. Andrew's Church	1616 Church St	1	Open 10am-12pm
St. Mary's Church	1717 Church St	1	Open 10am-12pm
St. Peter's Church	1818 Church St	1	Open 10am-12pm
St. James' Church	1919 Church St	1	Open 10am-12pm
St. John's Church	2020 Church St	1	Open 10am-12pm
St. Paul's Church	2121 Church St	1	Open 10am-12pm
St. George's Church	2222 Church St	1	Open 10am-12pm
St. Michael's Church	2323 Church St	1	Open 10am-12pm
St. Nicholas' Church	2424 Church St	1	Open 10am-12pm
St. Andrew's Church	2525 Church St	1	Open 10am-12pm
St. Mary's Church	2626 Church St	1	Open 10am-12pm
St. Peter's Church	2727 Church St	1	Open 10am-12pm
St. James' Church	2828 Church St	1	Open 10am-12pm
St. John's Church	2929 Church St	1	Open 10am-12pm
St. Paul's Church	3030 Church St	1	Open 10am-12pm
St. George's Church	3131 Church St	1	Open 10am-12pm
St. Michael's Church	3232 Church St	1	Open 10am-12pm
St. Nicholas' Church	3333 Church St	1	Open 10am-12pm
St. Andrew's Church	3434 Church St	1	Open 10am-12pm
St. Mary's Church	3535 Church St	1	Open 10am-12pm
St. Peter's Church	3636 Church St	1	Open 10am-12pm
St. James' Church	3737 Church St	1	Open 10am-12pm
St. John's Church	3838 Church St	1	Open 10am-12pm
St. Paul's Church	3939 Church St	1	Open 10am-12pm
St. George's Church	4040 Church St	1	Open 10am-12pm
St. Michael's Church	4141 Church St	1	Open 10am-12pm
St. Nicholas' Church	4242 Church St	1	Open 10am-12pm
St. Andrew's Church	4343 Church St	1	Open 10am-12pm
St. Mary's Church	4444 Church St	1	Open 10am-12pm
St. Peter's Church	4545 Church St	1	Open 10am-12pm
St. James' Church	4646 Church St	1	Open 10am-12pm
St. John's Church	4747 Church St	1	Open 10am-12pm
St. Paul's Church	4848 Church St	1	Open 10am-12pm
St. George's Church	4949 Church St	1	Open 10am-12pm
St. Michael's Church	5050 Church St	1	Open 10am-12pm

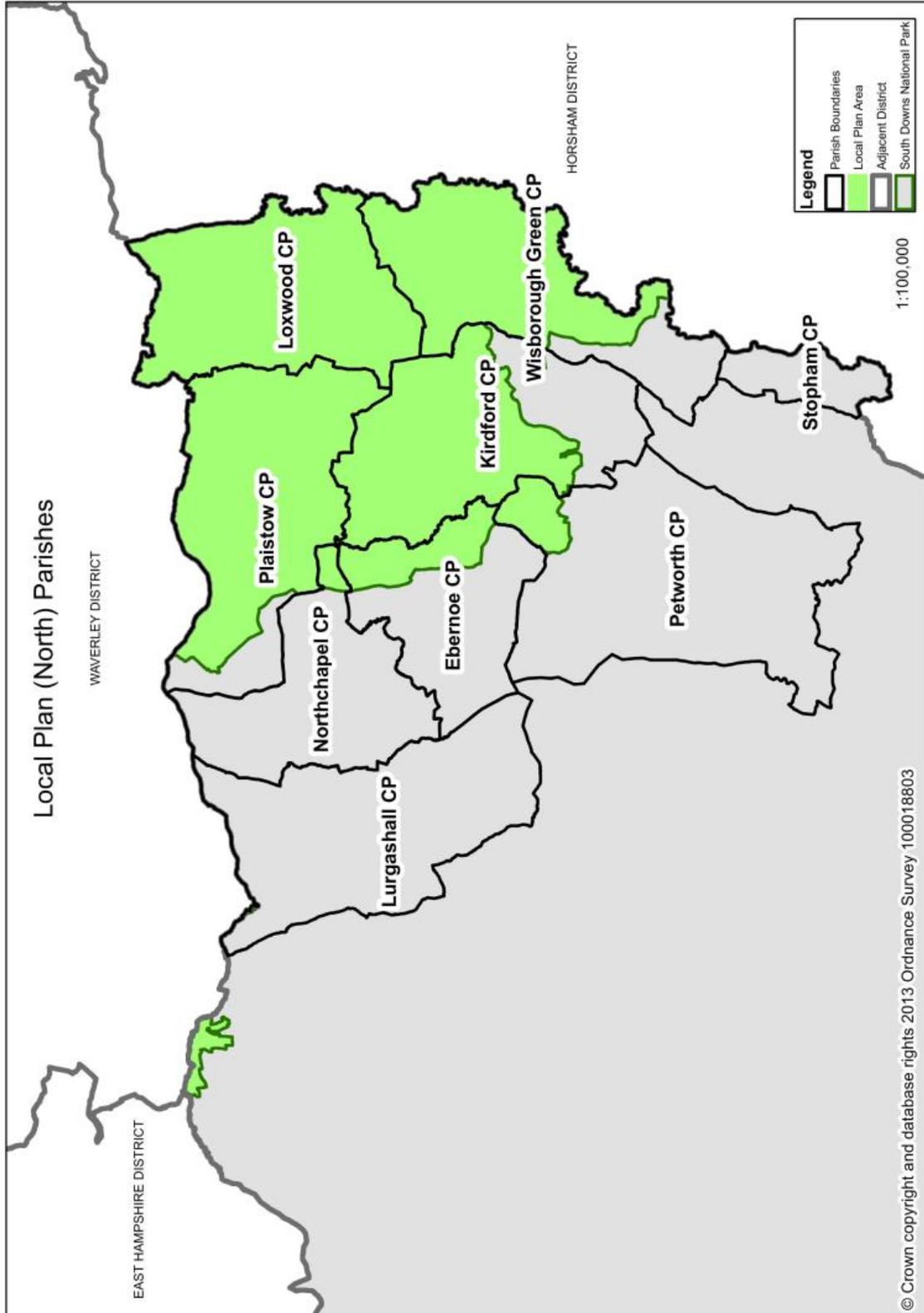


# Appendix 4 - Maps of Local Plan Area





# Appendix 4 - Maps of Local Plan Area



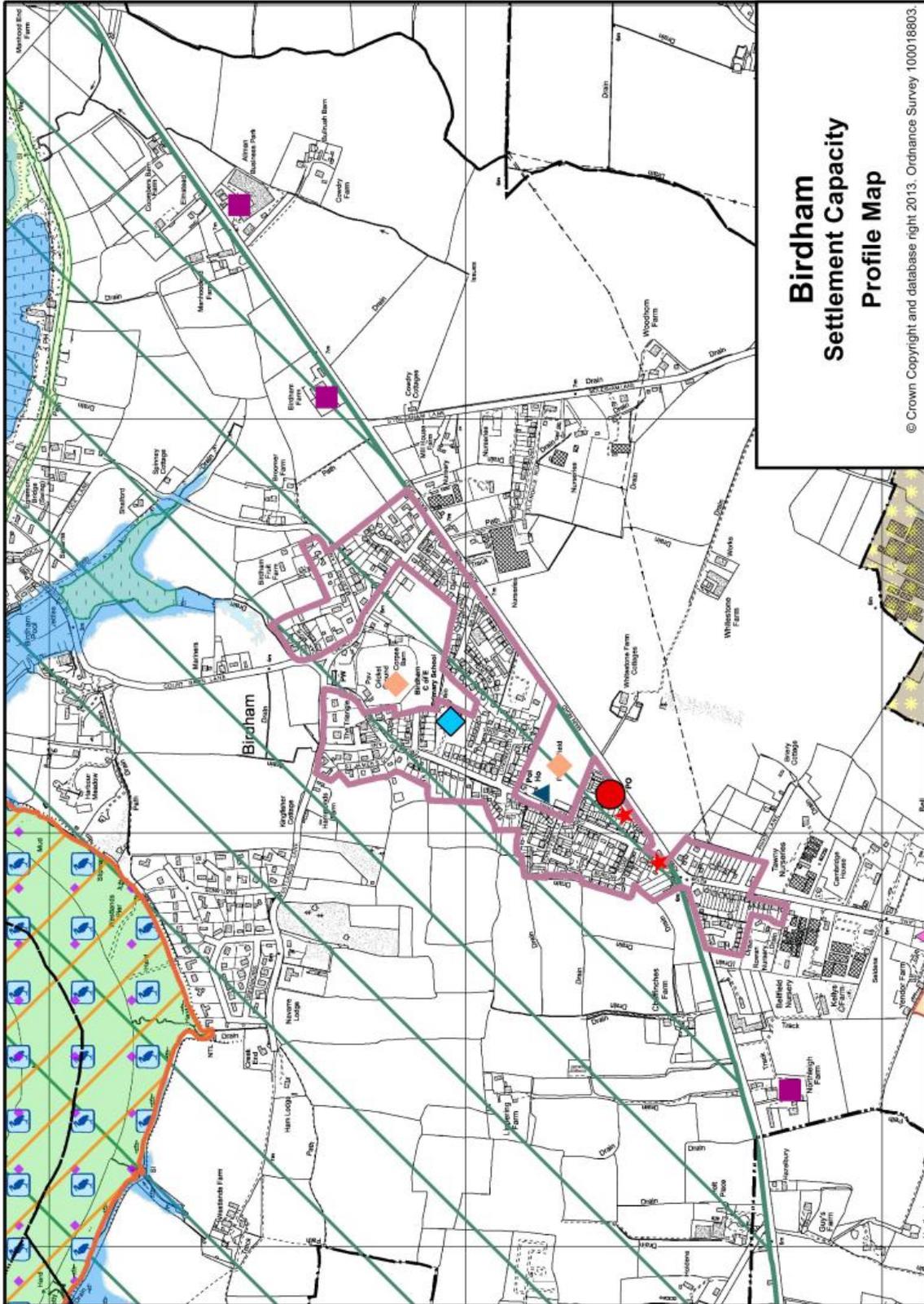
## Appendix 5 - Settlement Capacity Profile Maps

### Key to settlement capacity profile maps

-  Community Centre/Village Hall
-  Doctors Surgery
-  Employment Area
-  Library
-  Mobile Library
-  Leisure Facilities
-  Outdoor Recreation Area
-  Pub
-  Post Office
-  Primary School
-  Secondary School
-  Convenience Store
-  Supermarket/Superstore
-  Train Stations
-  Marine Site of Nature Conservation Importance
-  Historic Parks & Gardens
-  Settlement Boundary
-  Scheduled Monument
-  District Boundary
-  Parish Boundary
-  Horticultural Development Area
-  Conservation Area
-  Special Protection Area
-  Special Area of Conservation
-  Ramsar Site
-  Medmerry Realignment
-  National Nature Reserve
-  Local Nature Reserve
-  Site of Special Scientific Interest
-  Site of Nature Conservation Importance
-  Ancient Woodland
-  EA Flood Zone 2
-  EA Flood Zone 3
-  Chichester Harbour AONB
-  South Downs National Park

