

Bosham Parish Neighbourhood Plan 2014– 2029



June 2015

Submission copy

Bosham Parish Neighbourhood Plan 2014 - 2029

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Foreword

Neighbourhood planning was introduced by the Localism Act 2011 and provides communities with the opportunity to shape the future development of their town or parish by putting in place a Neighbourhood Development Plan.

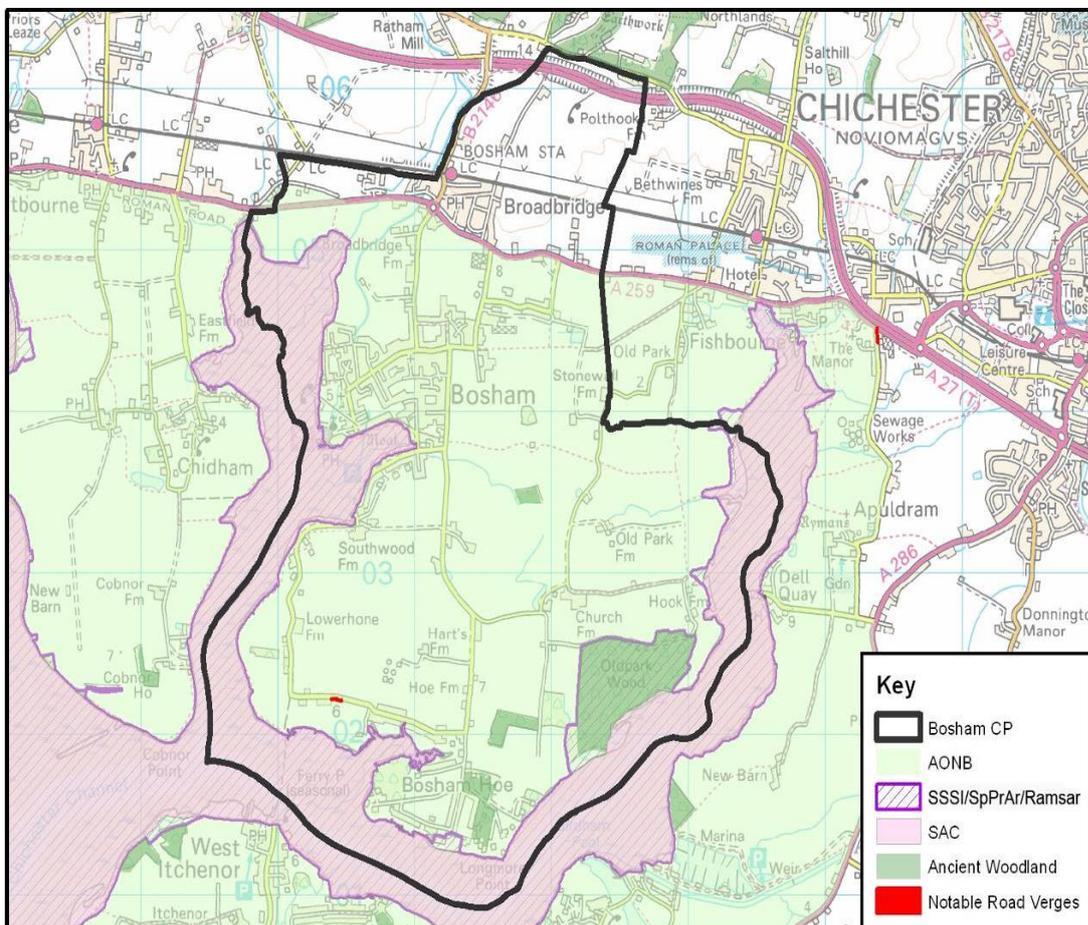
In December 2012 Bosham Parish Council ("BPC") applied to Chichester District Council ("CDC") for the designation of the Bosham parish boundary as the Neighbourhood Plan Area. This designation was made on 18th March 2013 and work on the Bosham Parish Neighbourhood Plan began.

The Bosham Parish Neighbourhood Plan ("BPNP") has been produced by a Project Team appointed by and reporting to BPC and as a result of the careful consideration of numerous consultation exercises and responses from the community and a wide variety of local stakeholders. Detailed consideration has also been given to numerous evidential sources including local survey information and higher level planning policies and guidance. This work has been undertaken with the assistance of the Bosham Association and community volunteers and with the advice and support of the CDC and the Chichester Harbour Conservancy.

The BPNP reflects community wide observations, comments, concerns and aspirations about planning, development and related issues for the period up until 2029.

The BPNP forms part of the statutory development plan alongside the district-wide local plan produced by the CDC; the Chichester Local Plan 2014-2029.

Map showing the boundary of the civil Parish of Bosham (the neighbourhood plan designated area), statutory and local protective designations. Source: Chichester Harbour Conservancy



1 Introduction and Background

Introduction

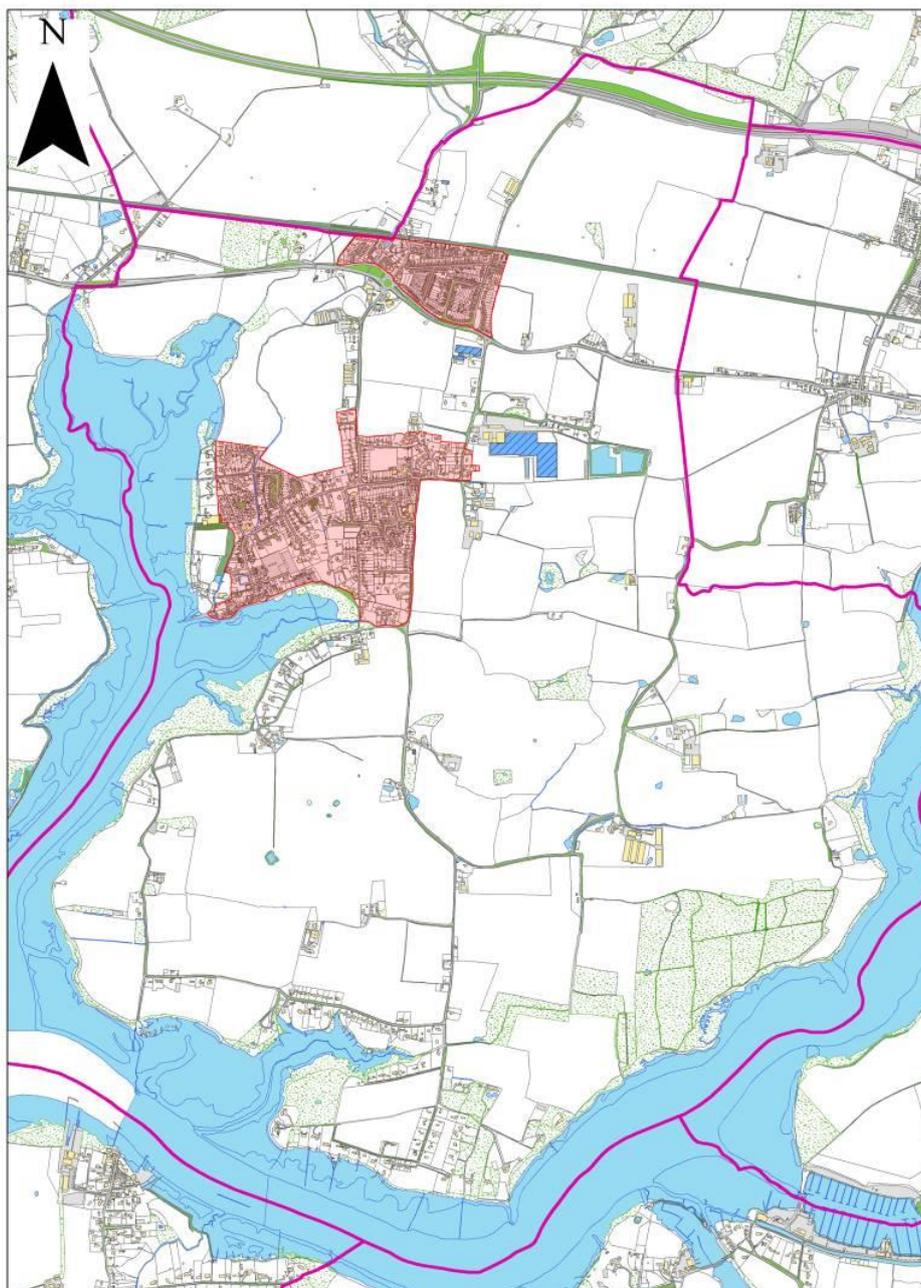
1.1 This BPNP through its planning policies and stated aspirations aims to make Bosham an even better place both now and in the future. It covers the same plan period as the Chichester Local Plan 2014-2029.

1.2 The BPNP is the product of the people and the community of Bosham Parish and to that extent has been influenced by the Bosham Village Plan of 2003, and the Bosham Village Design Statement 2011 which was successfully adopted as a Supplementary Planning Document by CDC in late 2011.

1.3 The BPNP is a result of extensive research and engagement with the residents of the parish as well as a business survey involving the several small business parks in the parish, and a visitor survey. Six public exhibitions were held to consider first, the key themes that merited more detailed consultation, and then subsequently more detailed consultation on each of the priority areas.

1.4 As part of the statutory development plan, the BPNP must be considered by decision-makers making determinations on planning applications and appeals within the Neighbourhood Plan Area. It should also

be considered by developers and other stakeholders in the planning process including those who may want to make representations on planning proposals in the Parish.