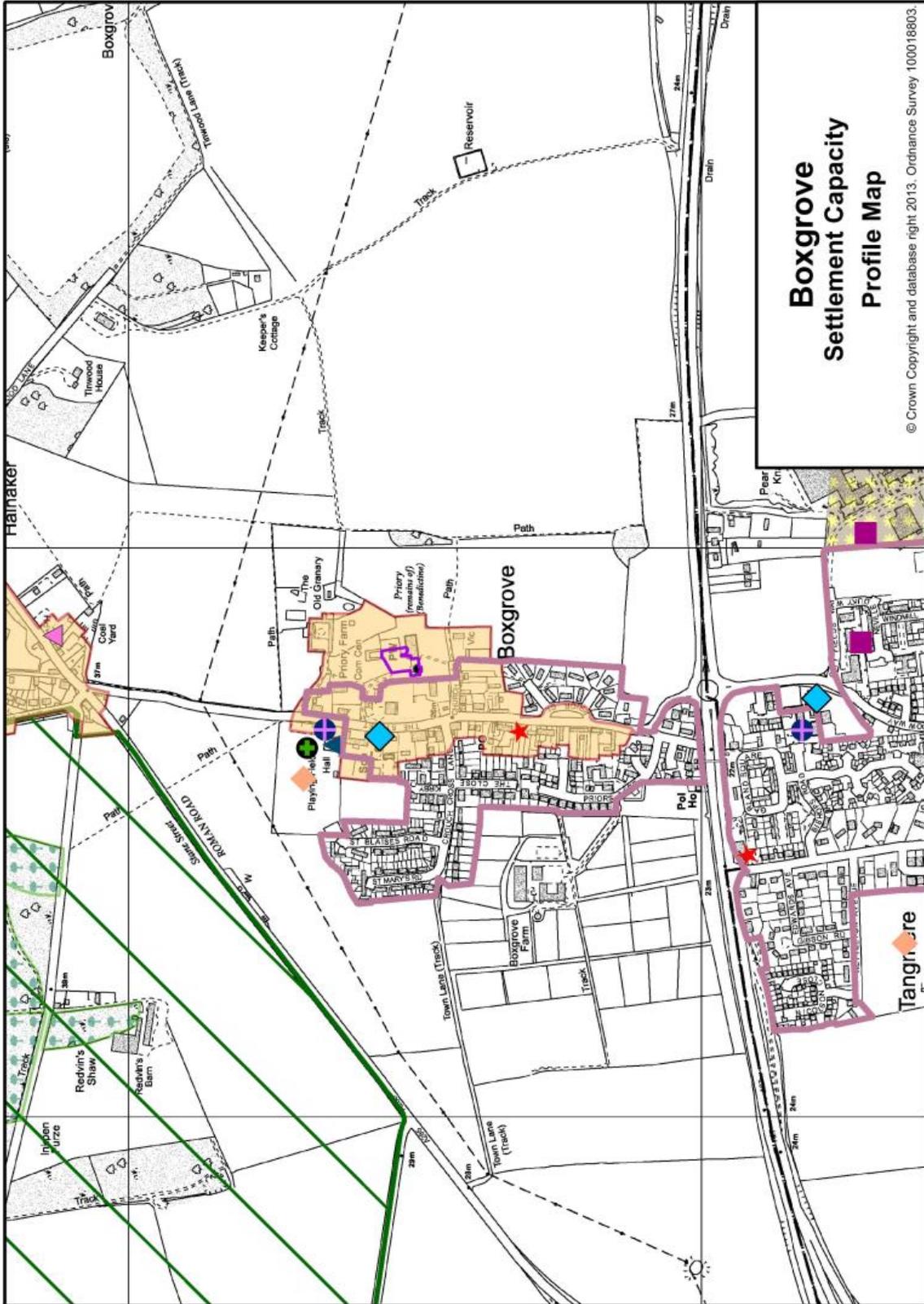


# Appendix 5 - Settlement Capacity Profile Maps

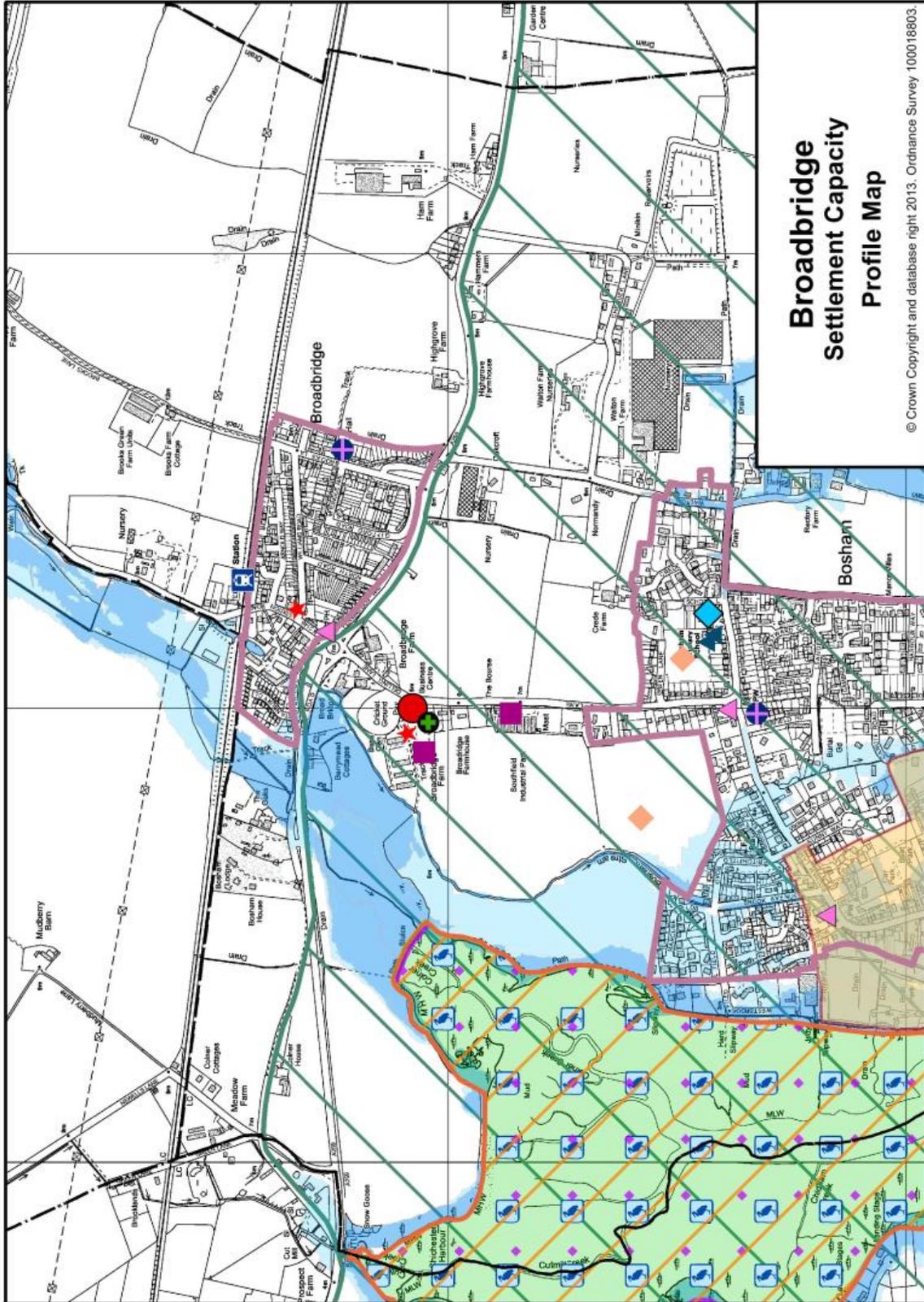




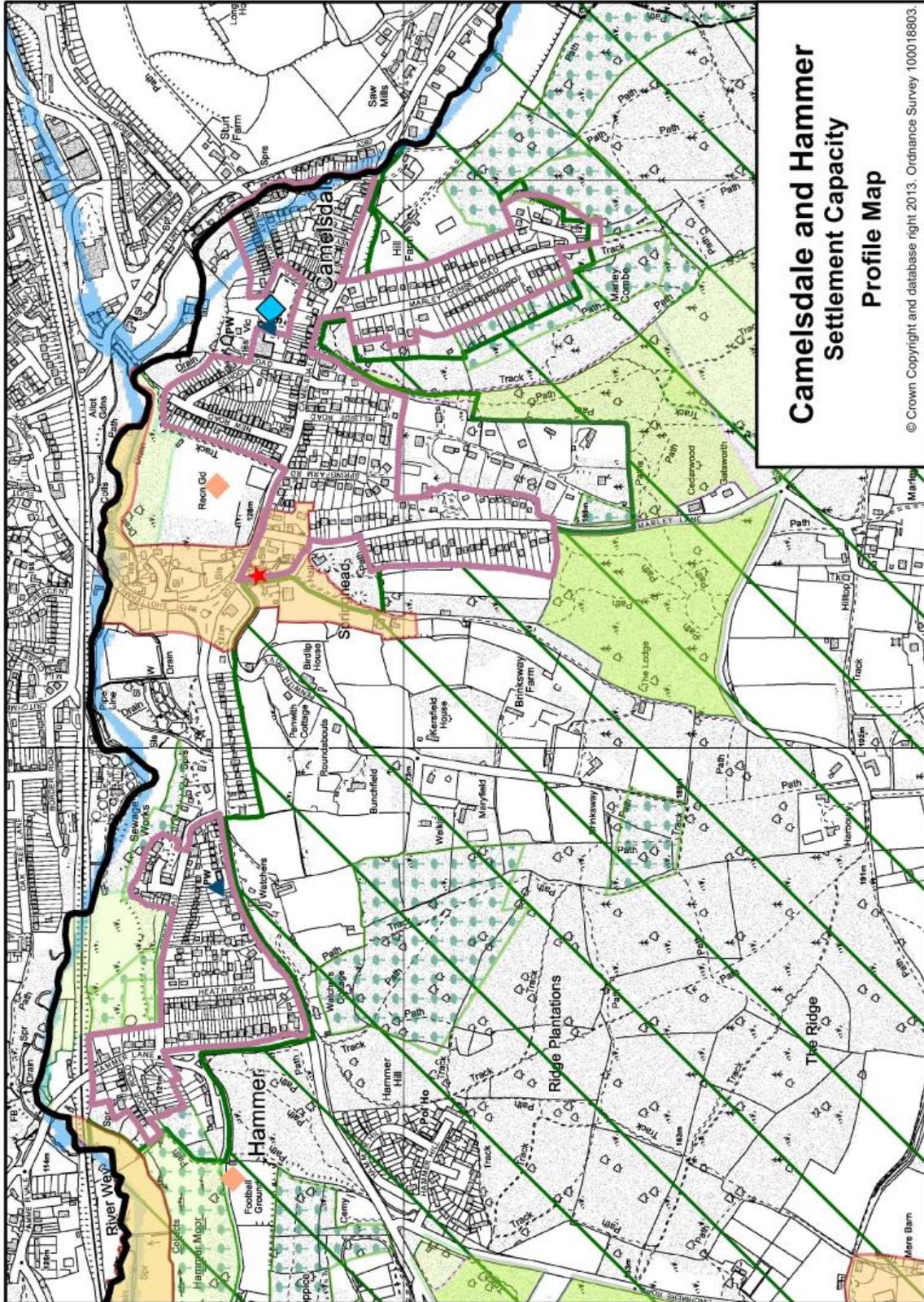
# Appendix 5 - Settlement Capacity Profile Maps



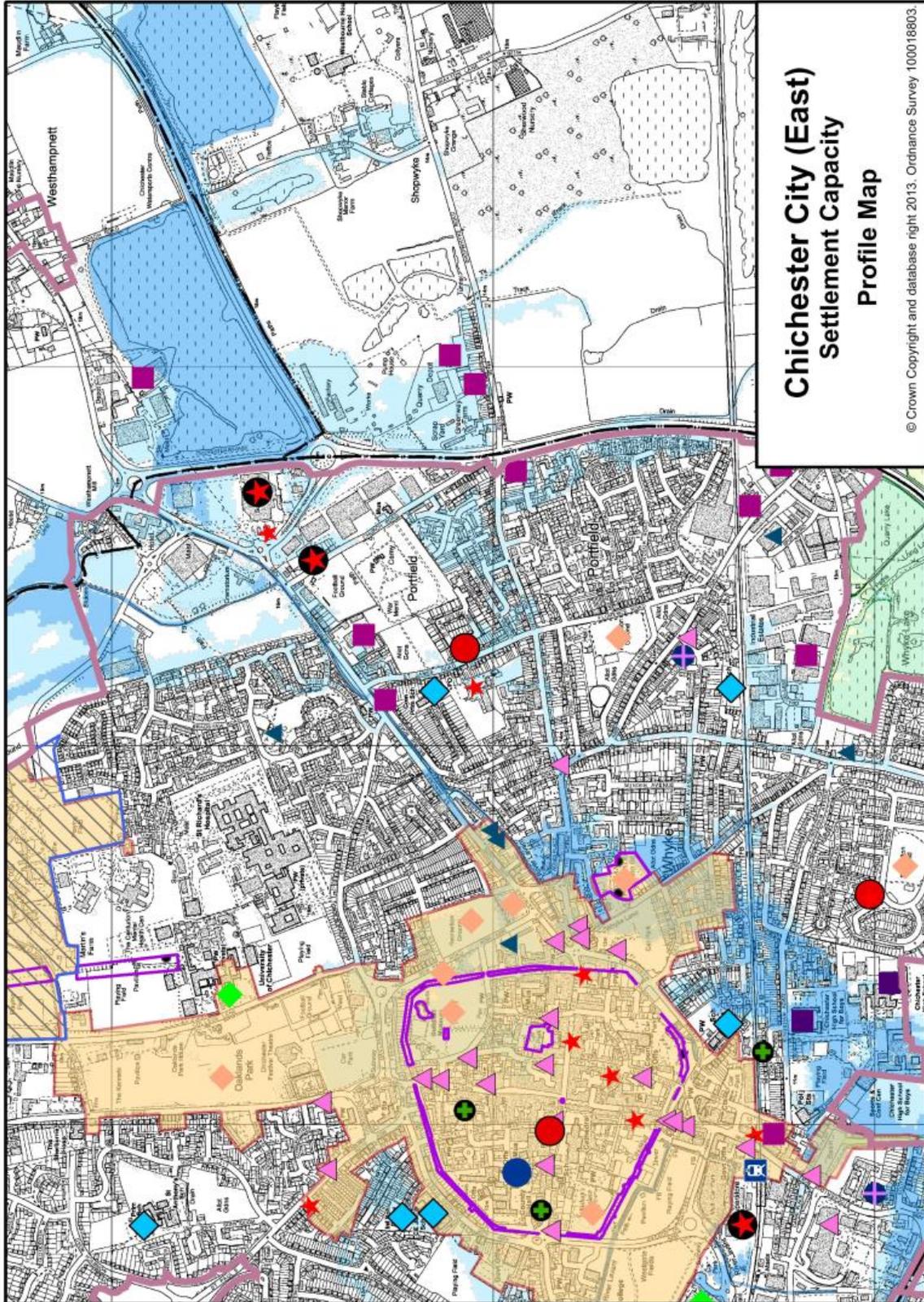
# Appendix 5 - Settlement Capacity Profile Maps



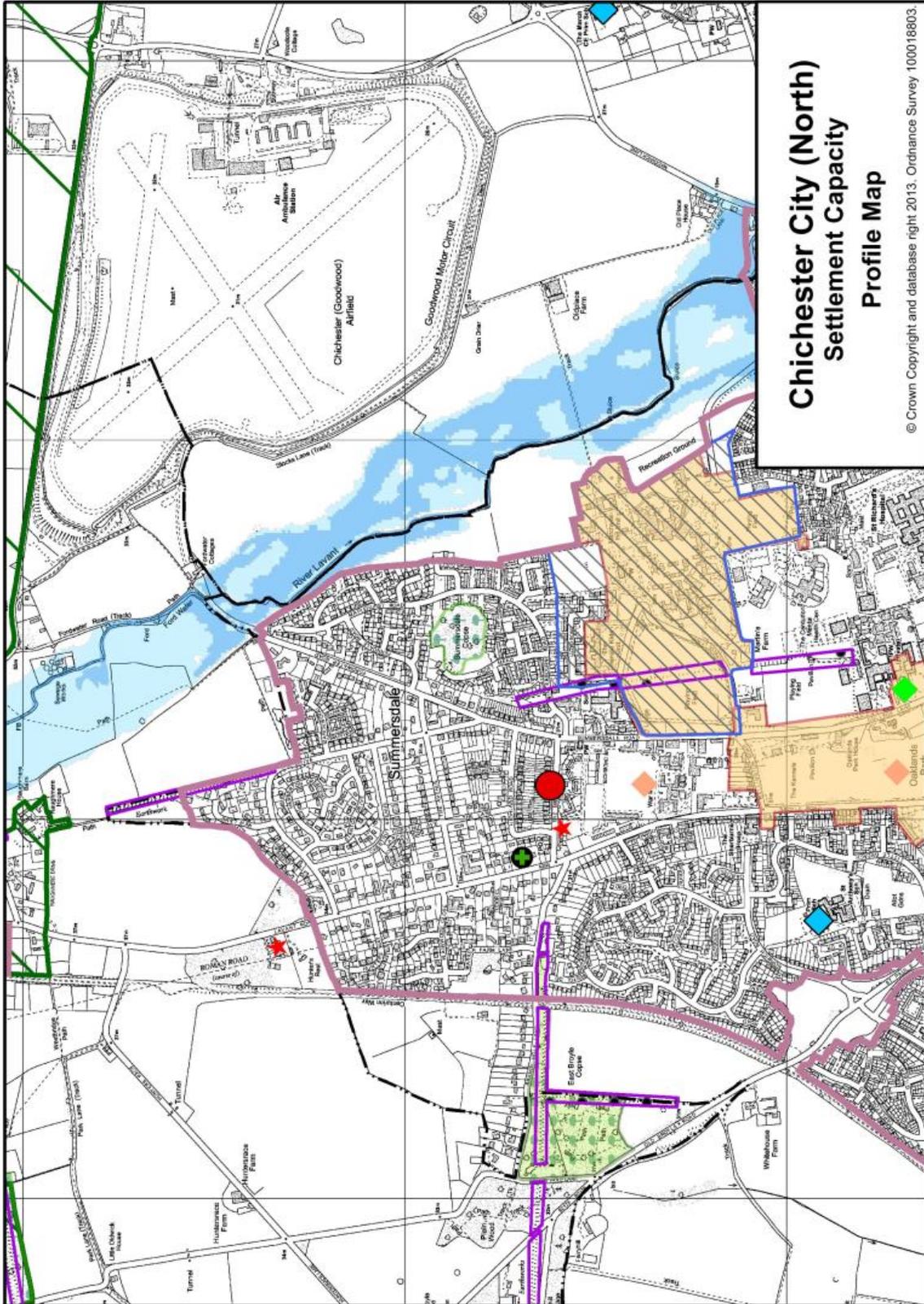
# Appendix 5 - Settlement Capacity Profile Maps



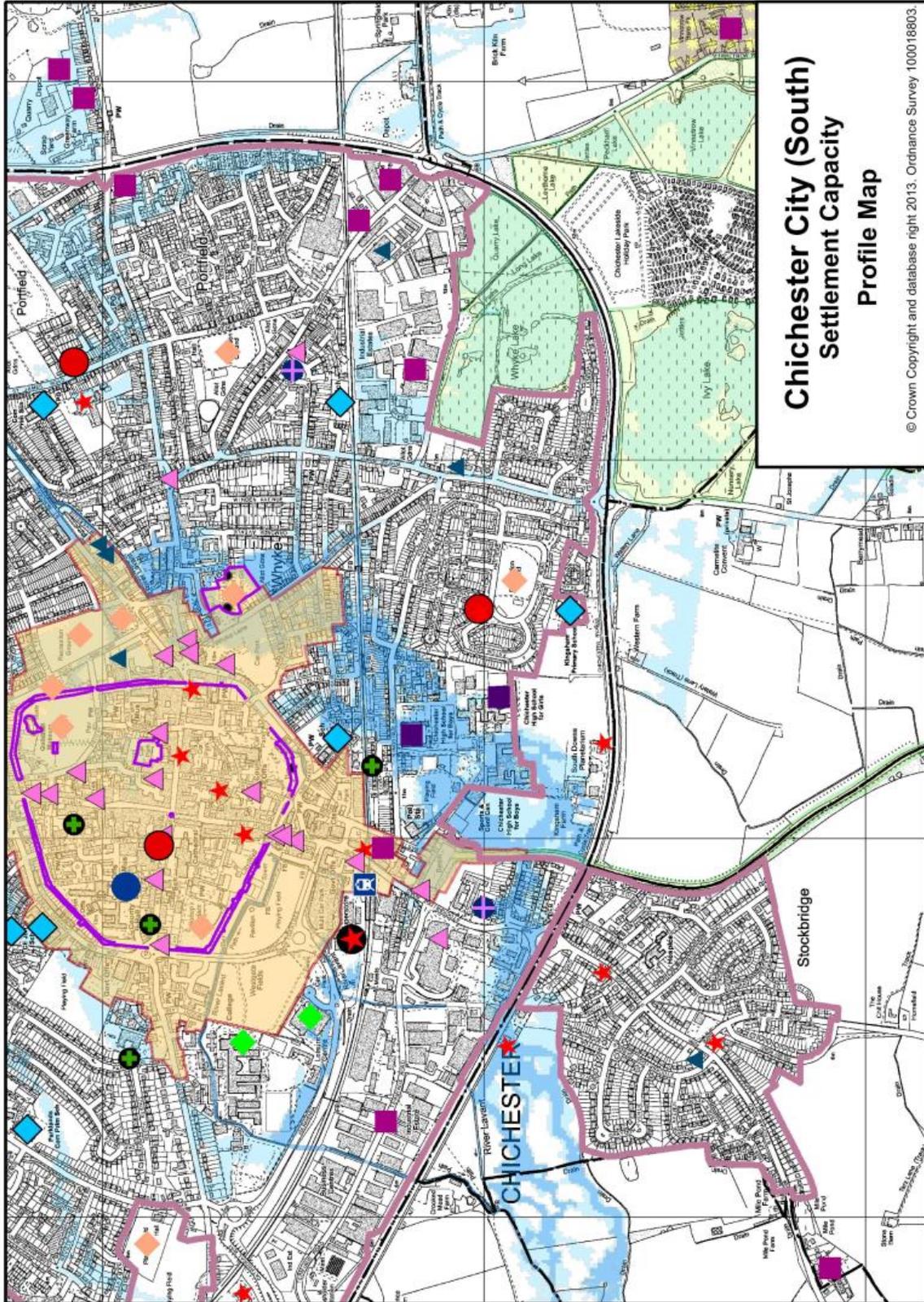
# Appendix 5 - Settlement Capacity Profile Maps



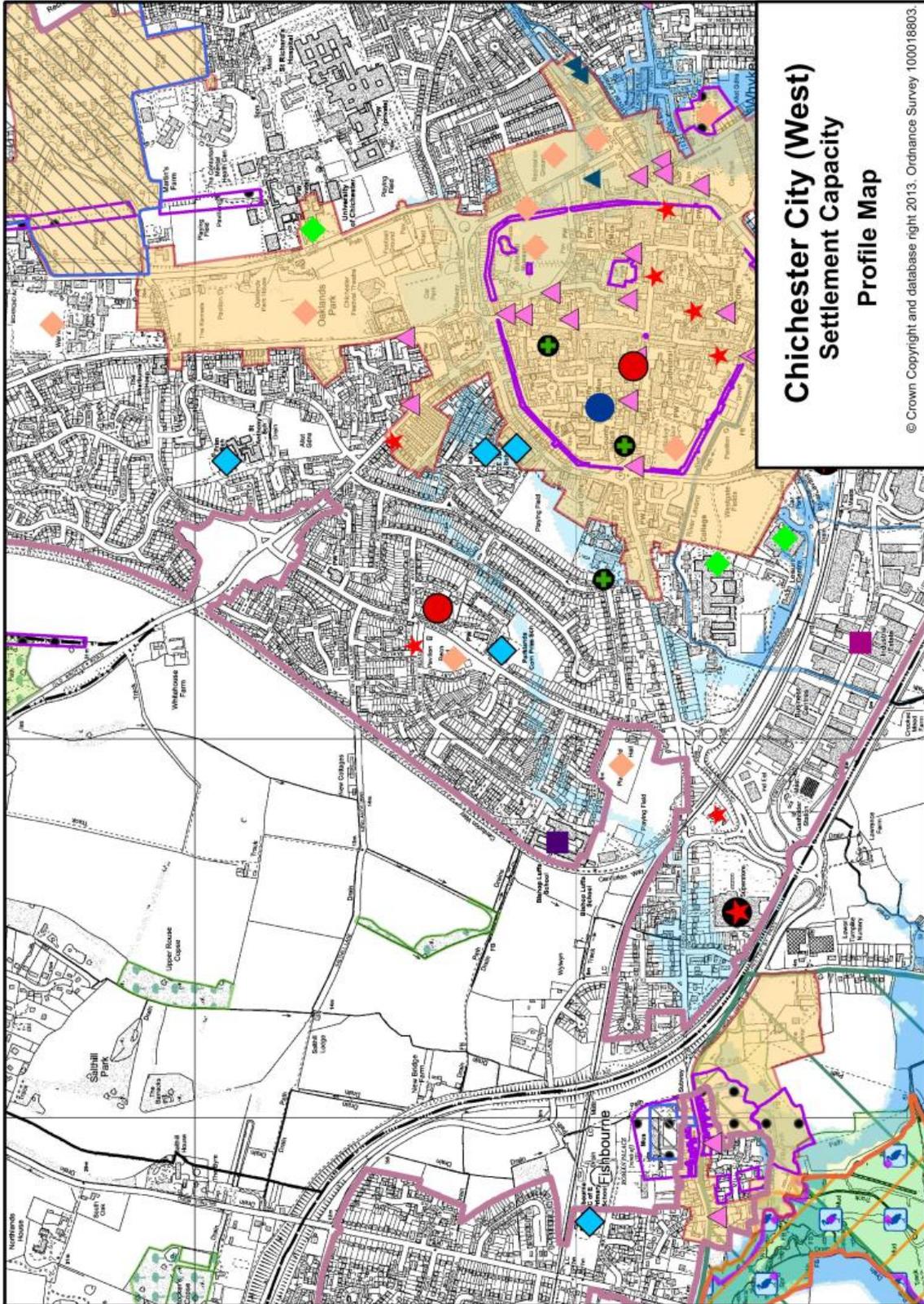
# Appendix 5 - Settlement Capacity Profile Maps



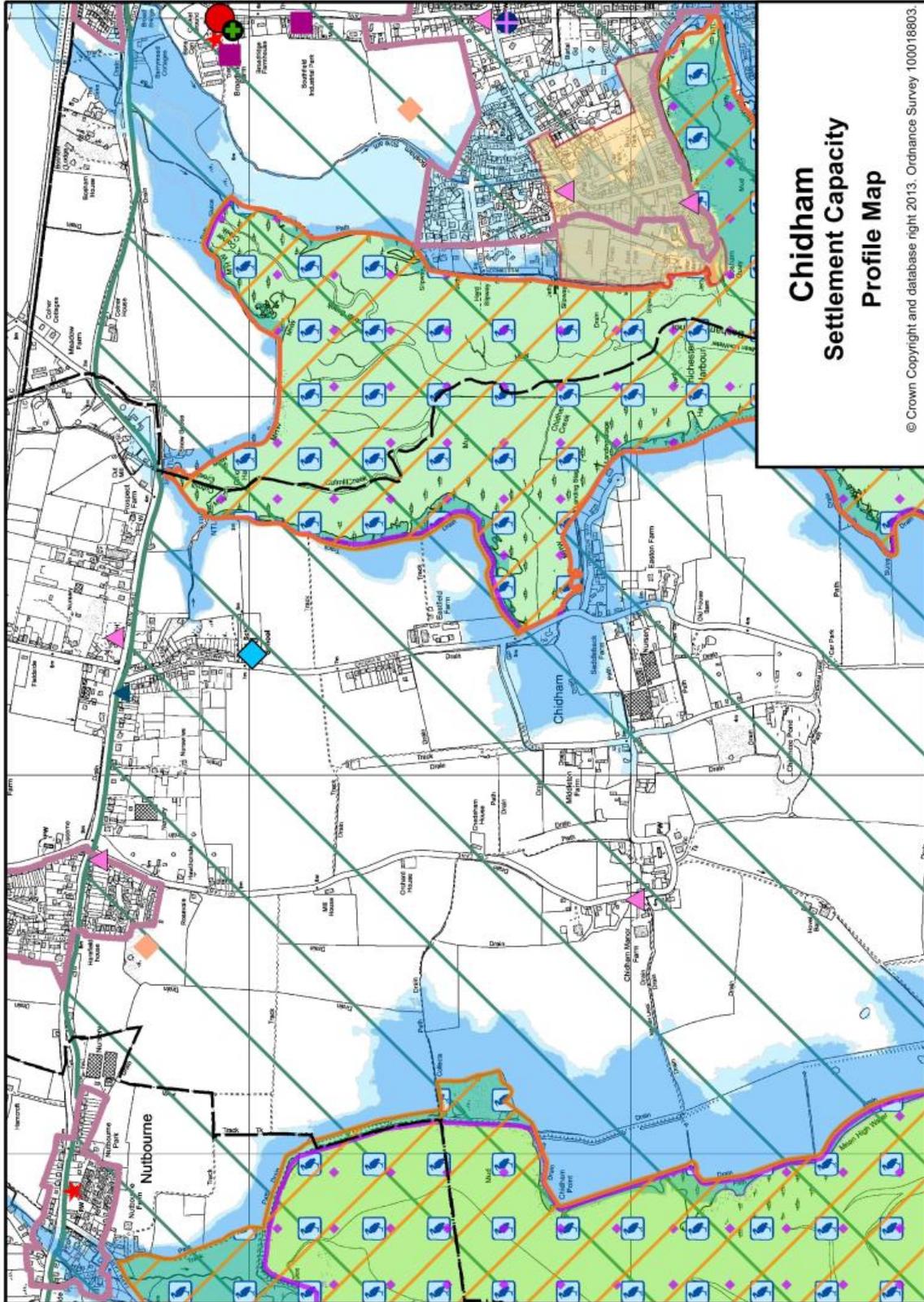
# Appendix 5 - Settlement Capacity Profile Maps



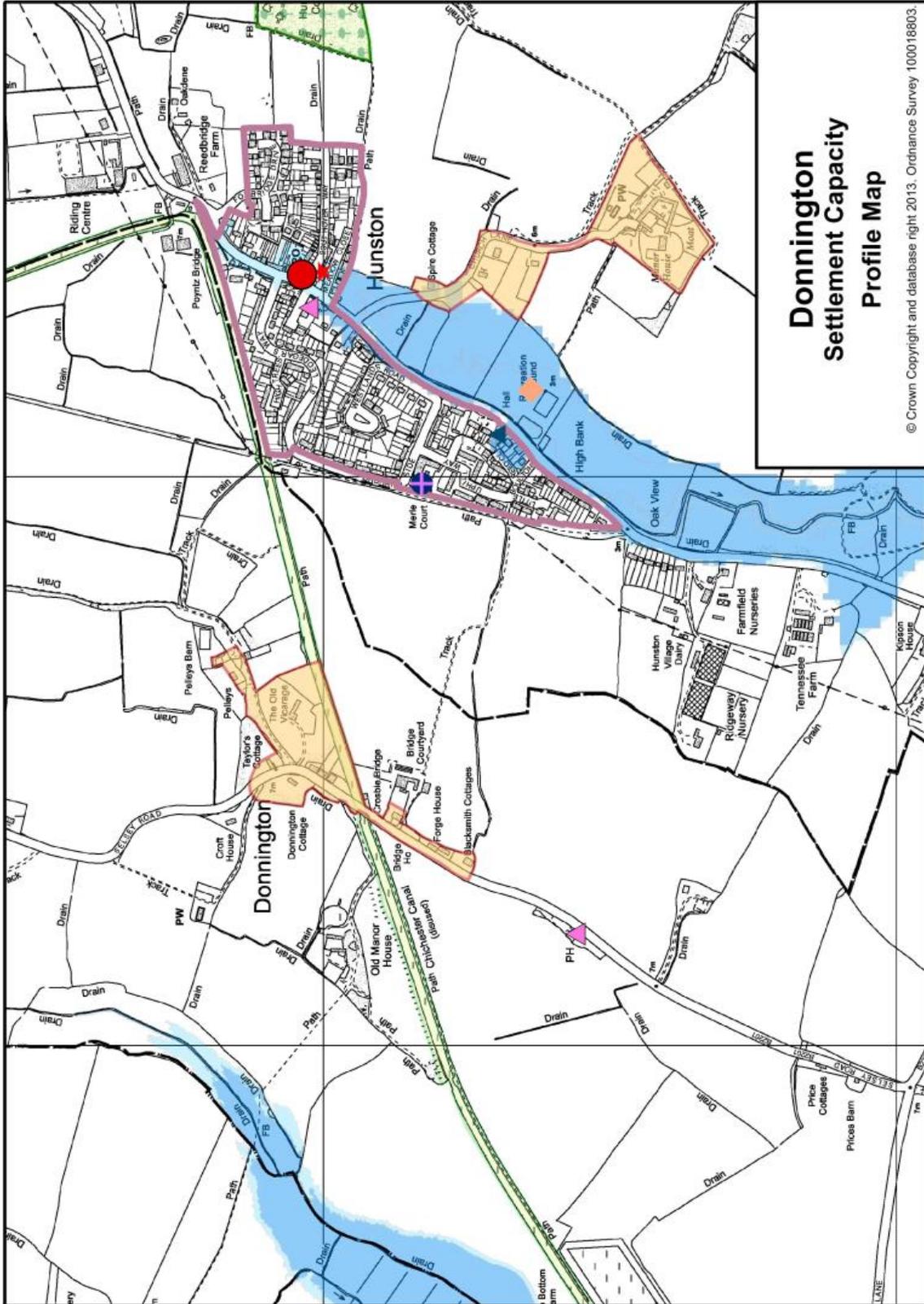
# Appendix 5 - Settlement Capacity Profile Maps



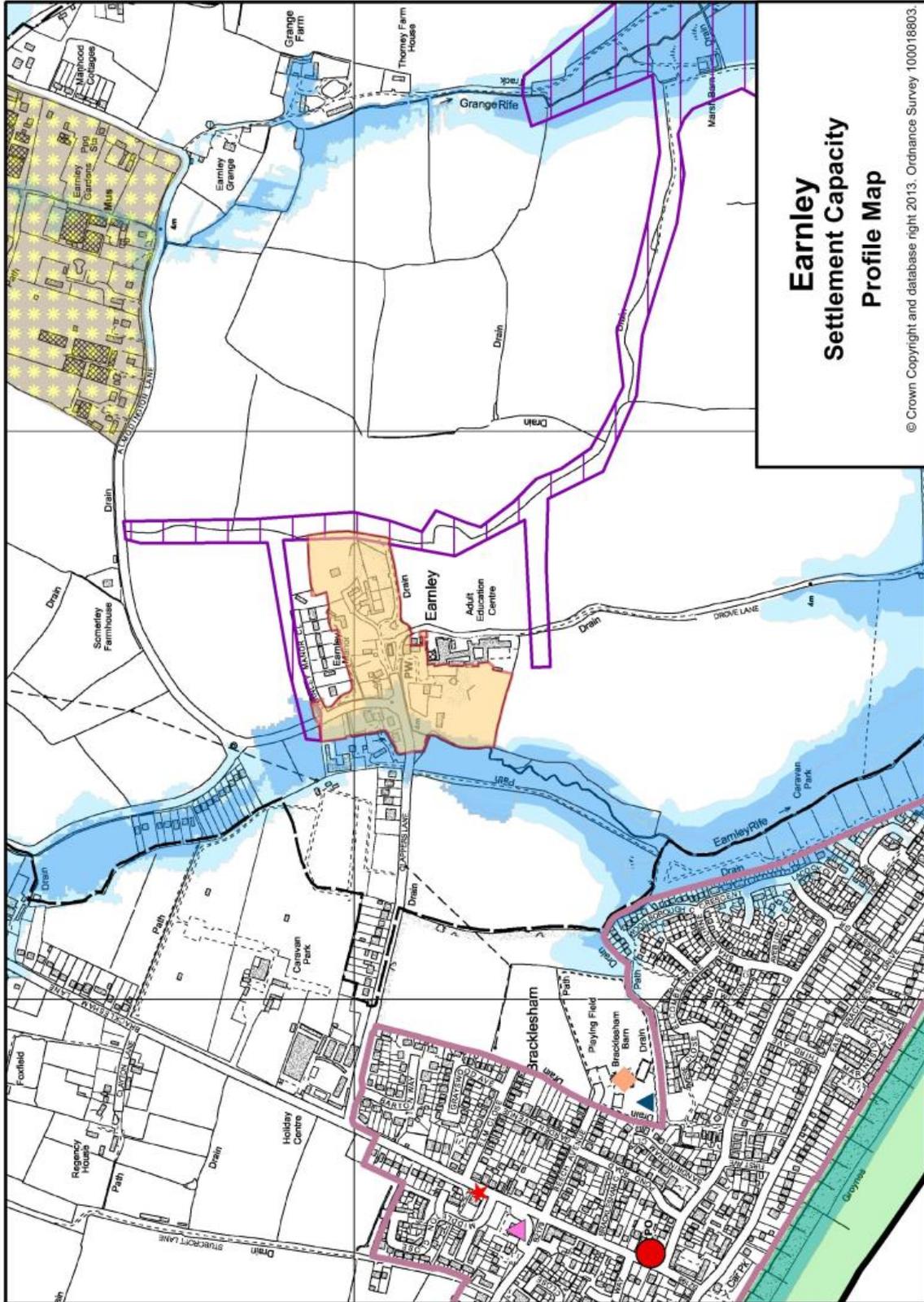
# Appendix 5 - Settlement Capacity Profile Maps