Map showing the existing settlement boundaries of Bosham and the boundary of the Civil Parish. The settlement boundaries will be extended – see Policy 1

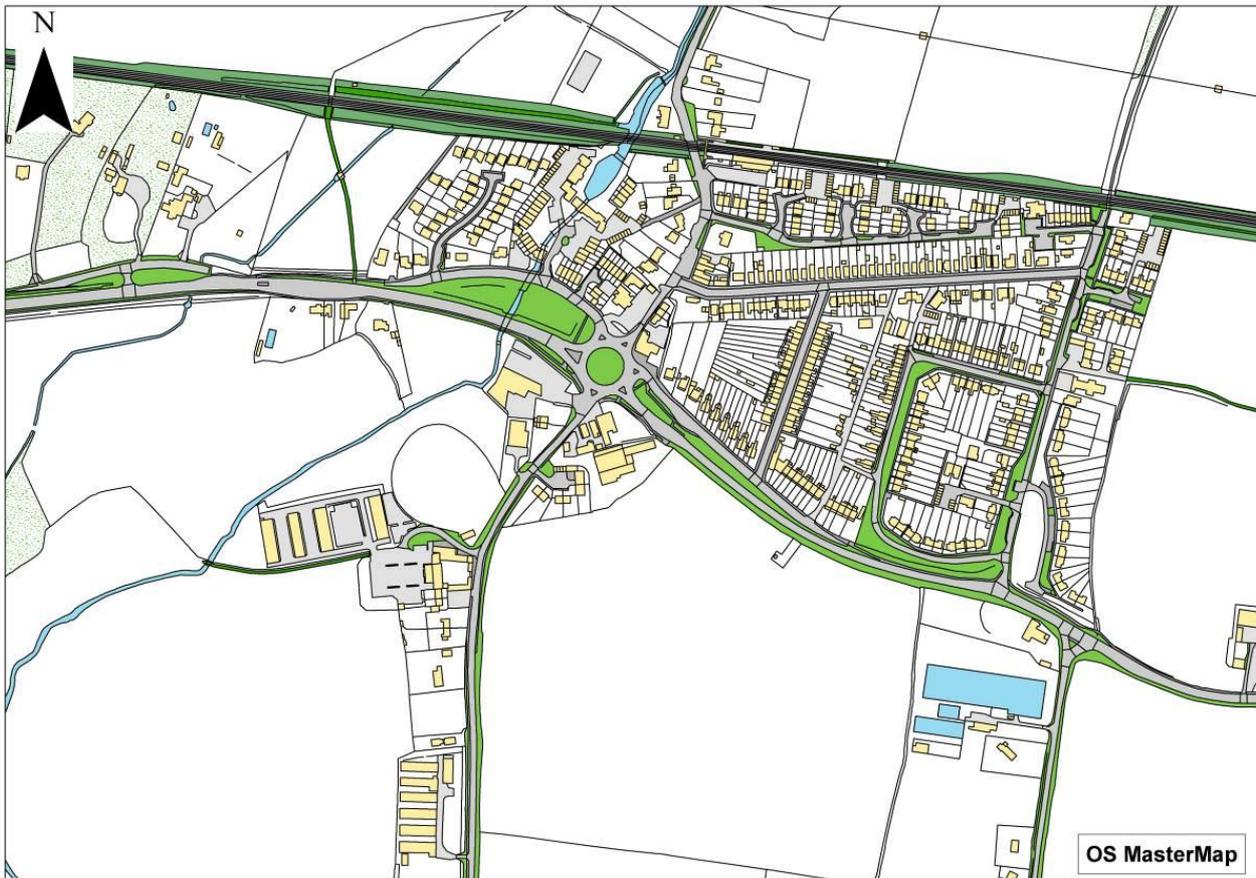
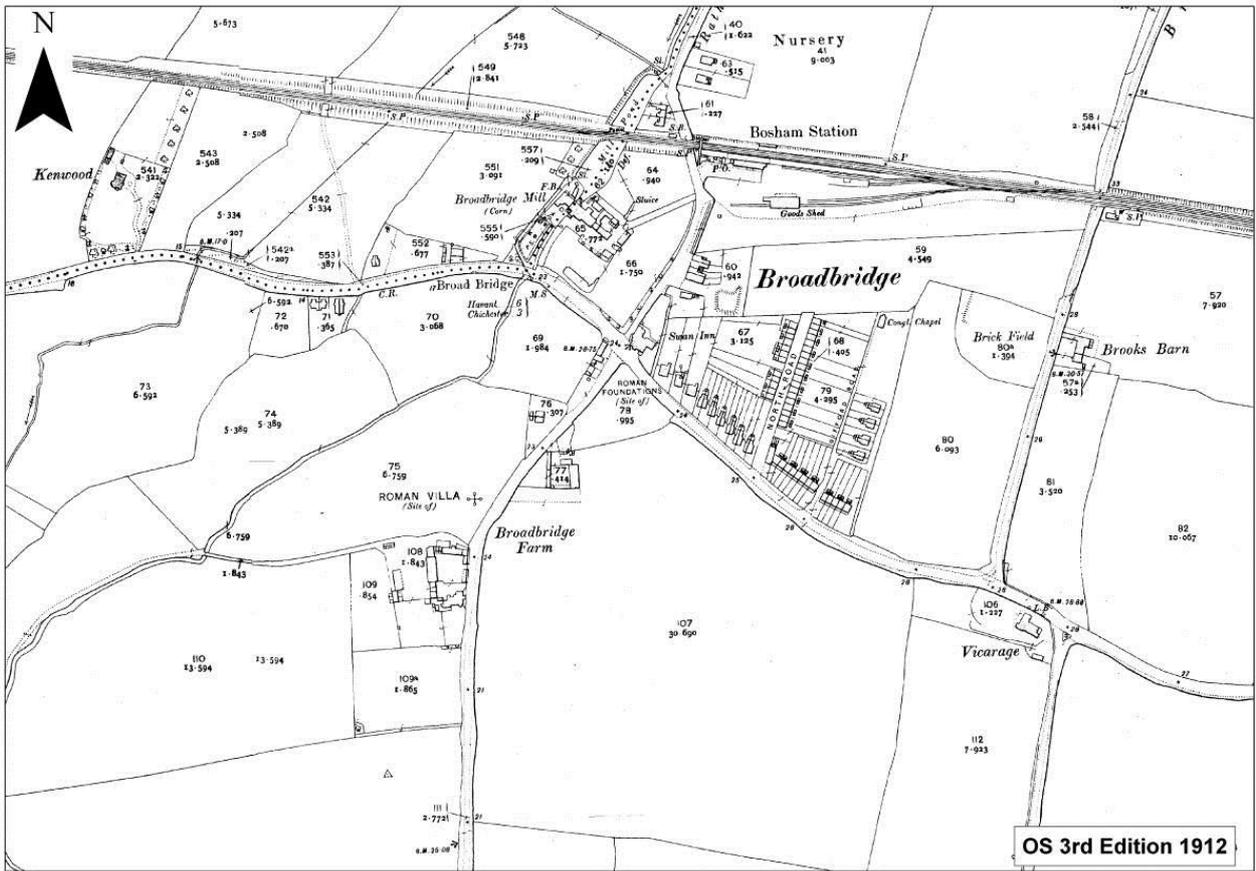
- 1.5 Bosham Parish has a high degree of coherence provided by several factors
- Its southern boundary is formed by being a peninsula within Chichester Harbour
 - Its northern boundary is formed by the ancient spring line at the foot of the dip slope of the South Downs
 - The spire of Bosham Church dominates most views across the open farm land
 - The mixture of building styles and materials reflect the development of the settlement since Roman times
 - The importance of mature trees within and beyond the settled area emphasizes the seasonal changes
 - The relative absence of light pollution
 - A free-standing village comprising a single bead on a necklace of coastal villages between Chichester and Emsworth.

History

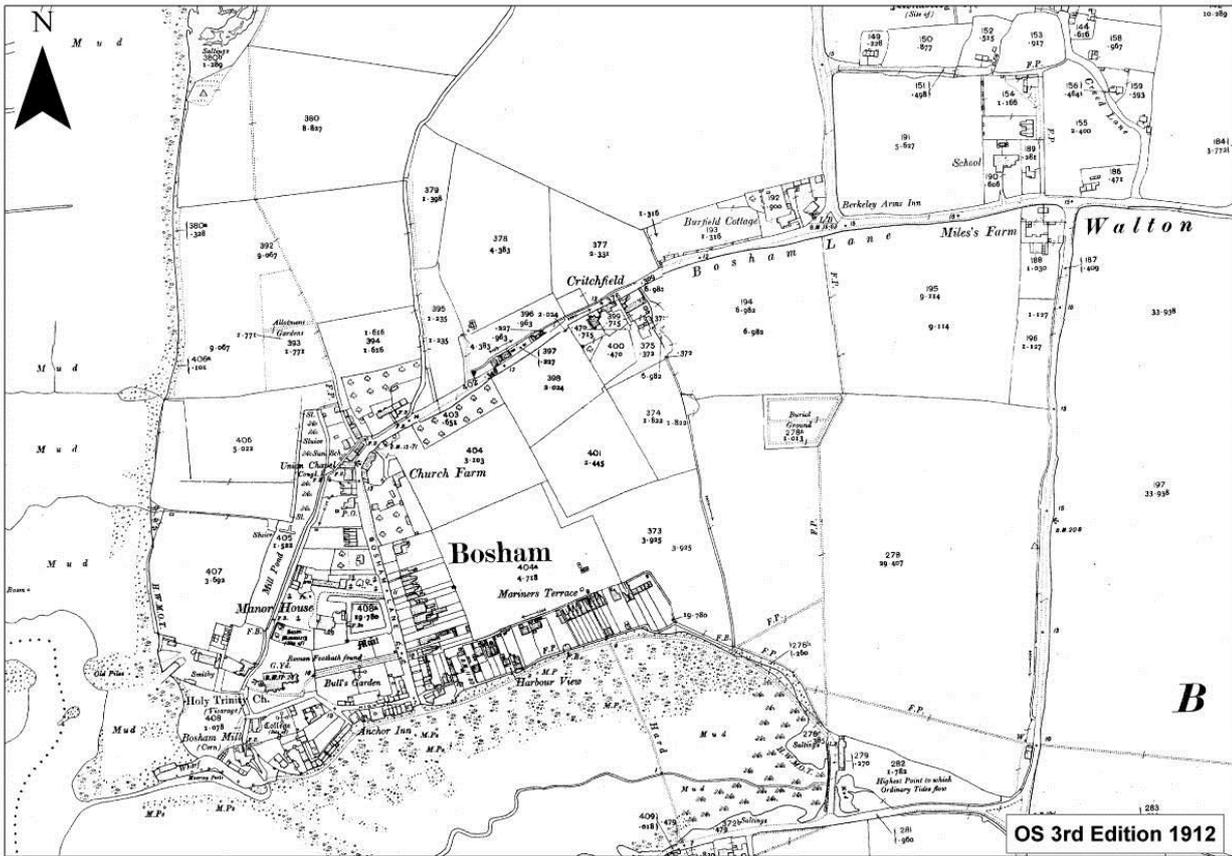
1.6 This area has enjoyed continuous occupation since Roman through mediaeval and modern times. The Parish Church of the Holy Trinity, the Millstream, site of water mills and the Manor House site form the heart of this area of historic settlement.