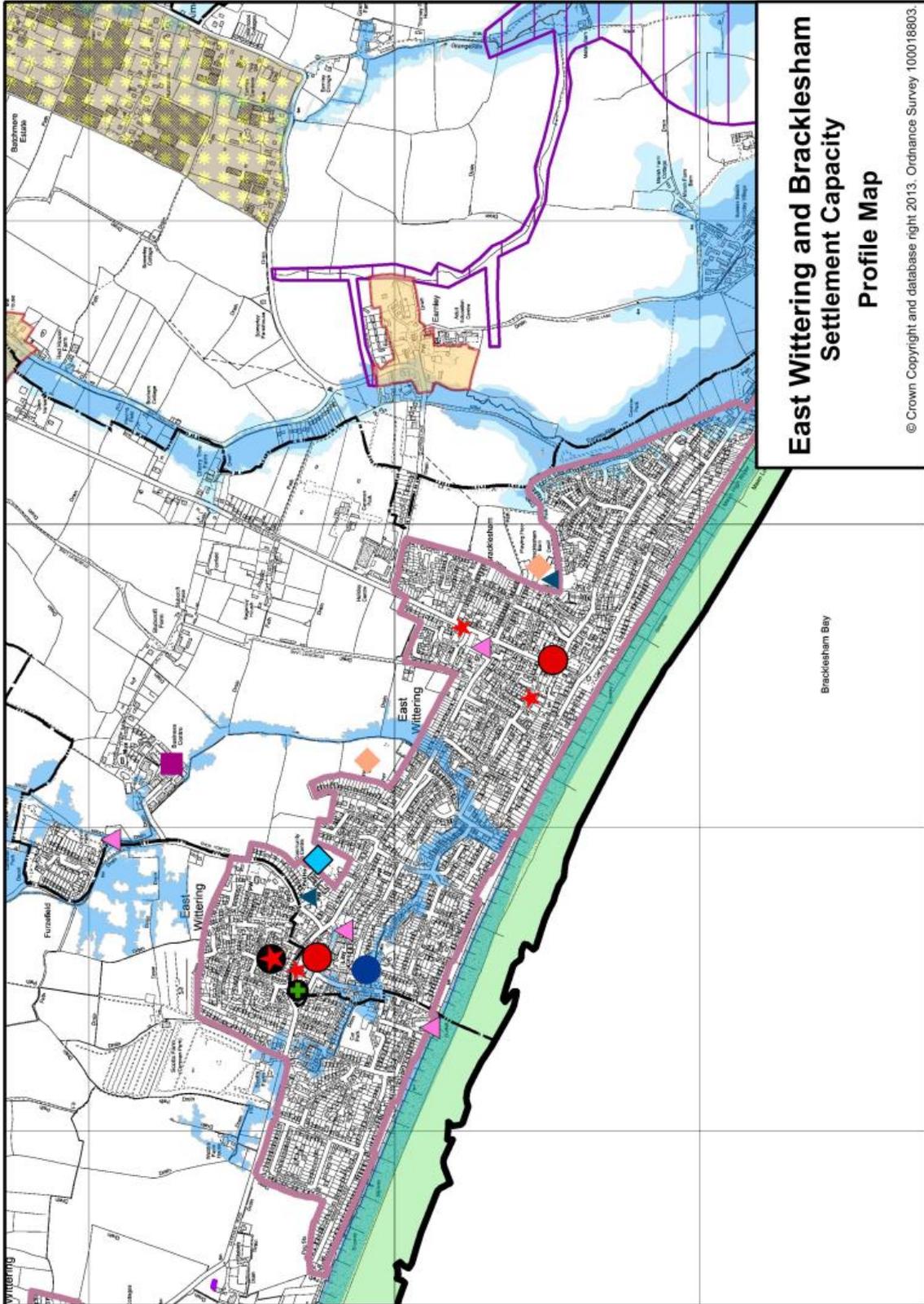
# Appendix 5 - Settlement Capacity Profile Maps



# Appendix 5 - Settlement Capacity Profile Maps

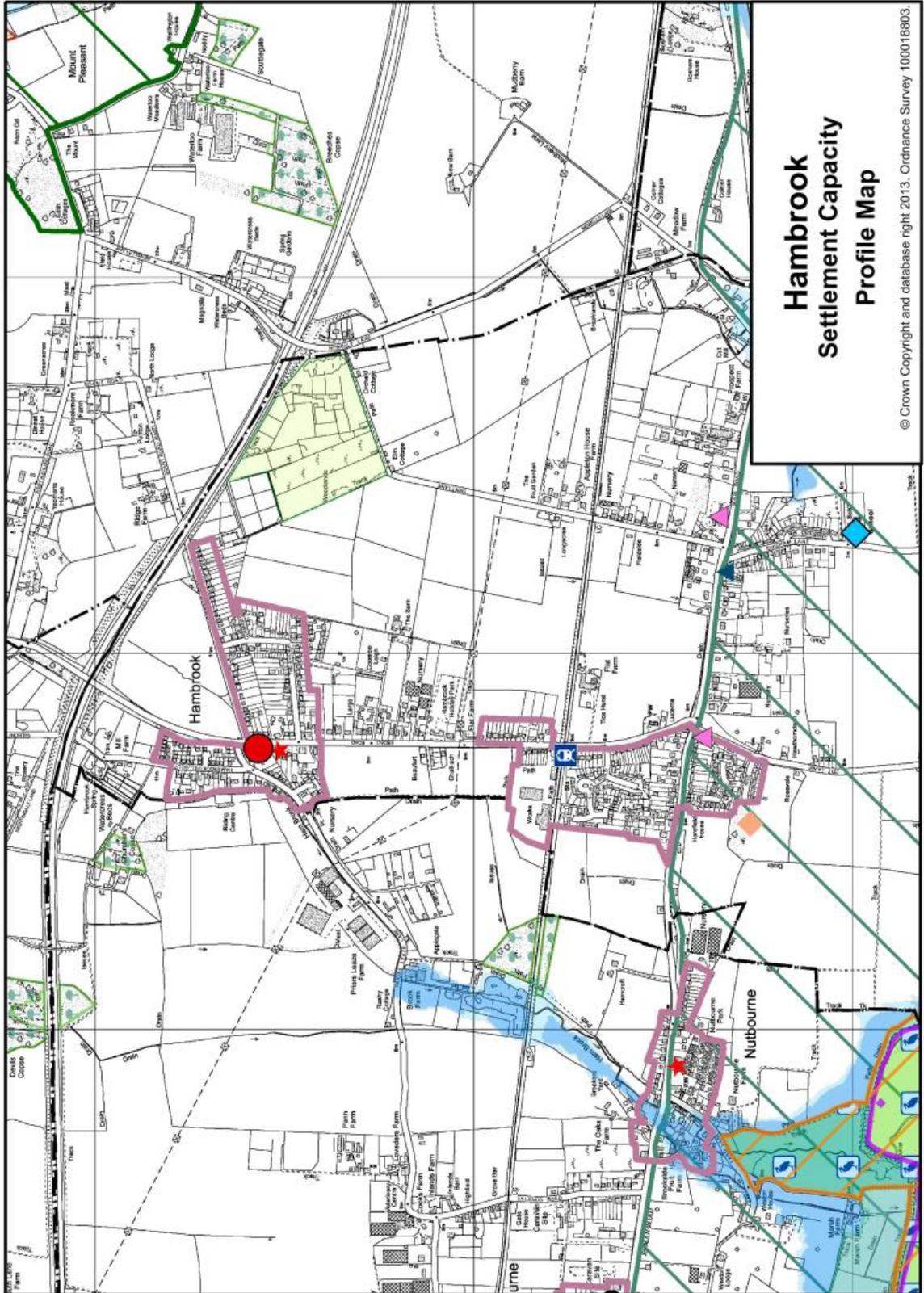


# Appendix 5 - Settlement Capacity Profile Maps

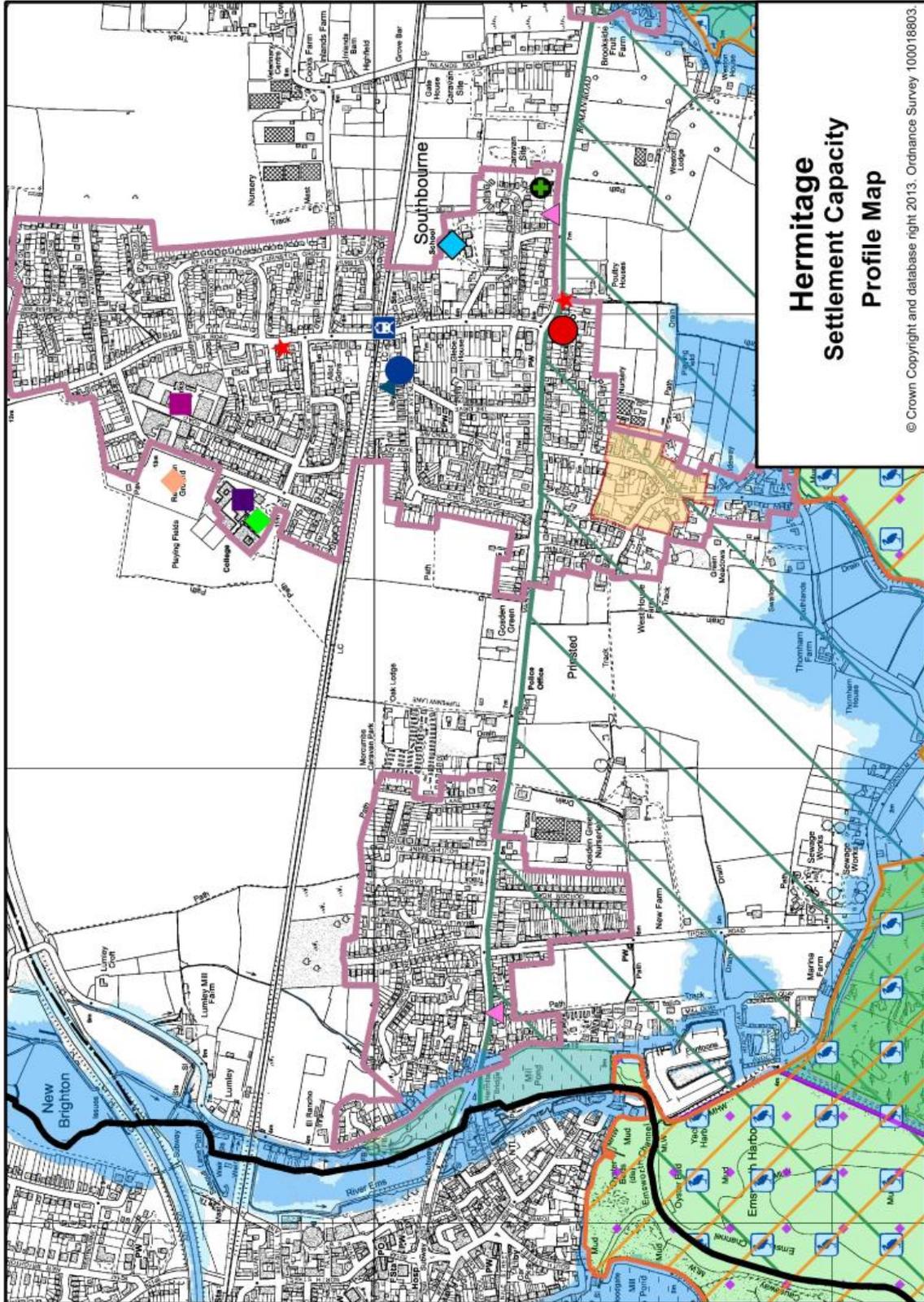




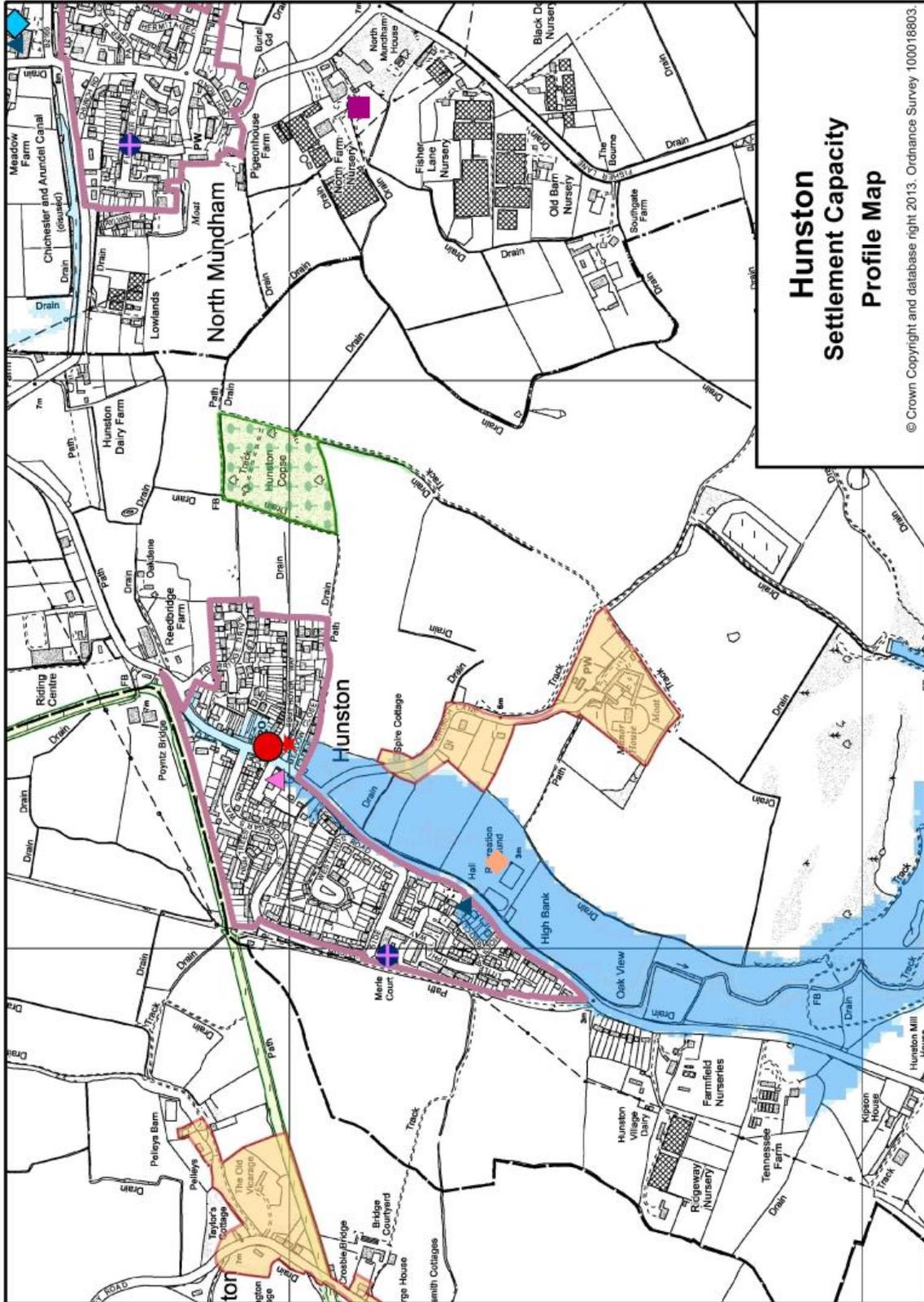
# Appendix 5 - Settlement Capacity Profile Maps