1.7 A distinctive feature of the rural parts of the parish is a number of older farmhouses and associated cottages, constructed with brick or flint and brick. Half a dozen or so of these date from the Georgian period of agricultural prosperity [e.g. the farm houses of Hook, Old Park, Church, Crede, Rectory, Stonewall, Hoe, Hart's and Sturt's Croft (all Grade II listed), and Lower Hone].

1.8 Overleaf are maps of Broadbridge and the old village of Bosham comparing 1912 and today. These are geo-corrected to match modern geographical data centring on the two settlement areas. The new maps show only the form of the settlement and implies no ownership issues of any kind. Green coloured areas indicate greensward.



Maps of Broadbridge 1912 and 2011



Maps of Bosham 1912 and 2011



1.9 The railway came to Bosham in 1847, but the settlement in the Broadbridge area did not develop until the establishment of a larger goods yard in the Edwardian period. North Road (terraced housing) and Gifford Road (both terraced and semi-detached) had been developed and latterly Penwarden Way (the semi-detached houses of South Villas and South Terrace) with the congregational chapel (now redeveloped in a similar style as a cottage) on a back alley off Gifford Road. By the late 1920s, the distinctive side-on detached houses along the north side of Williams Road were built and with the electrification of the railway came further building on the south side of Williams Road (terraced houses with slate roofs and brick and render elevations). By the time of the outbreak of World War II, other terraced and semi-detached houses had been built speculatively in M'Tongue Avenue. After the war, Brooks Lane and Broadbridge Drive were developed as Council Housing to Parker-Morris standards, with the modernist St Nicholas Hall performing community functions and with additional semi-detached houses in Gifford Road. These streets developed in the early part of the twentieth century invariably have on street parking with North Road and Williams Road particularly affected. The area was therefore comprehensively developed in the first half of the twentieth century in a series of coherent styles with only very few in-fill houses that interrupt the regularity of street frontages formed earlier. The goods yard was re-developed in the early 1970s with Arnold Way consisting of short terraces and semi-detached houses, whilst Barnside came later.

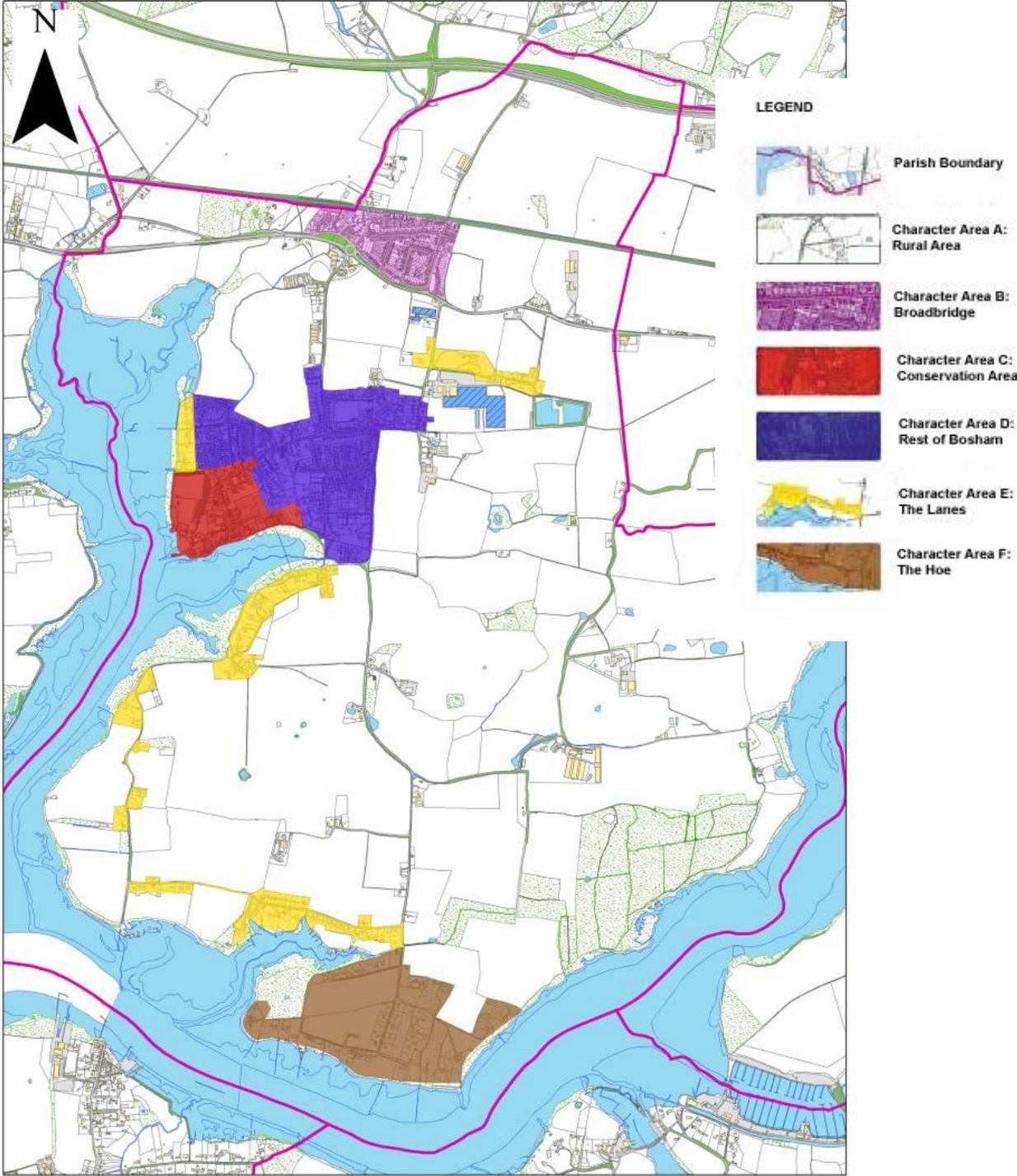
1.10 In extending the core of the village during the twentieth century, development initially formed a ribbon following the established entry roads (Delling Lane, Walton Lane, Bosham Lane and Taylors' Lane) in the interwar period and linking isolated nineteenth century habitations. But fields were taken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

1.11 In summary the Bosham Village Design statement of 2011 identified several distinct character areas. They were:

- Character Area A Rural parts of the parish beyond the Settlement Policy Area (SPA)
- Character Area B Broadbridge: The Settlement Policy Area north of the A259
- Character Area C The Conservation Area
- Character Area D The Settlement Policy Area surrounding the Conservation area
- Character Area E Clusters of dwellings outside the SPA along the parish's minor roads on sites developed before the 1940s -The Lanes
- Character Area F Dispersed settlement on Bosham Hoe - largely inter-war with some newer replacement buildings.

See map overleaf

Character Area Map (Bosham Village Design Statement)



1.12 Bosham essentially therefore comprises and is distinguished by two separate settlement areas. The settlement of Bosham old village was developed essentially before the age of the railway, but it has been much extended in the twentieth century. What is now called Broadbridge, often formerly referred to as 'New Bosham', was built principally after the coming of the railway, but extended again following the Second World War with the addition of Brooks Lane. These two areas comprise the most built-up parts of the Parish of Bosham. They are presently separated from each other by two fields' width. East of Bosham and six large fields away are the western parts of Fishbourne. To the West of Bosham and the width of four large fields are the scattered groups of housing in the Parish of Chidham and Hambrook. To the north and 3 or 4 miles upstream lie the compact settlements of West Ashling and Funtington.

Parish Statistics (Source: 2011 Census)

Resident Population: 2900

Aged 0-15: 465

Aged 16-64: 1634

Aged 64+: 850

Of which

White British: 2757 (67.3%)

BME: 143 (4.9%)

Religion

Christian 1953 (67.3%)

Buddhist 16 (0.6%)

Hindu 2 (0.1%)

Jewish 5 (0.2%)

Muslim (1 0%)

Sikh 0 (0%)

Other religion 11 (0.4%)

No religion 640 (22.1%)

Religion not stated 272 (9.4%)

Housing Stock

Number of Households 1328 (100%)

Owned 981 (73.9%)

Shared ownership 7 (0.5%)

Social rented 120 (9%)

Private rented 203 (15.3%)

Living rent free 17 (1.3%)

Household composition

All households aged 65 & over 453 (34.1%)

One person households 171 (12.9%)

Families with dependent children 305 (22.9%)

Families with non-dependent children 105 (7.9%)

Families with no children 260 (19.6%)

Other household types 34 (2.6%)

Economy

Economically active: Total 1409 (69.1%)

Employee: Part Time 318 (15.6%)

Employee: Full Time 689 (33.8%)

Self-Employed 314 (15.4%)

Unemployed 44 (2.2%)

Full-Time Student 44 (2.2%)

Economically Inactive: Total 629 (30.9%)

Retired 432 (21.2%)

Student (including full time students) 67 (3.3%)

Looking After Home or Family 66 (3.2%)

Long-Term Sick or Disabled 36 (1.8%)

Other 28 (1.4%)

Method of Travel to Work (QS701EW) Persons living in Bosham Parish

| | |
|--------------------------------------|------|
| All Usual Residents Aged 16 to 74 | 2038 |
| Work Mainly at or From Home | 161 |
| Underground, Metro, Light Rail, Tram | 9 |
| Train | 77 |
| Bus, Minibus or Coach | 23 |
| Taxi | 1 |
| Motorcycle, Scooter or Moped | 7 |
| Driving a Car or Van | 856 |
| Passenger in a Car or Van | 59 |
| Bicycle | 71 |
| On Foot | 91 |
| Other Method of Travel to Work | 7 |
| Not in Employment | 676 |

Number of Businesses currently operating within Bosham Parish

1.13 Approximately 80 including B&Bs, public houses, design consultancies, physiotherapy rooms etc that also are the domicile of residents. The NP team surveyed 35 Bosham companies. The Parish has five clusters of business units all housed in previous agricultural-related buildings.

How the Neighbourhood Plan was prepared

1.14 The BPNP has been prepared by the Project Team working with other stakeholders and interested groups. The Project Team has also had advice and support from CDC, Chichester Harbour Conservancy and West Sussex County Council (WSCC).

Designation and Initial Publicity

1.15 Once the Neighbourhood Plan Area was designated, BPC advertised widely and took time to appoint a Project Team consisting of three members of the Parish Council, two members of the Bosham Association committee and nine other residents of the Parish.

Early Consultation and Evidence Gathering

1.16 During the summer and autumn of 2013 three public exhibitions were held outlining the proposed themes and policies for the Plan and inviting residents to comment. A further three public exhibitions were held in 2014 covering the themes of landscape and ecology, environment and market housing. To ensure that the consultations were as inclusive as possible about one third of local businesses, including homeworkers and those in the Parish's four business parks, took part in a survey to ascertain their views. In addition, a visitor survey was carried out in the summer of 2013.

1.17 Further details, including responses and analysis, of all the consultations and surveys undertaken and considered during the preparation of the BPNP are contained in the BPNP Consultation Statement.

2 The Neighbourhood Plan and its Vision for Bosham

2.1 The historic area of the village, grouped around the church can be counted amongst the top 120 most visited sites in England. The distinctiveness of the settlement is not only characterised by its coherence as an historic ecclesiastical and maritime location but also in relation to the string of coastal villages between Chichester and Emsworth. Bosham enjoys a separation from the neighbouring settlement of Chidham to the west and Fishbourne to the east. By maintaining the physical separation of each of the coastal villages between Chichester and Emsworth an important element of the distinctiveness of the district is maintained. The Bosham Village Plan (2003) and the Bosham Village Design Statement (2011) reflect the community aspiration that Bosham should continue to thrive as a vibrant and distinctive village in the Chichester Harbour Area of Outstanding Natural Beauty (AONB). These fundamental principles, reflected in the views of the community, for Bosham to evolve and expand whilst protecting and retaining its unique environment is acknowledged and recorded in the BPNP, which in planning terms seeks to provide a high quality of life for current and future residents of the Parish as well as continuing to meet the needs of its many visitors.

2.2 The BPNP therefore identifies the following planning and planning-related objectives:-

- to encourage a thriving and prosperous community within an attractive landscape setting;
- to maintain the scenic beauty of the AONB and adjoining landscape areas and the integrity of the distinct settlements and the areas that separate them;
- to avoid significant or harmful development in the Chichester and Langstone Harbours Special Protection Area and other areas of designated ecological importance;
- to protect and enhance the Conservation Area of the village whilst guarding its unique qualities;
- to provide affordable homes to meet local need and appropriate market housing with regard to the relevant policies of the Chichester Local Plan;
- to permit appropriate and sensitive development which protects and enriches the landscape and the Chichester Harbour AONB and which demonstrates the highest standards of sustainable development;
- to enable and support appropriately-sized local businesses to flourish and to encourage local employment where this is not inconsistent with the other objectives of the Plan;
- to promote and where necessary insist on improvements to the drainage infrastructure to minimise surface water flooding, reduce its impact when it does occur and if possible avoid entirely sewage discharges;
- to promote and where necessary insist on improvements to transport and highways infrastructure and services, local utilities and Broadband connectivity;
- to protect, enhance, increase and where possible provide open space and recreational facilities;
- to manage and support improved facilities for visitors and tourists where this is not inconsistent with the other objectives of the Plan.

3 Sustainable Growth for the Parish

3.1 Sustainable growth means development for the present without compromising the needs of future generations. In Bosham's case this means maintaining and supporting the healthy and competitive local economy, maintaining and growing a strong and vibrant community, and protecting and enhancing its natural and historic environment. Further, sustainable growth means ensuring that development must not aggravate the existing problems of fluvial flooding or overload the sewage system. The use of previously developed land will contribute to this element of sustainability.

3.2 To achieve sustainable growth there needs to be a thoughtful, innovative approach to all development which endeavours to ensure that landowners and developers maintain a continuing interest in the future of the village.

3.3 All the residents of the Parish appreciate the very special qualities Bosham possesses. It is a good place to live and residents are mindful of the historic qualities of the village, the natural beauty of the Chichester Harbour AONB and of the responsibility of all who live and work in the Parish to protect and share them with visitors.

3.4 Specifically there is firm evidence from the responses to consultations undertaken in the preparation of the Plan that any growth to the west or east of the existing settlement boundaries must be resisted. The distinctiveness of the Parish, as well as being part of an historic peninsula within Chichester Harbour, relies upon its separation from neighbouring settlements. The maintenance of this separation is strongly supported by residents as is evidenced from their responses to the various public exhibitions.

3.5 Whilst the BPNP acknowledges and in policy terms (see Policy 2 - Housing etc) achieves the *Indicative Housing Number* of 50 units 'allocated' to Bosham in the Chichester Local Plan, the local consultation responses on this issue are mixed and nuanced. A careful and detailed analysis of those responses reveals a general consensus in favour of relatively small-scale, well-designed housing development that must respect environmental and spatial planning constraints and provide primarily for genuinely affordable housing for local people. There is clear and well-evidenced community concern at the prospect of greenfield housing development of more than small to medium scale even where 'community benefits' may be offered by a developer.

3.6 At present Bosham has a high proportion of residents over the age of 50 and many of the houses in the Parish are 'second homes'. There is an ever-growing need to provide housing to meet the needs of younger, working-age families in order to sustain and reinvigorate a thriving and balanced community in the Parish. The right mix of appropriately-sized and designed affordable and market dwellings is essential to achieving this.

4 Strategy

4.1 Some 84% of the Parish lies within the Chichester Harbour Area of Outstanding Natural Beauty ("the AONB"). The land within the AONB is important in creating the attractive setting and environment of the Parish as is the rural land adjacent to and beyond the AONB including the views to the South Downs National Park. It is vital that development in the Parish does not have any significant adverse impacts on the landscape and the views it affords or on the AONB.

4.2 The Conservation Area at the historic heart of the village and its buildings grouped around the Saxon church must be protected, maintained and enhanced by any development proposals in this part of the Parish.

4.3 The retail hub of the village centred around the A259 roundabout at Broadbridge should continue to be a thriving centre for local shops and a variety of community services and facilities. Sustaining local businesses and improving local facilities in this readily-accessed location is one of the keys to the success of this Plan.

4.4 Any proposed development on either the west or east side of Broadbridge that would have the effect of extending the west or east boundaries of the existing settlement, particularly to the north of the A259, is directly contrary to the one of the fundamental objectives, and therefore the strategy, of this Plan.

4.5 Significantly reducing and managing the risks of surface water flooding and inundation from the sea are a very high priority and must be given detailed consideration in any development proposals. In particular, surface water run-off to rifes, leats, ditches and the Bosham Stream must be managed and reduced to minimise the flooding risk and the sea defences along Shore Road must be maintained and where possible improved.

4.6 New and improved walking and cycling links that are safe and well-integrated (along with attendant facilities such as cycle parking/storage), particularly between Broadbridge and the Primary School, should be provided and maintained as an essential element of planning gain through relevant development proposals.

4.7 Due largely to the inevitable pressure placed on the residential amenity, heritage assets, highways and some ecological assets of the Parish an increase in tourism and visitor numbers is not encouraged. However, the estimated 275,000 visitors to the Parish annually should be catered for and their needs managed. They are vital to a number of local businesses and the visitor experience and the impact they have could be better managed and provided for by some specific infrastructure and service improvements. Such improvements are in the main unlikely to require planning permission and are not considered to warrant the need for a dedicated BPNP planning policy on tourism though they may be a legitimate use of Parish funds and planning obligation contributions.

5 The Neighbourhood Plan Policies

5.1 The planning policies of the BPNP have been produced in accordance with the National Planning Policy Guidance on plan-making and are consistent with the strategic objectives of the CLP and its planning policies.

5.2 The CLP Policy 2 - 'Development Strategy and Settlement Hierarchy' "*identifies the locations where sustainable development, infrastructure and facilities will be accommodated [and] which in terms of scale, function and character support the role of the settlements outlined*". 'Bosham/Broadbridge' is identified as a "Service Village".

5.3 The CLP Policy 2 continues that; "*outside of Chichester city and the Settlement Hubs, the Service Villages will be the focus for new development and facilities. Provision will be made for the following:*

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

5.4 The CLP Policy 2 goes on to set out the significance of settlement boundaries in the development strategy;

"Settlement Boundaries

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

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

5.5 In its careful and considered reference to the CLP Policy 2, the BPNP and its planning policies comply and are consistent with CLP Policy 6 ('Neighbourhood Development Plans') and with the NPPF guidance on 'Neighbourhood Plans' at paragraphs 183 - 185.

5.6 The policies of this Plan have been developed from careful analysis and assessment of all the responses to the various consultations detailed in the BPNP Consultation Statement. The resultant planning policies cover: the Settlement Boundary; Housing Allocations; Criteria for Housing Development; Commercial and Economic Development; Community Facilities; Conservation of the Historic Environment; Landscape and the Environment; Ecology, Wildlife and Biodiversity; Flooding and Drainage; Transport and Highways.

5.7 In addition to the planning issues covered by the planning policies, the consultation process revealed a number of other issues, concerns and aspirations that are not strictly matters for planning policies but which nonetheless may be relevant to the overall objectives of the Plan and to planning and development more generally. Such issues are identified as 'aspirations' under this section on planning policies.

5.8 The BPNP planning policies should be observed by developers, decision-makers and stakeholders alike as a guide to what is acceptable development within the Parish.

5.9 Each of the BPNP planning policies is accompanied by supporting text setting out the background and rationale for each policy. The following policies have been developed to manage the future development of Bosham in order to achieve the vision, objectives and strategy of the BPNP.

5.10 The Settlement Boundary

5.10.1 The Settlement Boundary of the Bosham Parish is defined by two separate areas; the one in the south being known as Bosham and the northern one as Broadbridge. This Settlement Boundary reflects the two distinct built-up areas of Bosham Parish to which the fundamental principles of CLP Policy 2 apply as endorsed by the BPNP consultations.

5.10.2 The BPNP has extended the Settlement Boundary around Broadbridge on the south side of the A259 roundabout with Delling Lane to include existing development, as shown on Map 1.

5.10.3 There is a presumption in favour of sustainable development within the Settlement Boundary subject to compliance with the other planning policies of the BPNP.