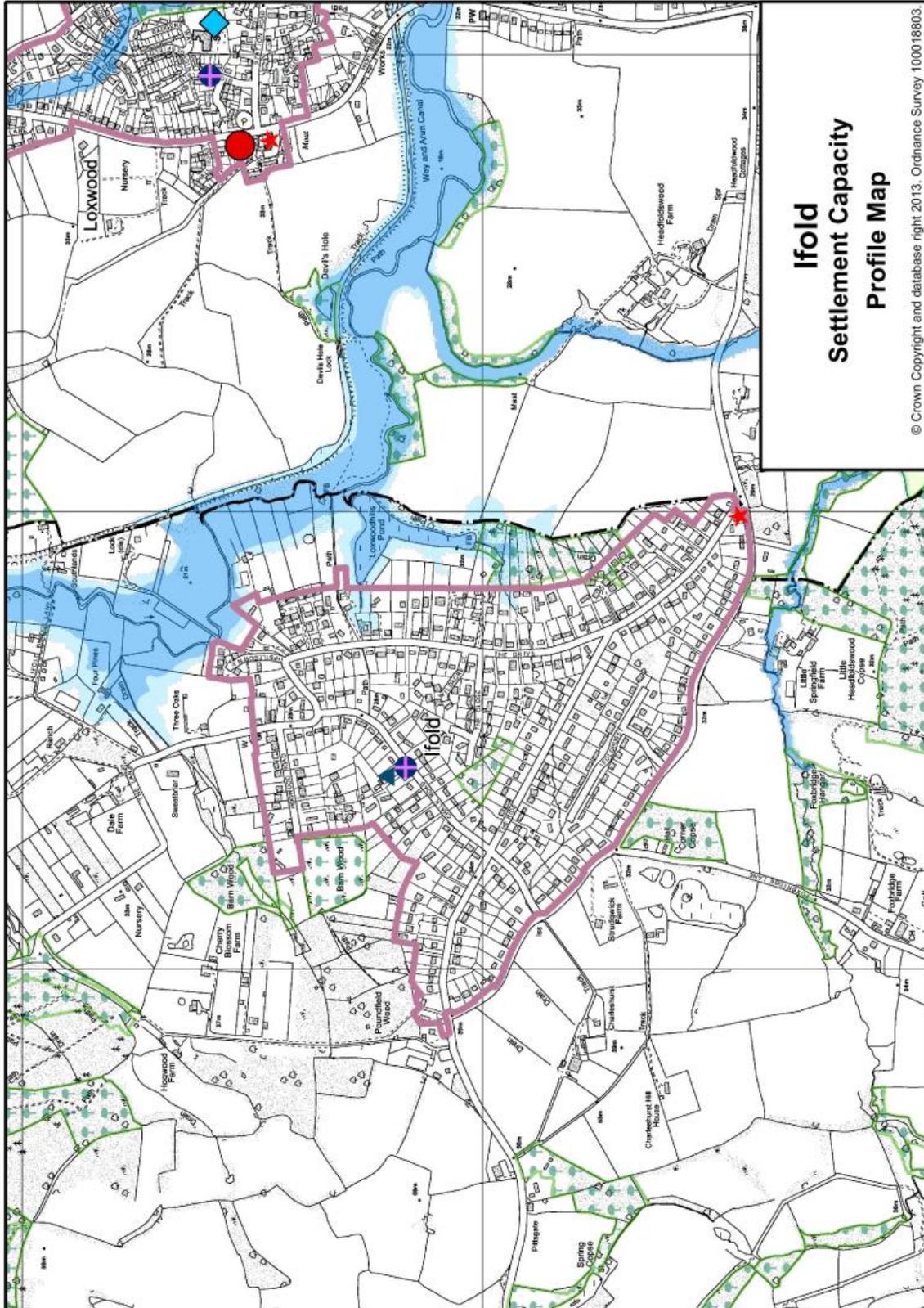
# Appendix 5 - Settlement Capacity Profile Maps



# Appendix 5 - Settlement Capacity Profile Maps

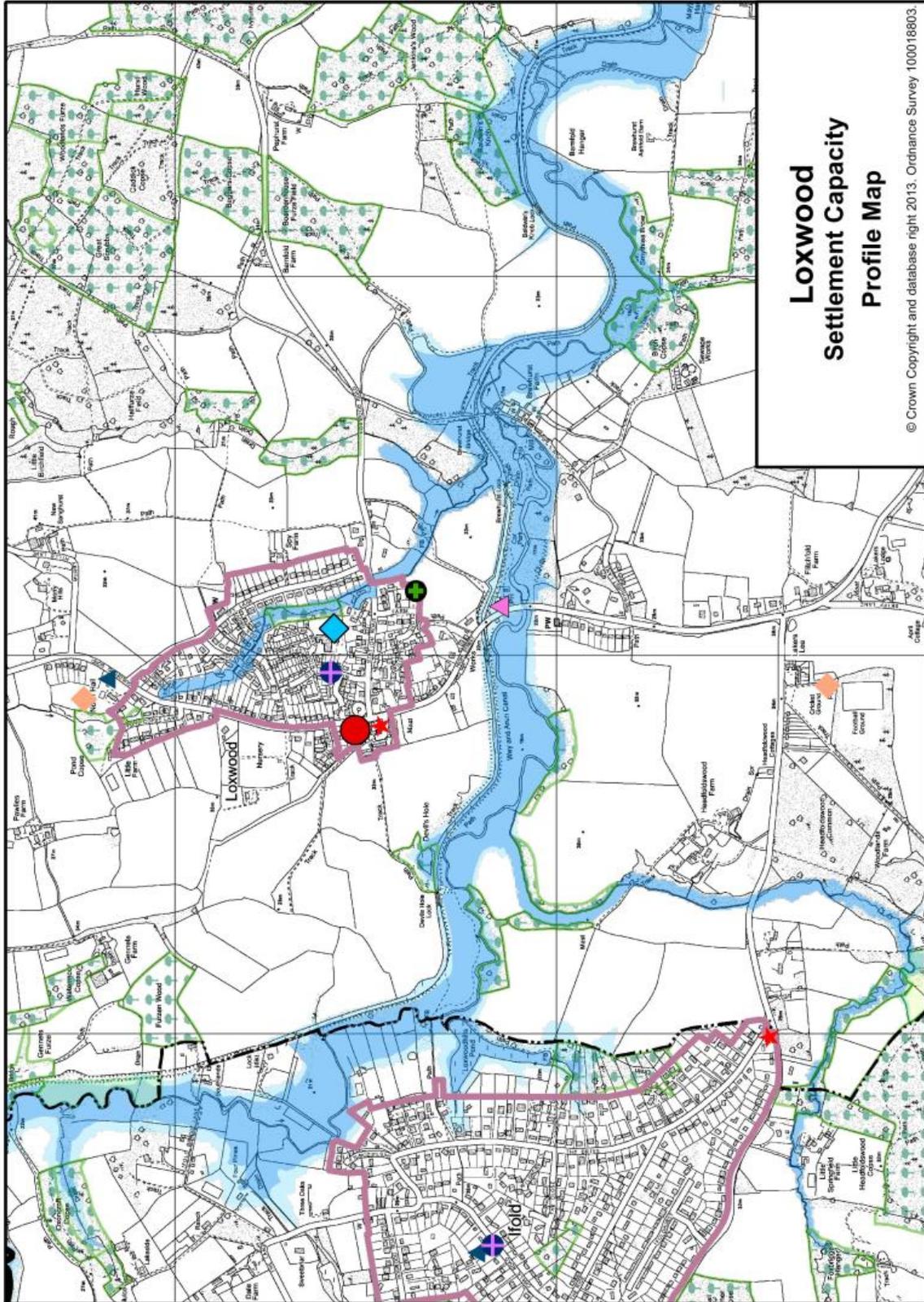


# Appendix 5 - Settlement Capacity Profile Maps

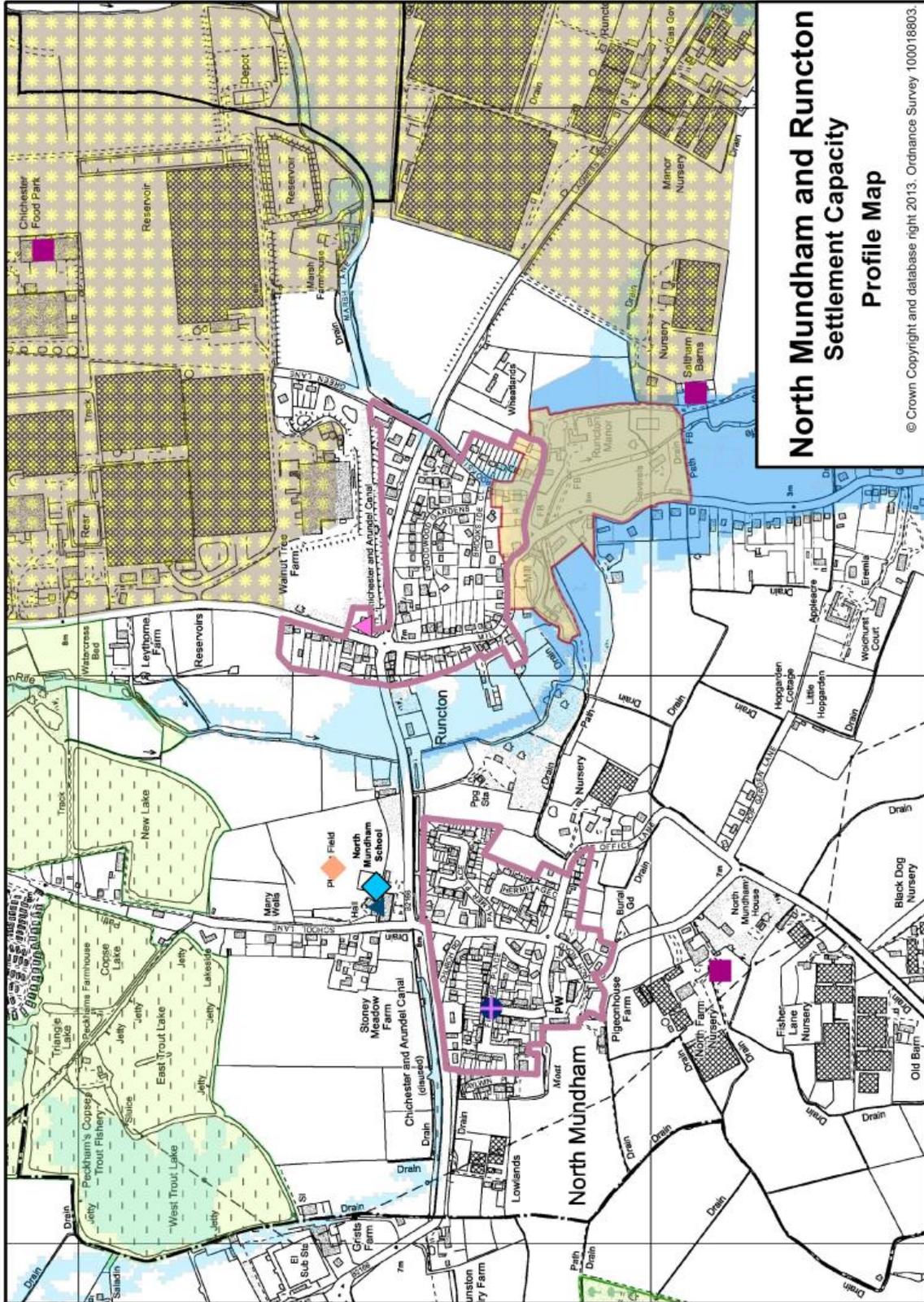




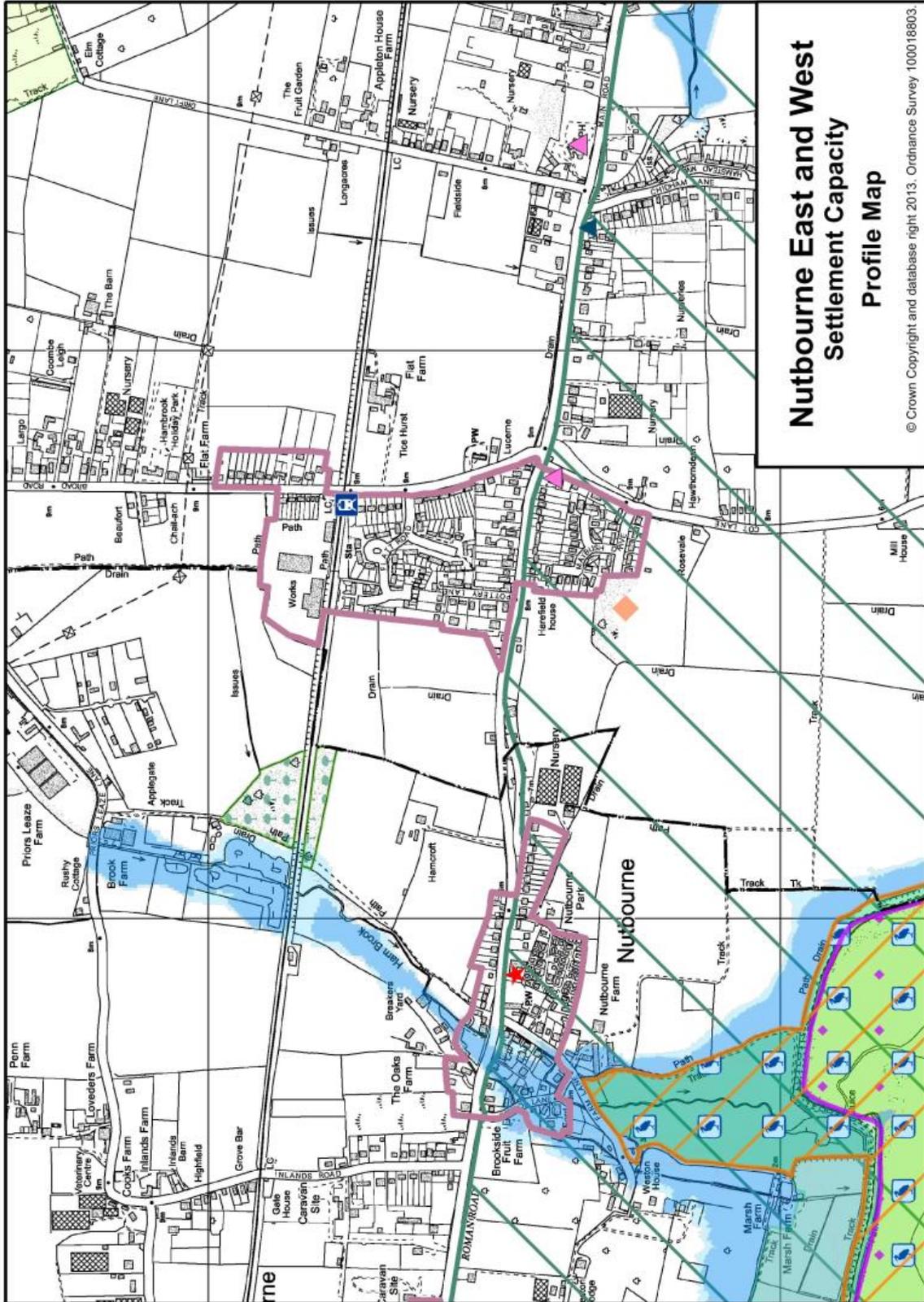
# Appendix 5 - Settlement Capacity Profile Maps