5.10.4 Outside of the Settlement Boundary development should generally be strictly controlled to preserve the distinct settlements and the sustainability of their functions, to avoid coalescence, to minimise flood risk from increased surface water runoff and to protect the countryside.

Policy 1 - The Settlement Boundary

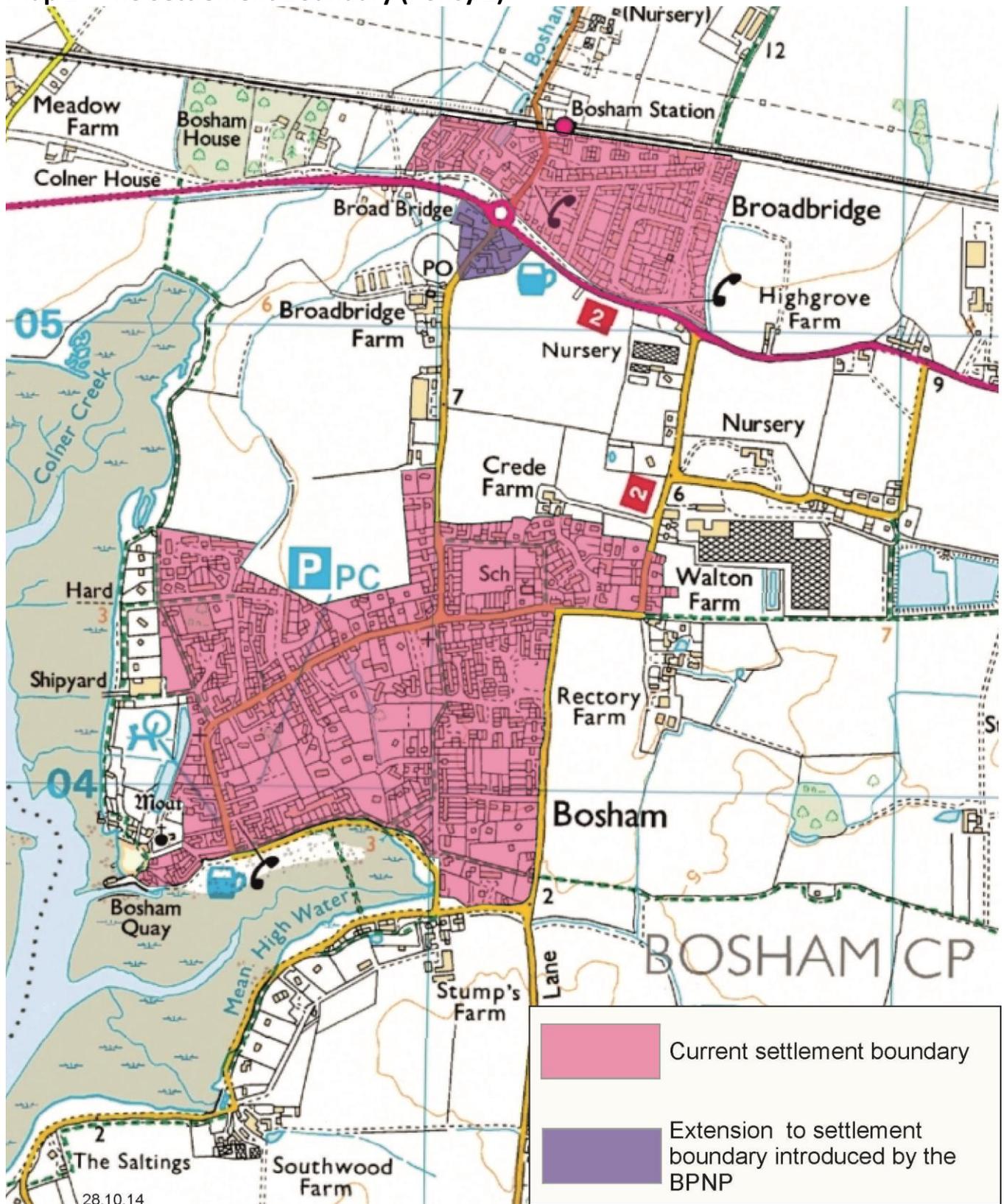
(A) Within the Settlement Boundary there is a presumption in favour of sustainable development that will apply to proposals for development of an appropriate size and type for the settlement of Bosham/Broadbridge and which comply with the requirements of the other policies of this BPNP.

(B) Outside of the Settlement Boundary development will not be permitted unless:

(i) it is specifically and expressly supported by another policy of the BPNP and complies with all other policy requirements of the BPNP; or

(ii) it is sustainable development that significantly contributes to the strategic aims, and complies with all other policy requirements, of the BPNP but which is of a type that could not reasonably be located within the Settlement Boundary.

Map 1 - The Settlement Boundary (Policy 1)



Policy 1 - The Settlement Boundary - other relevant planning policies and guidance:

BNP Policies 2, 3, 4, 5

CLP Policies 2, 6

NPPF paragraph 14

5.11 Housing

5.11.1 The 2011 Census recorded that the Parish had a housing stock of 1,541 (compared to 1,434 dwellings in 2001, an increase of 7.5% over the ten year period). These dwellings are mainly split between the two settlements of Broadbridge and Bosham. Broadbridge is bounded by the railway line and the A259 whilst Bosham is wholly within the AONB and is centred on the old village and its Conservation Area. Housing development here has spread to the north, but to the west and south it has been limited by the shoreline of the Harbour.

5.11.2 In addition there is an outlying housing at Bosham Hoe and along the adjoining lane with other small rural groups in the east and south of the Parish.

5.11.3 Much of the housing development in the Parish over the last two decades has been infill development or replacement dwellings. This has produced a wide variety of designs of well-constructed and sustainable homes and it is anticipated that this gradual redevelopment of older parts of the village will continue naturally. Proposals within the Conservation Area have been, and will continue to be, carefully scrutinised.

5.11.4 Bosham Parish has a serious shortfall of affordable housing. House prices within the Parish are consistently higher than average. As at November 2013, the average price in Bosham Parish was £473,710. The average price in Broadbridge (outside AONB, north of A259) was £270,470. The average price in Bosham (within AONB and south of A259) was £568,550. In February 2015 *Rightmove* noted that "Bosham had an overall average price of £523,499... most of the sales in Bosham over the past year were detached properties which on average sold for £772,598. Terraced properties had an average sold price of £358,719 and semi-detached properties averaged at £401,813."

5.11.5 There are a total of 162 affordable housing units in the Parish, in three distinct areas, one on the eastern edge of Bosham, one on the northern edge and another in the eastern part of Broadbridge. As at March 2014, there were a further 50 households on CDC's housing register as in need of housing and who are able to demonstrate a local connection.

5.11.6 Currently within the Parish there are no housing sites allocated or planning permissions for housing awaiting implementation. The CDC Strategic Housing Land Availability Assessment ("SHLAA") considered a number of sites all of which are either in an agricultural or light industrial planning use. The BPNP consultations on housing considered these SHLAA sites along with others brought forward in response to the Project Team's invitations to landowners and developers to do so. The detail of those consultations and the careful analysis of all the responses to them can be found in the BPNP Consultation Statement.

5.11.7 In summary, the BPNP consultations revealed that whilst the residents of the Parish accept the need for some new housing, particularly affordable housing, they are cautious about new housing increasing the number of second homes in the Parish and also about the various spatial planning, environment and landscape implications such as settlement coalescence, the loss of countryside and biodiversity and the increased flood risk from surface water runoff.

5.11.8 These concerns have led to BPNP policies on housing that seek to encourage small scale housing proposals that minimise greenfield development and instead prioritise the reuse and

redevelopment of brownfield sites, that are generally environmentally sensitive and specifically address drainage and sewerage and which provide a significant proportion of affordable dwellings.

5.11.9 Emerging simultaneously with the BPNP was the CLP Policy 5 'Parish Housing Sites 2012-2029' which states that "*Small scale housing sites will be identified to address the specific needs of local communities in accordance with the indicative parish housing numbers set out below. Suitable sites will be identified in neighbourhood plans and/or in a Site Allocation DPD which the Council will prepare following adoption of the Local Plan.*" CLP Policy 5 attributes to the Parish of 'Bosham' an *indicative housing number* of 50 units.

5.11.10 Whilst, according to the Government's *Planning Policy Guidance*, a neighbourhood plan may, but need not, allocate sites for development if such allocations are to be included "*the qualifying body should carry out an appraisal of options and an assessment of individual sites against clearly identified criteria.*"

5.11.11 In recognition of CLP Policy 5, the relevant *Planning Policy Guidance* and the concerns, constraints and planning requirements that arose from the consultations, a detailed appraisal of potential housing sites was undertaken and has resulted in a 'Housing Allocations' policy (BPNP Policy 2) and a general 'Criteria for Housing Development' policy (BPNP Policy 3). Between them these policies address the CLP need to identify "*small scale housing sites*" in pursuance of the *indicative housing number* of 50 units (bearing in mind that number is expressly "*indicative*") and the need for careful consideration to be given to speculative planning applications for residential development that may be submitted during the BPNP (and CLP) plan period up to 2029.

5.11.12 Due to the very real constraints to housing development in the Parish identified through the consultations, all of which are significant material considerations, it has not been at all easy to find or allocate sites which fulfil the *indicative housing number* requirement of 50. Indeed the BPNP Project Team has felt under some pressure to meet this requirement and this has resulted in some compromises having been made in the allocation of housing sites in the Parish, namely the inclusion of sites in the AONB and outside the Settlement Boundary (though the adverse effects of this are in some other respects mitigated).

5.11.13 BPC received written assurance from CDC prior to publication of the BPNP that any site allocated for housing in the BPNP, irrespective of the number of units that site can deliver, will be counted against the *indicative housing number*. This is in the context of discussions about whether any site of fewer than six units should be counted for these purposes.

5.11.14 The CLP as modified (MM18) pursuant to the *Report on the Examination into Chichester Local Plan* of 18 May 2015 ("CLP Examination Report") states that "*developments of less than 6 dwellings will not count against the parish numbers as they are already taken into consideration in the Small Sites Windfall Allowance*". By definition a 'windfall' site is one not anticipated or mentioned in the development plan but which comes forward during the plan period as a planning proposal or application, as opposed to an 'allocated' site which (usually prior to any planning application being submitted) is planned through the development plan process. This is what obviously and logically distinguishes an allocated site from a windfall site and not the number of dwellings that any such site may accommodate. Indeed the 'Small Sites Windfall Allowance, as para 7.13 CLP makes clear comprises "*windfall' housing likely to come forward in small developments of less than 6 dwellings [and] arising mainly through change of use, conversions, and small infill sites*".

5.11.15 Therefore whether on the basis of CDC's written assurance or the clear reference at paragraph 7.29 CLP, the housing allocations at Policy 2(A)(iv) and (v), both of which were considered initially in the SHLAA and are clearly not windfall sites, are to be counted against the *indicative housing number* for Bosham.

5.11.16 In the light of the above constraints and considerations it is to be hoped that CDC and any other decision-makers will respect the clearly expressed view of those consulted via the BPNP consultation process and strictly and purposefully interpret the BPNP Policies 2 and 3 and the relevant policies of the CLP, in particular those dealing with settlement boundaries and development within the AONB.

5.11.17 If all the housing sites allocated under Policy 2(A)(i)-(v) were to be developed to provide the minimum indicated number of units (these figures came from the initial development briefs for each site), the resultant number of new dwellings would be at least 63. (There may be some potential for the intended densities to be increased resulting in a higher number of dwellings.) In any case, this figure well exceeds the *indicative housing number* (50) for Bosham in Policy 5 of the CLP.

5.11.18 Notwithstanding the Policy 2 housing allocations it is vital that the BPNP contains a general policy on housing to deal with any speculative planning applications for housing or residential use during the Plan period. Policy 3 - 'Criteria for Housing Development' therefore sets out in what circumstances and under what conditions any further proposals for housing development whether in addition to, or perhaps instead of, some of the Policy 2 allocations may be acceptable. The criteria at (A)(i)-(viii) of Policy 3 also apply to, and must be fulfilled by, any development on the sites allocated under Policy 2.

5.11.19 The CLP (para. 7.29) makes clear that planning permissions for developments of six or more dwellings will be counted against the parish housing numbers (the *indicative housing number* for Bosham).

Policy 2 - Housing Allocations

(A) The following sites as shown on 'Map 2 - Housing Allocations' are allocated for housing:

(i) Bullock Barns (SHLAA ref. BB 08198) - this 0.34ha brownfield site immediately adjacent to the A259 and the settlement of Broadbridge could provide at least 8 dwellings;

(ii) Swan Field (SHLAA ref. BB 08197) - this 1.4ha site is currently agricultural land immediately adjacent to the A259, the settlement of Broadbridge and the Bullock Barns site could provide at least 25 dwellings - this site should only be developed if Bullock Barns is developed first or simultaneously;

(iii) Oakcroft Nurseries (SHLAA ref. BB 08194) - this 1.26ha brownfield site could provide at least 23 dwellings;

(iv) Dolphin House (the old poultry sheds) (SHLAA ref. BB 08185) - this brownfield site immediately adjacent to the Bosham Settlement Boundary and close to the school could provide 5 dwellings;

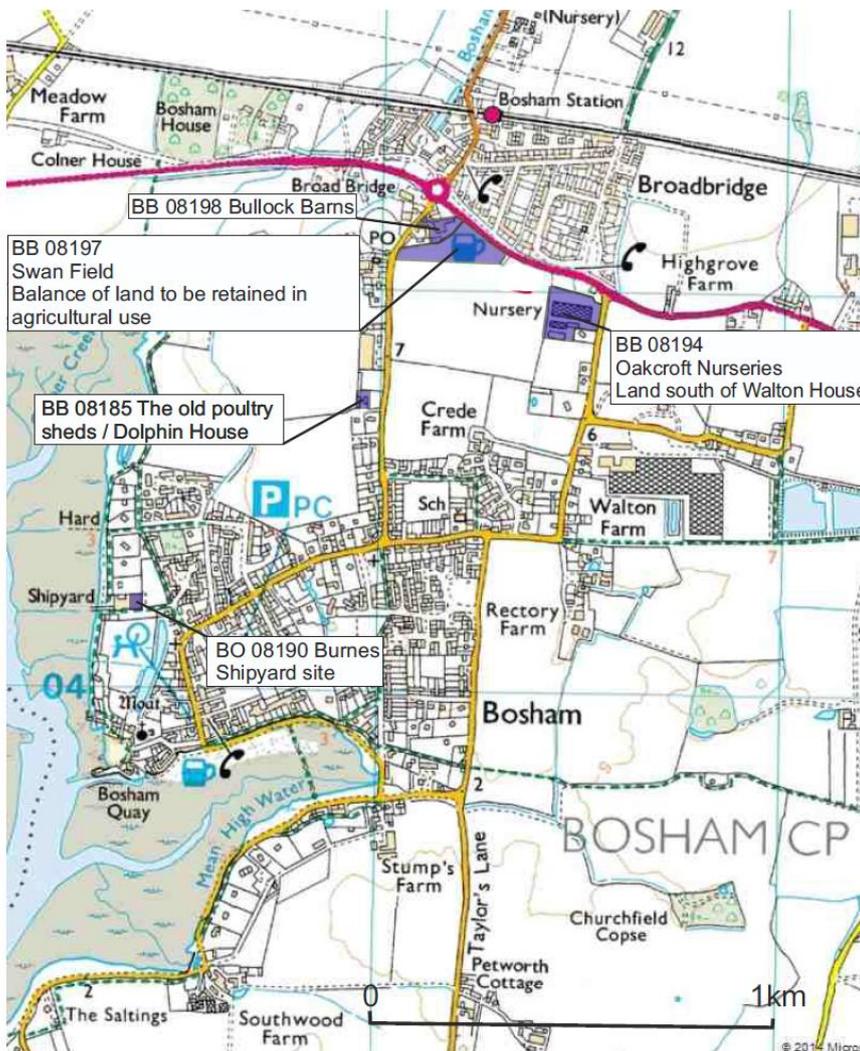
(v) Burnes Shipyard (SHLAA ref. BB 08190) - the 2 dwellings that this brownfield site could provide would replace the now derelict shipyard structures - any redevelopment of this site must adhere to relevant guidance and advice provided by the Chichester Harbour Conservancy.

(B) Any residential or housing development on the sites allocated under (A) must fulfil all the requirements of Policy 3 - Criteria for Housing Development, and additionally an archaeological investigation of the site should be undertaken prior to any development of Bullock Barns (A(i)) and Burnes Shipyard (A(v)).

Note to Policy 2

As at May 2015 when this BPNP was published, a planning application for a hospice (to be relocated from its existing site on the southern side of Chichester) on the Oakcroft Nurseries site had just been submitted. After careful consideration BPC and the BPNP Project Team decided that as the Oakcroft Nurseries housing allocation had resulted from the lengthy due process of the BPNP consultations, which the hospice proposal had not, there was no good planning reason not to include the site as an allocation ((A)(iii)) in the BPNP Policy 2. In any case, the incipient hospice proposal would appear to be contrary to CLP Policies 2 and 6 which BPNP Policy 2 is demonstrably compliant with.

Map 2 - Housing Allocations (Policy 2)



Policy 3 - Criteria for Housing Development

(A) Housing development on sites allocated under Policy 2(A) must:

- (i) provide at least the *required percentage* of the total number of dwellings as *affordable housing* (as defined in the NPPF) with a mix of tenure types designed to meet the housing needs of individuals, couples and, or, families on the CDC Housing Register with a proven local connection to the Parish of Bosham;

(ii) provide a varied mix of suitably-sized market housing in keeping with, and wherever possible enhancing, the character of adjacent residential areas;

(iii) comply with the highest standards of design and sustainability by achieving as a minimum, Level 5 of the Code for Sustainable Homes or equivalent Building Regulations standards whichever is the most up to date, use locally common materials wherever possible and provide for optimum Broadband connectivity;

(iv) be designed within a layout that observes high standards of spatial design including green spaces and gardens which make and maintain provision for locally naturalised flora, fauna and wildlife;

(v) be designed to minimise any increase in the generation of vehicular traffic and provide safe and convenient access and links to all local services for pedestrians and cyclists by way of professionally designed footpaths and cycleways;

(vi) demonstrate that the local road network can safely accommodate the development and that there is safe vehicular access to the site; any highways improvements necessary to make the development acceptable in terms of pedestrian or vehicular safety, traffic management or the mitigation of potential congestion must be provided either as part of the development itself or by a highways agreement and/or by planning obligations;

(vii) must make suitable provision appropriate in scale and extent to meet all local requirements, whether on-site or via commuted payments, for increased education facilities, for green infrastructure and for public open space;

(viii) must comply with all the requirements of BPNP Policy 9 - 'Flooding and Drainage' and demonstrate that prior to any planning application purposeful consultations with the Environment Agency and the West Sussex County Council (as the Sustainable Drainage Systems Approving Body) have taken place;

(ix) must comply with BPNP Policy 6 - Conservation of the Historic Environment, including archaeological investigation of the site prior to development where necessary (e.g. for Bullock Barns and Burnes Shipyard and potentially other sites that might come forward).

(B) Proposals for residential or housing development of sites not allocated under Policy 2(A) may be permitted provided that the development proposed;

(i) is either within the Settlement Boundary (defined under Policy 1) or is covered by Policy 4(B) or is for the small-scale redevelopment (to create no more than 6 dwellings) of previously developed land outside the AONB; and,

(ii) meets all the requirements of (A) above.

Notes to Policy 3

1. The *required percentage* is the percentage of the total number of dwellings to be built on the site that must be provided as *affordable housing*. The *required percentage* will be the

percentage that accords with the CLP or any planning guidance that may supersede it and will always apply where the *threshold number of units* is permitted or where the combined gross internal floorspace of the development exceeds 1000sqm. On sites within the AONB, where the market value of housing is generally higher and partly as a result, the requirement for *affordable housing* greater, the *required percentage* will always be 10% higher than that applying outside the AONB and the *threshold number of units* will be lower.

2. At the time of publication of the BPNP, for sites outside the AONB, the *required percentage* is 30% and the *threshold number of units* is 11 or more, and on sites within the AONB the *required percentage* is 40% and the *threshold number of units* is 6 or more. On sites within the AONB the requirement for *affordable housing* may be fulfilled by the payment of a *commuted sum* (rather than the provision of on-site affordable dwellings) at a rate per unit to be agreed between BPC and CDC and that relates precisely to the *required percentage* of 40%.