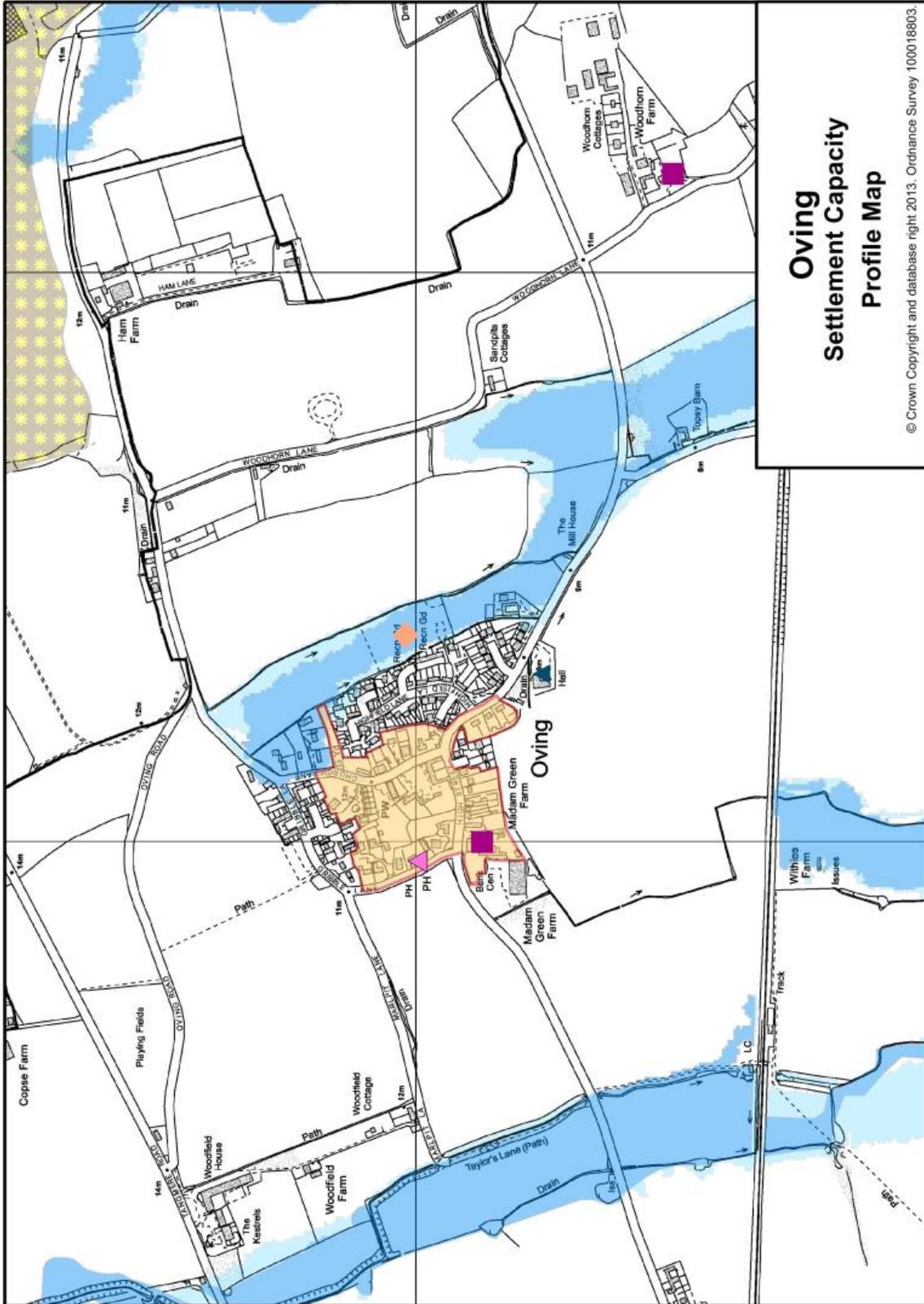
# Appendix 5 - Settlement Capacity Profile Maps



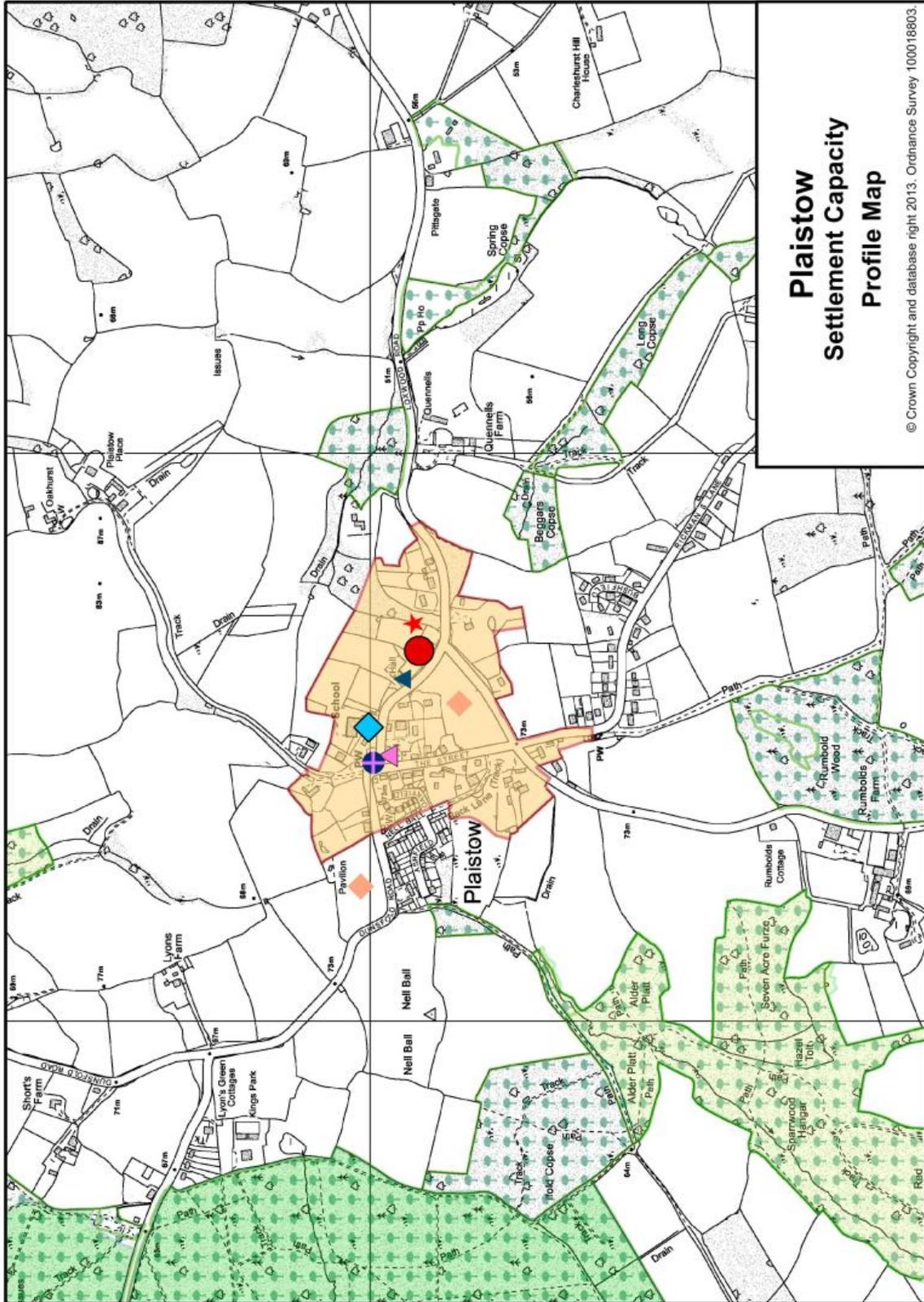
# Appendix 5 - Settlement Capacity Profile Maps



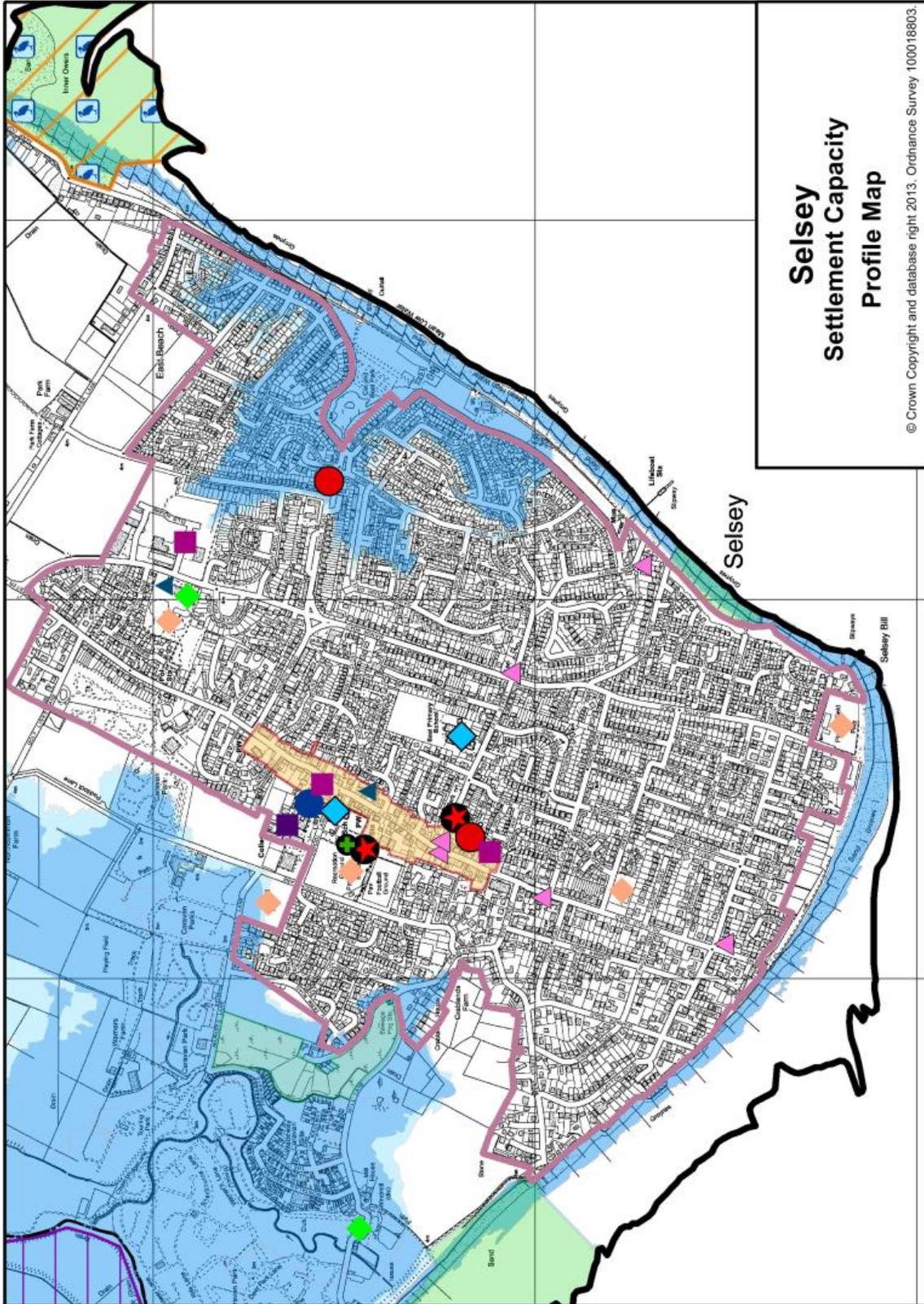
# Appendix 5 - Settlement Capacity Profile Maps



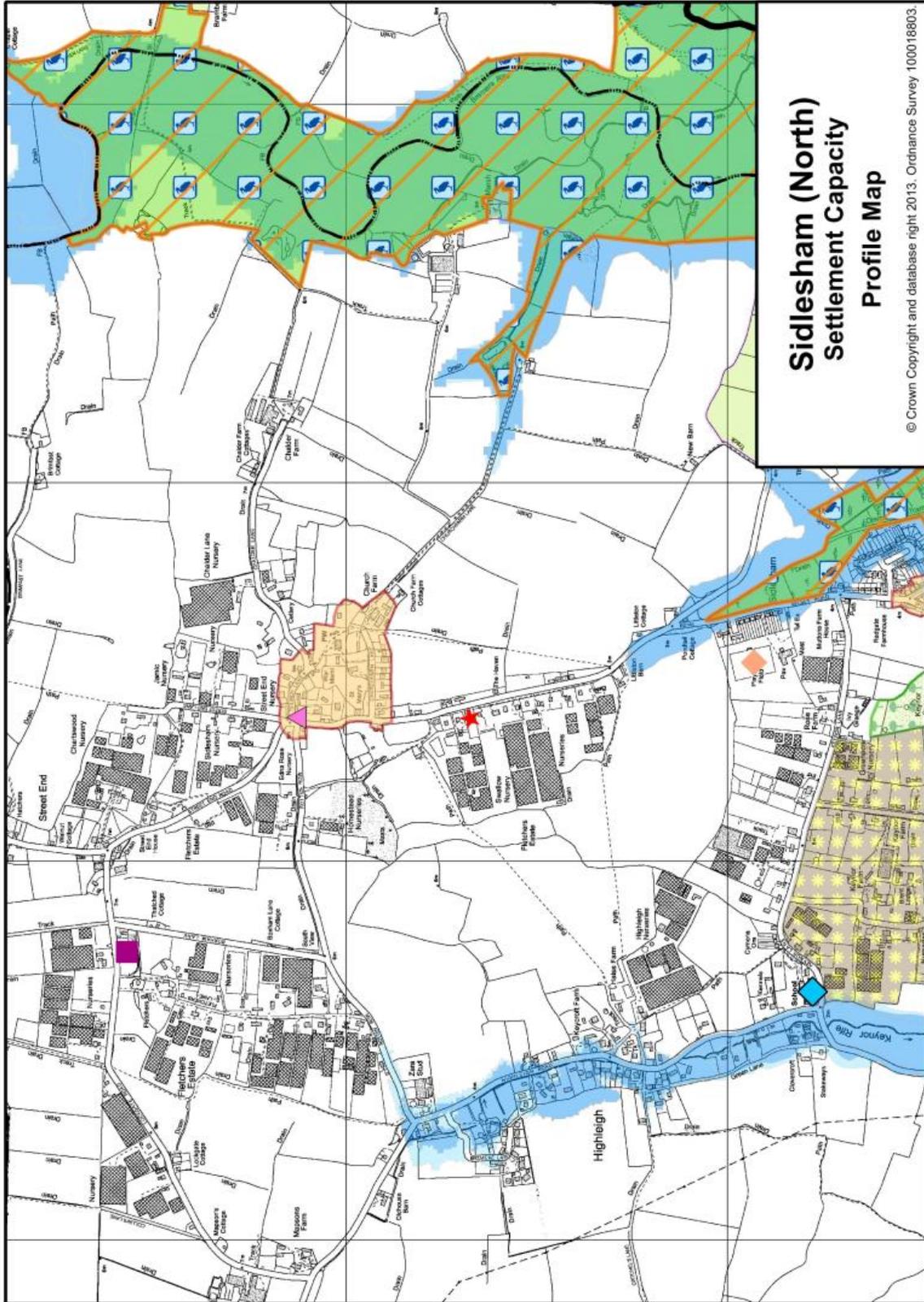
# Appendix 5 - Settlement Capacity Profile Maps



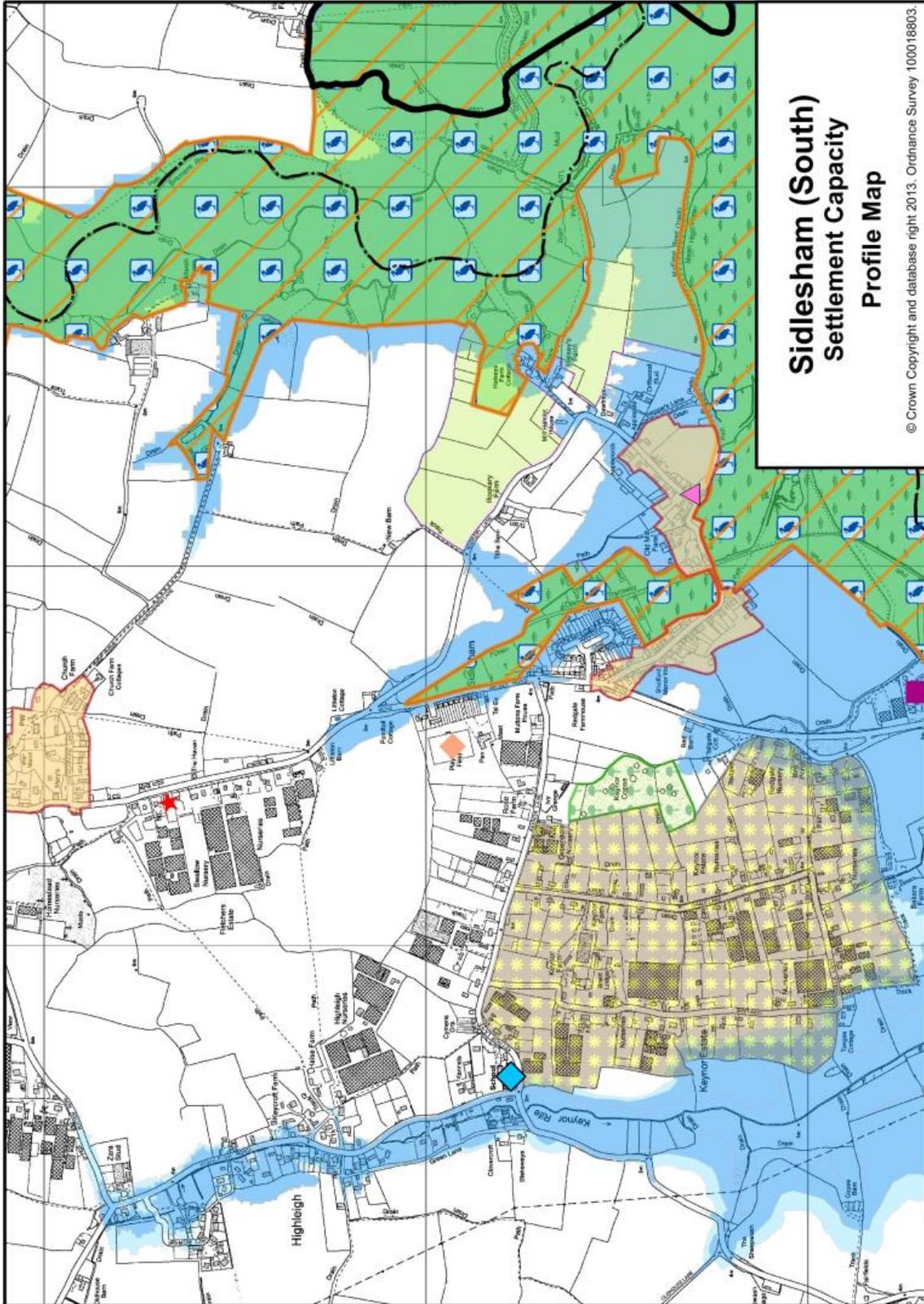
# Appendix 5 - Settlement Capacity Profile Maps



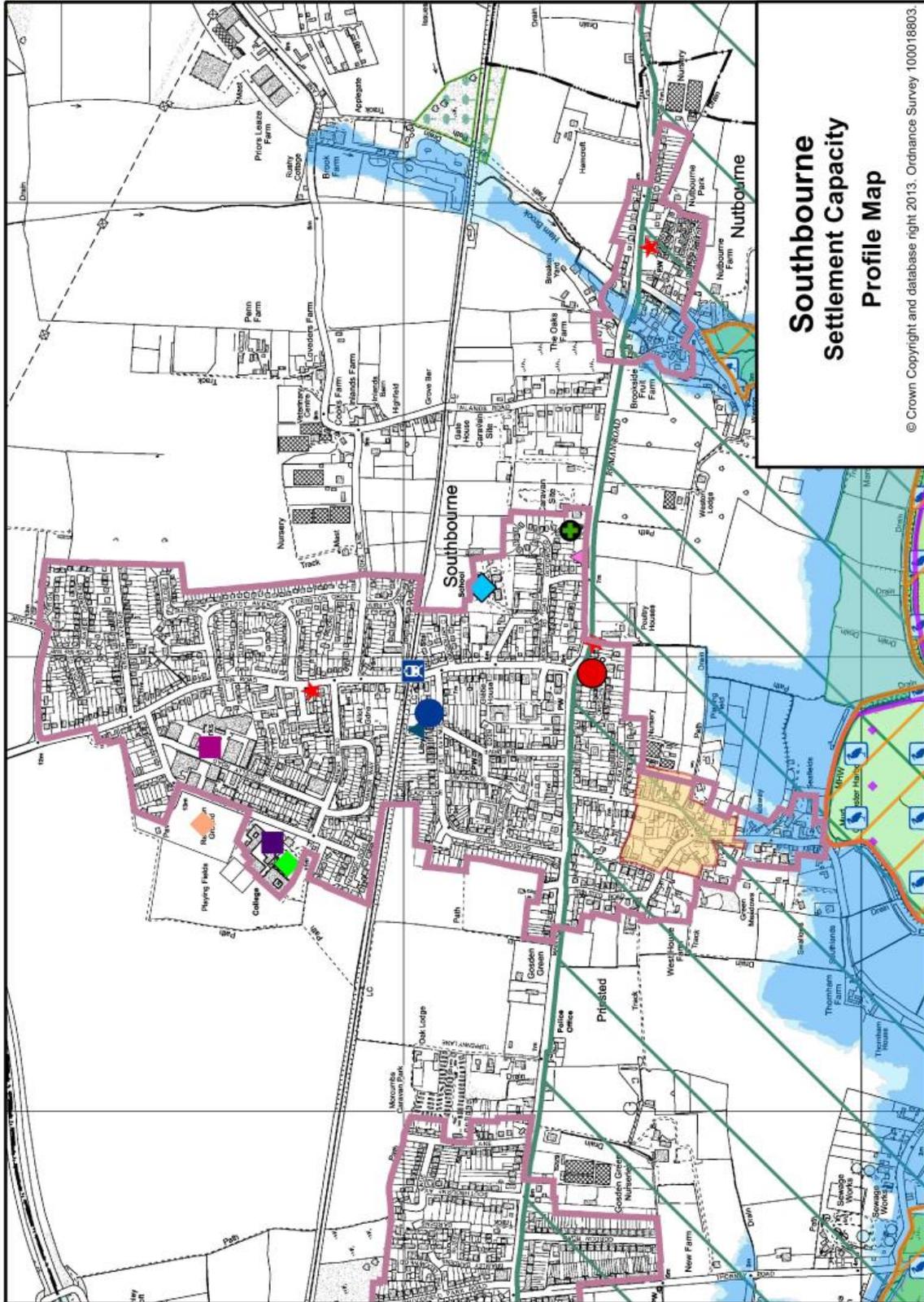
# Appendix 5 - Settlement Capacity Profile Maps



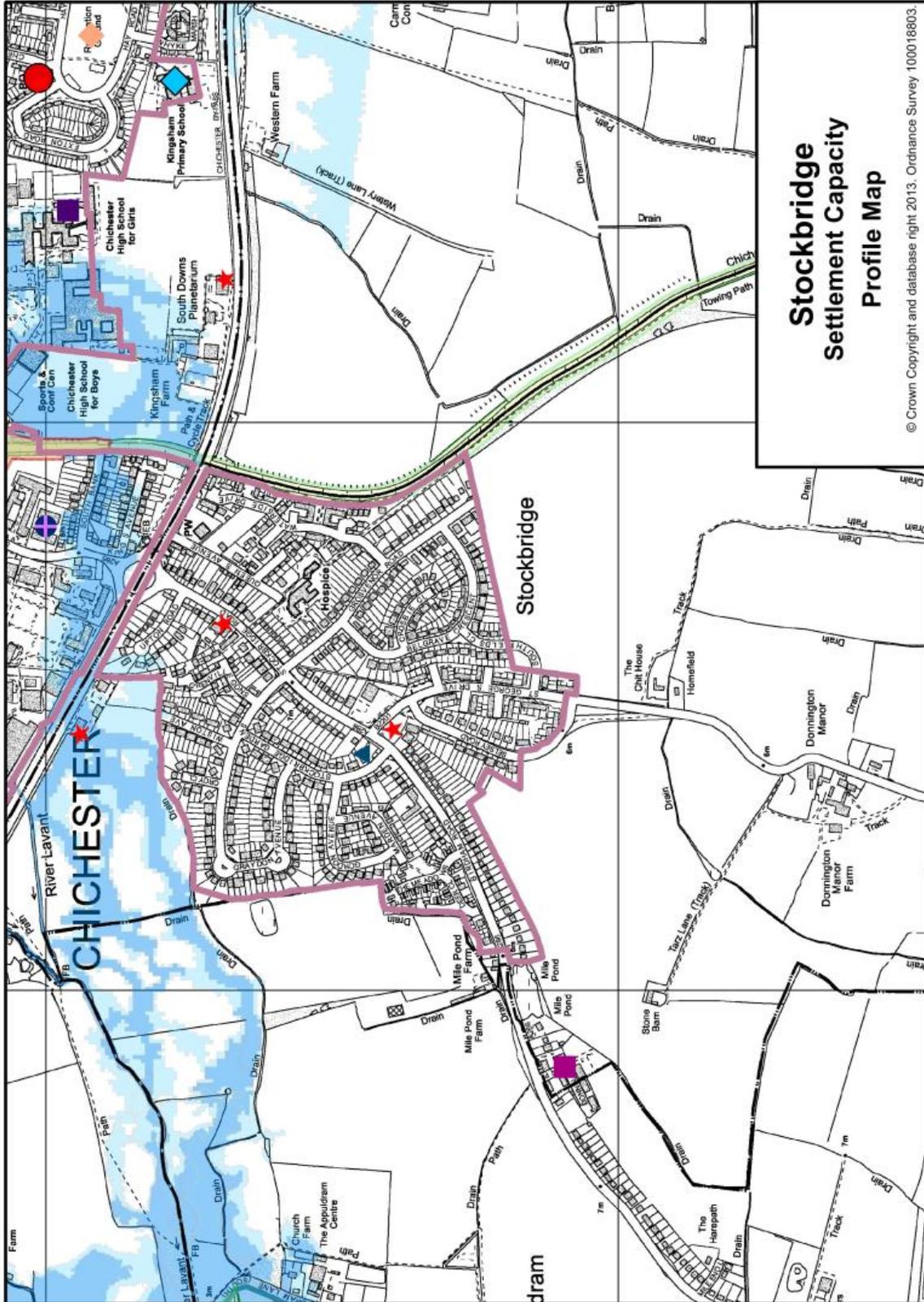
# Appendix 5 - Settlement Capacity Profile Maps



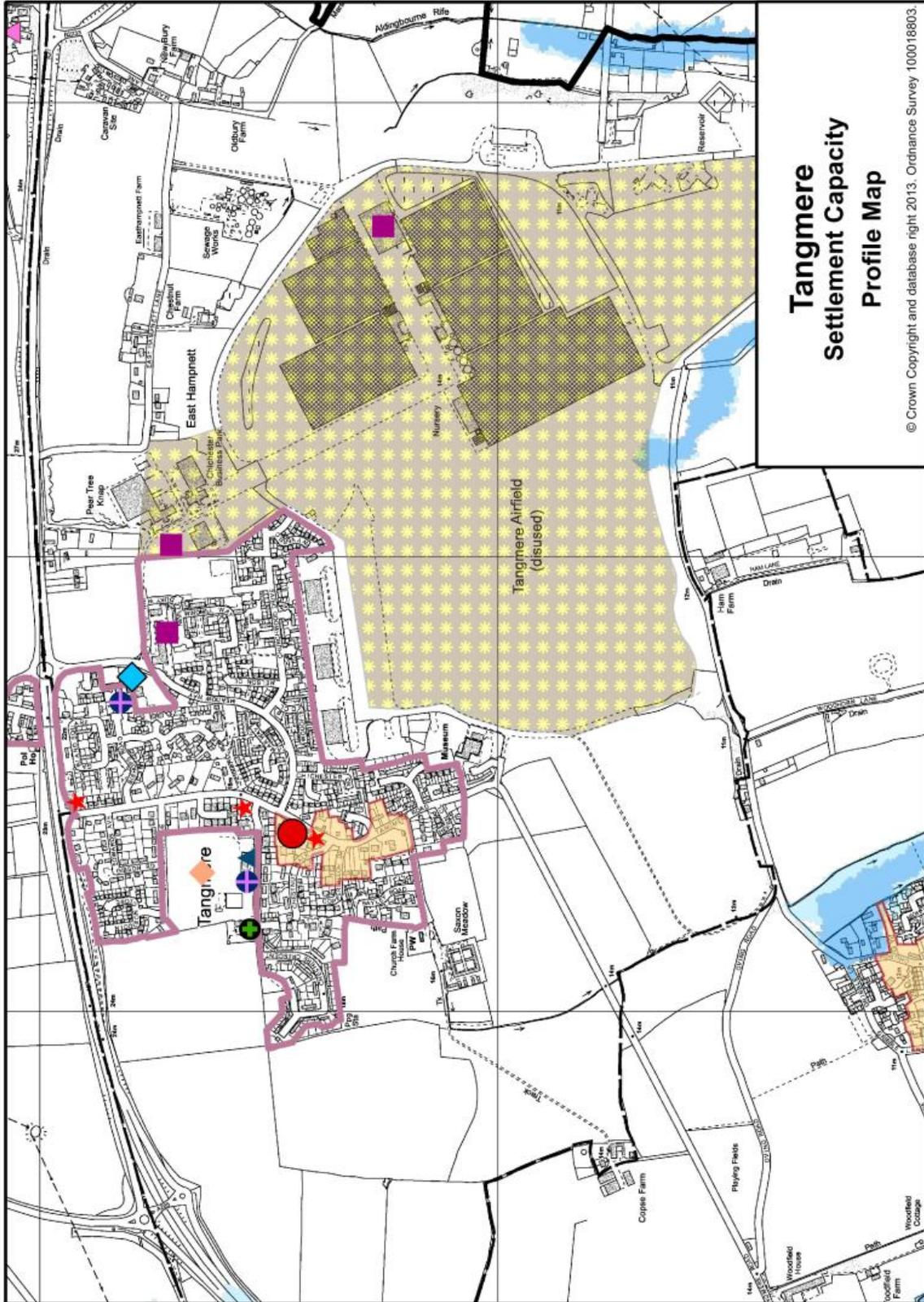
# Appendix 5 - Settlement Capacity Profile Maps