3. Affordable housing should be secured through planning obligations under *Section 106, Town and Country Planning Act 1990 (as amended)* to ensure that appropriate tenure types, threshold prices or rents and local occupancy requirements are met in perpetuity (these requirements can only be met by an s.106 agreement or undertaking - a planning condition is insufficient for this purpose.) At least the heads of terms of any such planning obligations should be agreed in advance with affordable housing officers at CDC and with BPC before a planning application is submitted.

4. Subject to consultation with and the agreement of CDC affordable housing officers and BPC, any *commuted sum* payable instead of all or part of the on-site affordable housing requirement may be made and secured either through an s.106 planning obligation or via the Community Infrastructure Levy (CIL) provided that a clear, accountable and enforceable mechanism is agreed between BPC and CDC for the allocation of any such commuted sums to the provision of affordable housing within the Parish.

5. The specific requirements of Policy 3(A)(vi) or(vii) for planning gain to be provided should be agreed by relevant CDC officers and with BPC and secured either through an s.106 planning obligation or CIL or a combination of both and in order to direct the planning gains obtained to the Parish.

Policy 2 - Housing Allocations / Policy 3 - Criteria for Housing Development
- other relevant planning policies and guidance;

BPNP Policies 1, 6 – 10,

CLP Policies 2, 6, 33, 34, 40, 42, 43, 48, 52, 54,

NPPF paragraphs 14, 47, 48, 50, 54, 55, 58, 60, 61, 64, 111,

Bosham Village Plan 2003,

Bosham Village Design Statement 2011,

CDC Housing Register,

Chichester District Local Housing Requirements Study: Final Report CDC & South Downs National Park Authority, July 2011,

Review of Objectively Assessed Housing Need in light of 2012-based Sub-national Population Projections CDC August 2014 prepared by GL Hearn Limited.

5.12 Commercial and Economic Development

The Local Economy of Bosham Parish

5.12.1 Whilst the industrial revolution largely passed the Parish of Bosham by, the twentieth century brought significant changes. Agriculture and fishing as major sources of employment became less significant whilst the number of people employed in light industry, electrical and electronic industries as well as a significant increase in service and retail expanded. Much of this expansion was derived from the strategic location of defence-industries arising from the two world wars. The electrification of the southern railway brought London just about within commuting distance and secured the link between the area and the financial, legal and insurance industries of the capital.

5.12.2 Bosham is not a major employment centre but being easily connected with such neighbouring centres sees a significant daily commute out of the village. The range of occupations given in the 2011 Census was broad. Of the 1362 people employed the most significant areas of employment were (Q) Human Health and Social Work Activities (203)15%, (P) Education (191)14%, (G) Wholesale and Retail Trade; Repair of Motor Vehicles and Motor Cycles (159) 12%, (M) Professional, Scientific and Technical Activities (116) 9%, (M) Manufacturing (103) 8% and (F) Construction (96)7%.

5.12.3 A survey of 36 local businesses was carried out for the BPNP. The survey represented approximately a third of all businesses operating within the Parish. The survey results revealed a number of important considerations in setting land-use policy. These are summarised as follows:

5.12.4 Many firms are strongly embedded commercially, environmentally and in terms of their founding specifically to the area. The average length of occupancy of the current site was 20 years, but with 60% occupying for less than 16 years. A third of businesses had more than 50% of their trade with others in the district. However, another third had less than 10% connection to their district-based businesses. Just over 20% drew their employees from within two miles, whilst nearly 50% had employees living within five miles. The remaining, just over 50, saw their staff commuting more than five miles. However, only 9% of businesses surveyed had staff relying on public transport. In terms of % of sales: 39% were local, 25% were regional, 24% were national and 5% were global.

5.12.5 Business operators demonstrated a keen awareness of the quality of the local environment when asked what the relevance of it was to their businesses. Specifically they were asked 'How much does the quality of the local environment help your business?' Of the respondents, 30% said it is 'vital' whilst a further 47% replied 'significantly'. However, flooding was commonly cited as a major concern.

5.12.6 The Chichester Harbour AONB and the South Downs National Park are viewed as significant economic as well as natural assets. Over a quarter of businesses (27%) consider that they are connected commercially with Chichester Harbour; a much lower percentage (4%) expressed a commercial connection with the National Park, perhaps because it is a far more recent designation.

5.12.7 However, although businesses cannot rely upon familiarity with our local geography especially as all are in the rural area and many some distance from the A259, 78% of them said that

suppliers, co-workers, clients and customers could find them 'easily'. The increasing use of GPS-equipped vehicles suggests that additional signage would not improve accessibility.

5.12.8 There has been concern that the widespread introduction of 20mph zones in residential areas of the Parish would be unpopular with businesses. However, 94% of them said that a 20mph speed limit on residential roads in the Parish would have no impact on their business, whilst 17% thought the business would benefit.

5.12.9 The uses of business premises within the Parish are varied with 42% containing offices, 20% being retail and 14% in a production use. In terms of tenure of premises, only 36% are freehold: this perhaps reflects the strong agricultural origins of many of the premises and the farm diversification strategies of the recent past.

5.12.10 There is considerable seasonal variation in business activity with 69% saying that summer is their busiest period. However, not all this will be tourism-related as construction and maintenance work on schools occurs in the summer holidays. (It should be noted that one business not sampled is specifically pitched at the Christmas trade).

5.12.11 The business survey also considered vehicle movements, parking arrangements and space for expansion with 58% of businesses responding that they did not have sufficient space for expansion that would otherwise be desirable in the short term.

5.12.12 The survey pre-dated a systematic upgrading of Broadband by BT across more areas of the Parish. Some businesses, hopefully the majority, will have had their connection improved since the survey. The installation and maintenance of excellent Broadband connectivity is vitally important to businesses in the Parish and will always remain a priority.

Broadbridge entrance off Delling Lane – comprising a convenience store, surgery, post office and business units amid an avenue of mature horse chestnut trees



Policy 4 - Commercial and Economic Development

(A) The *principal employment sites* in the Parish, those at Southfield Industrial Park and Broadbridge Business Centre (Delling Lane); Brooks Green Farm (north of the railway line); Church Farm Business Parks (Old Park Lane) and Highgrove and Ham Farms (Main Road) should be maintained as employment land within the appropriate planning use classes.

(B) As an exception to (A) above, appropriate proposals for the conversion of existing office and other B1 units in the Broadbridge Business Centre (Delling Lane) will be permitted.

(C) Proposals to upgrade, modernise or make more efficient use of space within any of the *principal employment sites* under (A) will be supported provided the development is entirely contained within the existing site and involves no material adverse effect on neighbouring residential amenity or on wildlife, landscape or the historic environment.

(D) Outside of the *principal employment sites* small-scale commercial development for 'B1' business and light industrial uses will be supported where:

(i) the development is within the Settlement Boundary and of a scale and design that does not conflict with, or adversely affect the residential amenity of, nearby dwellings; or

(ii) it involves the redevelopment of existing industrial or agricultural buildings and is of an appropriate design which improves or enhances the landscape impact of the existing development without increasing its overall scale and which involves no material adverse effect on any neighbouring residential amenity or on wildlife, landscape or the historic environment.

Policy 4 - Commercial and Economic Development - other relevant planning policies and guidance;

BPNP Policies 1, 6, 7, 8

CLP Policies 2, 3, 9, 26, 46

NPPF paragraphs 14, 17, 18-21, 28

Bosham Village Plan 2003

Bosham Village Design Statement 2011

Chichester Harbour AONB Management Plan 2014-2019 Policies A2, A5

Chichester Employment Land Review Update (January 2013)

Chichester Employment Land Review (January 2009)

Creating a Prosperous and Sustainable Economy: An Economic Strategy for Chichester 2013-2019 (November 2013)

5.12.13 Aspirations

New opportunities should be found to intensify the activity at the site on the south-west corner of the Swan Roundabout, if possible by an appropriately designed mixed-use development. BPC

would encourage a design brief to this effect and welcome any proposals for such a development that is consistent with the strategy and policy objectives of the BPNP.

5.13 Community Facilities

5.13.1 There are two pre-school nursery providers and one primary school in Bosham. There is a village hall and the St Nicholas Church Hall. Both are well-used by numerous local clubs, groups and societies covering the interests of a wide cross section of the Parish community and therefore the contribution they make to local life is invaluable.

The Village Hall

5.13.2 The Village Hall in Walton Lane is very well used. Opened in 1996 and not yet in need of any refurbishment or updating it has a main hall and a separate carpeted function room, both with access to a large modern kitchen.

5.13.3 The Montessori Nursery is run from the smaller function room at the Village Hall. The Nursery typically maintains a full capacity of 28 children, with approximately one third coming from outside of Bosham, mainly from Chidham.

St Nicholas Church Hall

5.13.4 St Nicholas Church Hall on Brooks Lane was built after the Second World War and is showing signs of age. Facilities include a hall, stage, some storage capability and a recently refurbished kitchen. It is owned and managed by the Holy Trinity Church.

5.13.5 The hall is used by a number of groups with the Bosham Playgroup being the main user. It takes children from Bosham and the nearby villages. Although not usually run at the capacity of 25 children, the playgroup would consider expanding its offering if it had a dedicated building.

Other meeting places

5.13.6 The Bosham Centre is owned by BPC and contains the Parish Clerk's Office. The function room is used for the regular BPC meetings. It is also used by the youth club twice a week and is available for hire.

5.13.7 Bosham Football Club has a club house next to the football pitch in the recreation ground. Bosham Sailing Club is a private members club that has a meeting space. The Catholic church of 'Our Lady of the Assumption' has a hall used by church groups. The village has three pubs; The Anchor Bleu in the Bosham Village Conservation Area, The Berkeley Arms in Bosham Lane and The White Swan at Broadbridge.

Bosham Primary School

5.13.8 Bosham Primary School is centrally situated in Walton Lane. It has capacity for a maximum of 210 pupils (aged 4 to 11) in seven classes. The majority of pupils (about 60%) come from within catchment with the majority of those attending from outside catchment admitted under the sibling entrance rules.

5.13.9 A site survey and report in 2007 concluded that the school buildings and grounds are half the size they should be. West Sussex County Council is aware of this report and the exceptional problems the school has with space. The classrooms are very small which means that the school is deemed 'full' when there are 30 children in each of the seven classes. The limited space means that the school is not able to provide before and after school care. The school infrastructure is in need of

significant updating, improvement and expansion. The £3,500 capital funding it receives each year is insufficient to carry out most ongoing minor repairs, let alone much-needed improvements or an extension project.