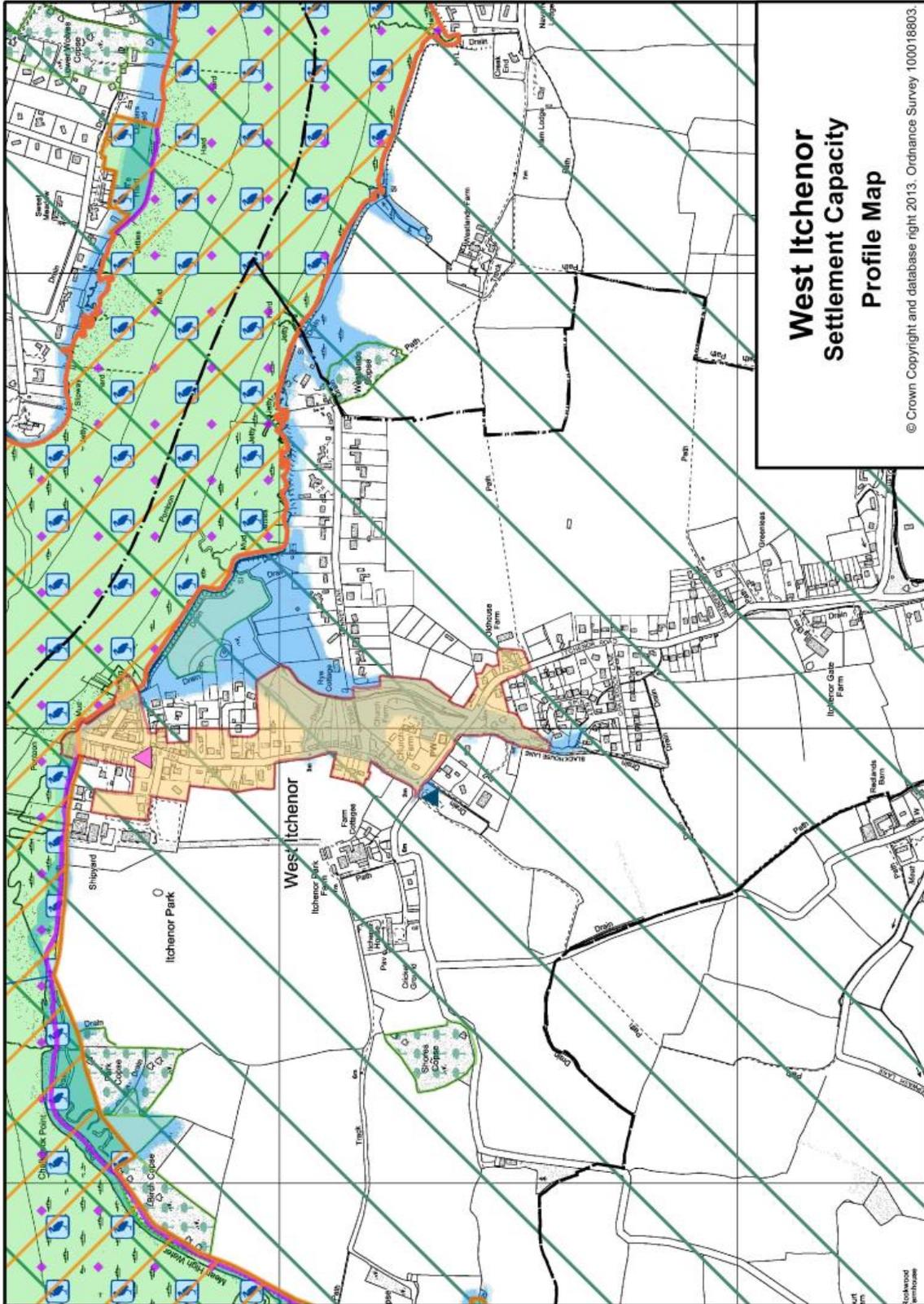
# Appendix 5 - Settlement Capacity Profile Maps



# Appendix 5 - Settlement Capacity Profile Maps



# Appendix 5 - Settlement Capacity Profile Maps

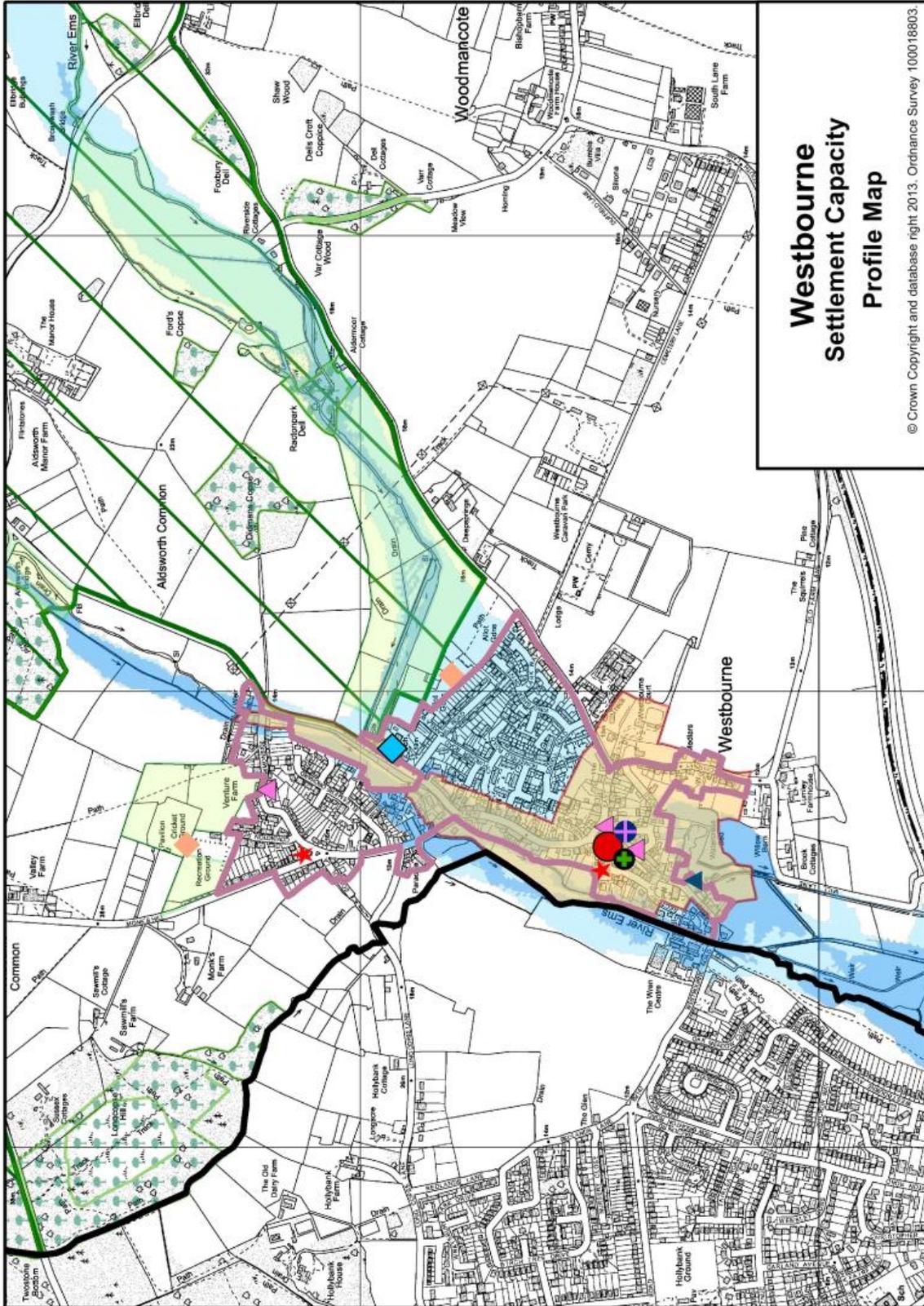




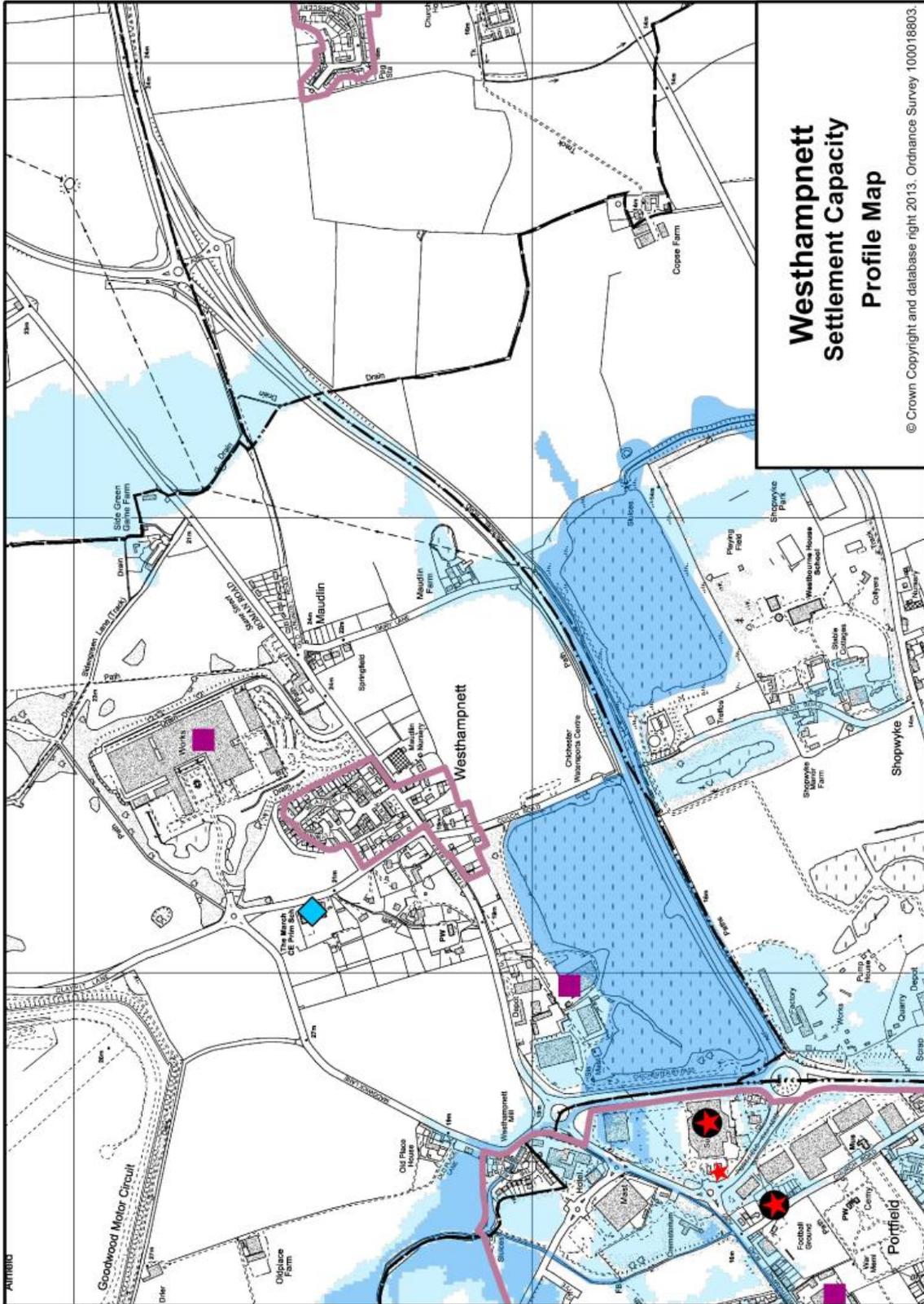


# Appendix 5 - Settlement Capacity Profile Maps

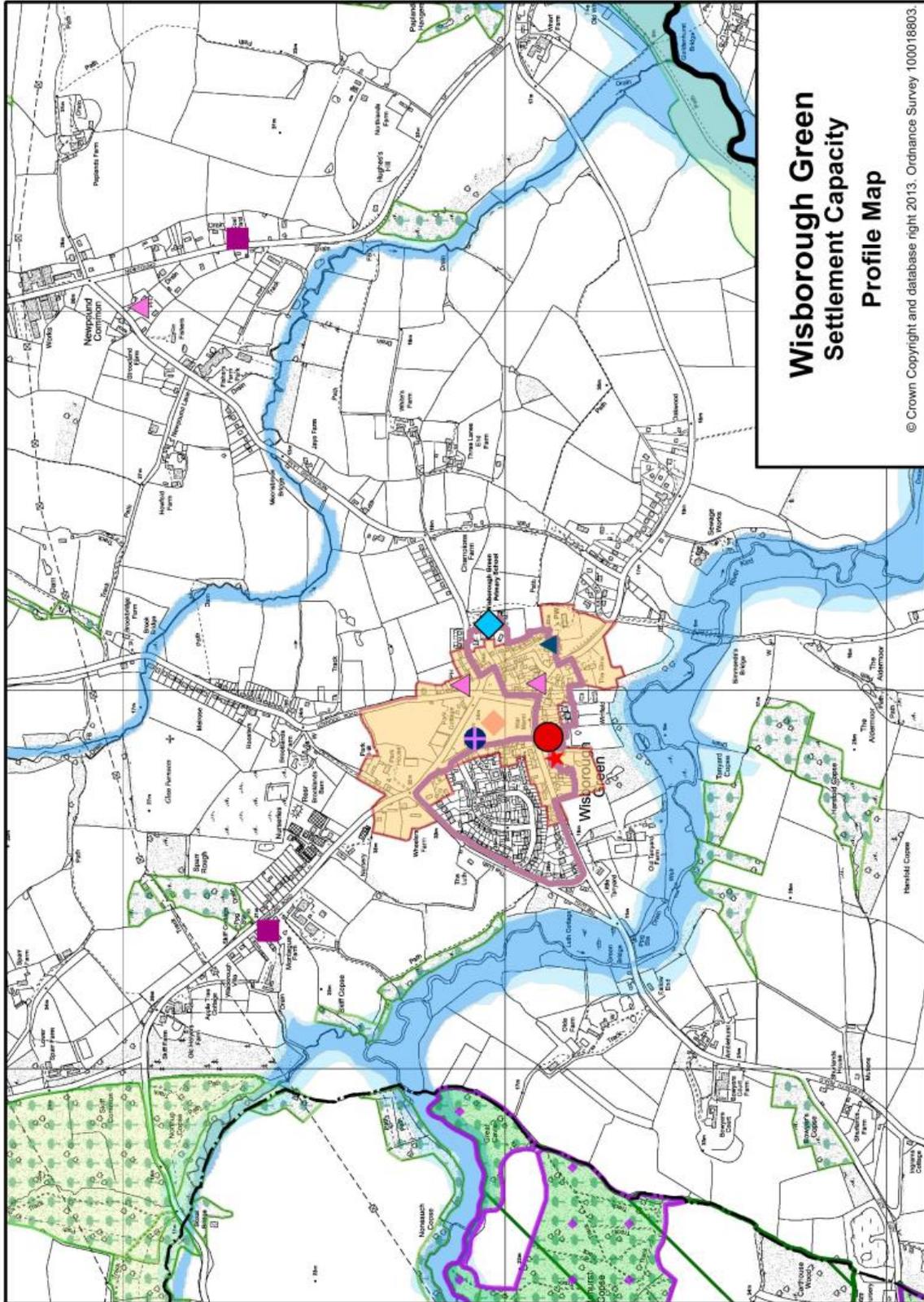
Picture .1



# Appendix 5 - Settlement Capacity Profile Maps



# Appendix 5 - Settlement Capacity Profile Maps



## Appendix 6 - 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.

**Agglomerated/Agglomeration:** Settlement created by gradually intensification and infilling of originally dispersed group of buildings.

**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 tranquility.

**Ancient woodland:** An area that has been wooded continuously since at least 1600 AD.

**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.

**Biodiversity:** The totality of genes, species, and ecosystems of a region.

**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.

**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.

**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.

**Convenience shopping:** Broadly defined as food shopping, drinks, tobacco, newspapers, magazines and confectionery, purchased regularly for relatively immediate consumption. Generally supermarket shopping.

**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.)

**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.

## Appendix 6 - Glossary

**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:** 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.

**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.

**Habitat:** The natural home of an animal or plant often designated as an area of nature conservation interest.

**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.

**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.

**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:** 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.

**Linear Cluster:** Small group of buildings located in close proximity to each other usually along a road.

**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.

**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 are worthy of recognition and retention wherever possible.

**Local Nature Reserve:** 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:** 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.

## Appendix 6 - Glossary

**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.

**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:** 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).

**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.

**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 section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Polyfocal:** With more than one obvious centre either as a result of coalescence of one or more smaller settlements or where a new focus develops for example on a main road bypassing a settlement.

**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.

**Ramsar sites:** Wetlands of international importance, designated under the 1971 Ramsar Convention.

## Appendix 6 - Glossary

**Regulations:** As set out in the Town and Country Planning (Local Planning) (England) Regulations 2012.

**Rest of Plan Area:** Includes the countryside and other small villages and hamlets which have poor access to facilities.

**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.

**Scheduled Monument:** A nationally important archaeological site included in the Schedule of 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.

**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:** 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 document and in development control decisions. The SCI is not a development plan document but is subject to independent examination.

**Strategic Environmental Assessment:** 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, having regard to catchment-wide flooding issues which affect the area. Policies in LDDs 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.

## Appendix 6 - Glossary

**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.

**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.

**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.

**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.



**Produced by**

Planning Policy - Chichester District Council,  
East Pallant House, 1 East Pallant,  
Chichester, West Sussex PO19 1TY