5.13.10 The school has no playing fields of its own, but has access to the community recreation ground. The additional supervision this entails results in increased staff costs. Access to this shared space is by agreement with BPC which owns the land, so that the continued use of the recreation ground is not within the control of the school.

5.13.11 The school also has issues with traffic, parking and safe routes to school. At least 60% of parents drive to the school and there are problems with parents parking dangerously or illegally. Current barriers to sustainable methods of travel include congestion outside the school, traffic speeds, crossing Delling Lane at the junction with Walton Lane and absence of a pavement in Walton Lane south of the A259.

5.13.12 The school has a Traffic Plan which includes a 'Park and Walk' scheme; parents can park safely in the car park at the Catholic church in Fairfield Road and walk the remaining distance. 'Park and Walk' has been a partial success but there is capacity for many more parents to use it.

Policy 5 - Community Facilities

(A) Development leading to the loss of an *existing community facility* (including the primary school, nurseries, village or community halls, other meeting places and pubs) will not be supported unless it can be demonstrated that:

(i) there is no longer any need or demand for the *existing community facility*; or

(ii) the *existing community facility* is no longer economically viable as such; or

(iii) the proposal makes alternative provision for the relocation of the existing community facility to an equally or more appropriate and accessible location within the Parish which complies with the other general policies of the BPNP.

(B) Any proposal for the extension of Bosham Primary School or its relocation to an alternative site nearby will be considered as *an exception* to the other policies of the BPNP provided it respects and observes the general principles and aims of the general BPNP policies.

(C) Other proposals for new community facilities of an appropriate scale that comply with Policy 2 and all other BPNP policies will be supported.

Note to Policy 5

Any proposal under (A)(ii) must include independent professional evidence on viability to show how the economic circumstances of the existing community facility have changed to render it no longer viable and what consideration has been given, and efforts made, to secure future viability including potential alternative funding sources.

Policy 5 - Community Facilities - other relevant planning policies and guidance;

BPNP Policies 1, 6, 7, 8

CLP Policies 2, 6, 38

NPPF paragraphs 14, 28, 70
Bosham Village Plan 2003
Bosham Village Design Statement 2011
Bosham Primary School Travel Plan

5.13.12 Aspirations

1. In conjunction with the School Travel Plan Co-ordinator, the Bosham Primary School Travel Plan should be regularly reviewed, updated and wherever possible enhanced to prioritise the safety of children travelling to and from school and improve all aspects of traffic management, sustainable travel and the safety of pedestrians and cyclists.
2. Bosham Primary School should ideally either be extended on the existing site (which would inevitably involve expansion onto the recreation ground which, in turn, would need to be located elsewhere) or relocated to another nearby site. Any sensible and viable proposals for either option would be duly considered by BPC provided it respected the other strategic aims and policy objectives of the BPNP.

5.14 Conservation of the Historic Environment

The range of heritage assets in the Parish of Bosham

5.14.1 The settlements and the surrounding rural areas of the parish are rich in historic assets. These comprise listed buildings and structures, notably locally listed buildings, archaeological sites, ancient millstream and associated pond and sluices as well as the settings of and views from all of these discrete elements. Conserving and enhancing, as well as assisting the interpretation, understanding and appreciation of these historic elements are objectives of the BPNP and its Policy 6 - Conservation of the Historic Environment.

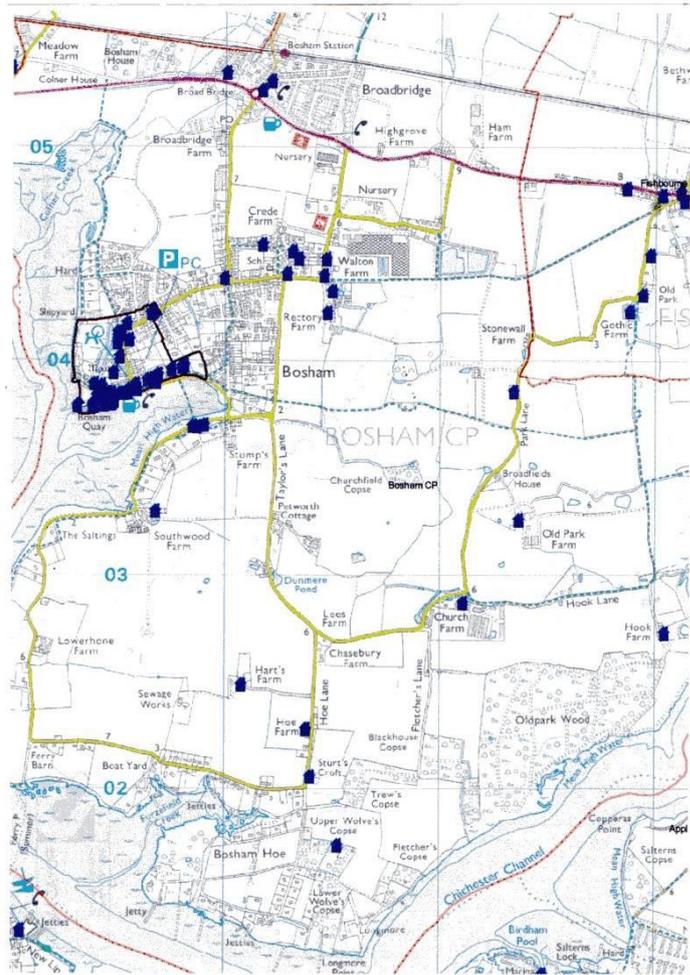
The archaeology of Bosham Parish

5.14.2 There is evidence of human presence in Bosham Parish from the middle stone age, about ten thousand years ago. However, there was probably no permanent settlement until the advent of farming in the Neolithic Age, whilst the earliest firm evidence of occupation in the Parish is in the Bronze Age. Sea salt was utilised at least from the Iron Age, and there seems to have been a late Iron Age shrine near Broadbridge that may have marked the western boundary of a tribal area centred on Fishbourne. Both sites developed into significant establishments in the Roman period, and a Roman road from Chichester to Southampton and Winchester ran across the north of the Parish. There seems to have been a Roman building close to the parish church, and it is likely that the site was an important port. The Venerable Bede tells us that there was an Irish monastic centre at Bosham prior to the conversion of the South Saxons by St Wilfrid in the 680s AD, and it seems that the modern layout of the village was influenced by this early Christian presence.

An aerial view of Church, college area, watermill sites and Quay from the south-west – the medieval core of the settlement (below). Photo by permission of Chichester Harbour Conservancy



Distribution of listed buildings throughout the parish (below). (Source: James Kenny District Archaeologist)



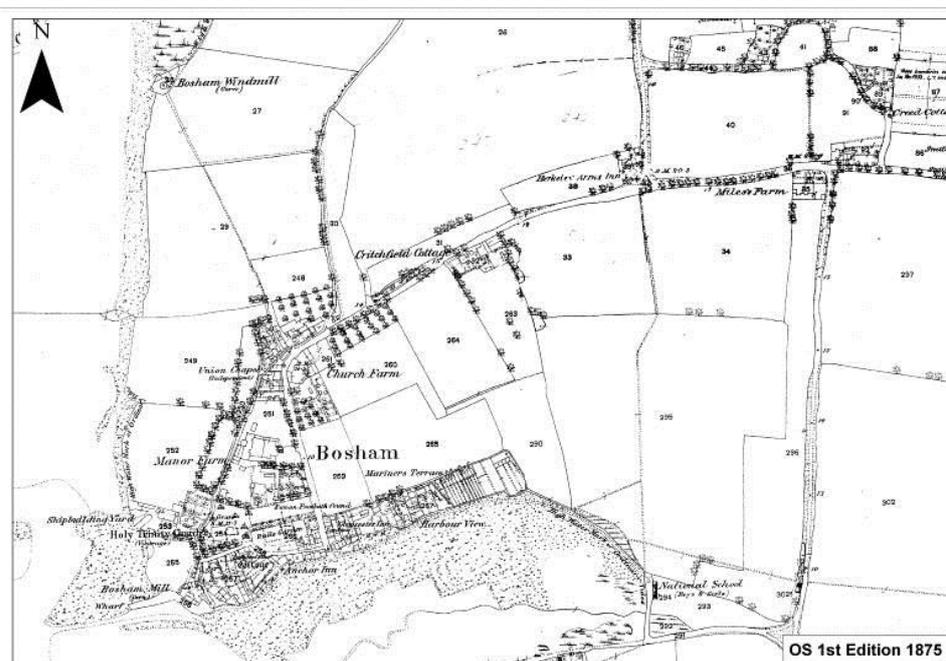
The historic elements in the wider Parish

5.14.4 Across the wider parish are scattered sites of archaeological significance (principally Roman finds) and a number of late 18th and early 19th century farmhouses of Georgian style, all of which are also listed. By contrast with the Conservation Area which has the form of a compact settlement around the millstream, quay, church and manor, these other sites are relatively isolated and scattered through the rural area of the peninsula.

The historic core of the Village – the Conservation Area

5.14.5 Human settlement in the parish may have dated from the first century AD, with indications of Roman presence and client rulers of Rome engaged in landings around the Bosham peninsula. The earliest Christian communities were also established by 680 AD, and the form of the earliest significant settlement came in the early Medieval period. The manor, mills and mill-stream, church and college date from this early period and significant remnants of this settlement form survive today and are protected by the designation of the Conservation Area and the listed buildings within this area. Other notable buildings in the conservation area largely date from the late 18th and the 19th centuries. Whilst Bosham Stream is unable to enjoy any particular protective designation, it is vital to the historic quality and distinctiveness of the whole settlement. The stream is regulated by the Environment Agency as ‘a major river’ and its flow is subject to the agency’s monitoring. Within the Conservation Area, the compact settlement of 19th century Bosham took form as is shown from early Ordnance Survey maps of the area.

OS map from mid-Victorian period (right).



The rationale for the Conservation Area

5.14.6 The Conservation Area embraces the compact area of that part of the settlement that had been established by the middle of the nineteenth century with the predominant style being brick-built terraces from the late Georgian and early Victorian period and with some stone buildings from much earlier. Three Character Areas are distinguished within the Conservation Area:

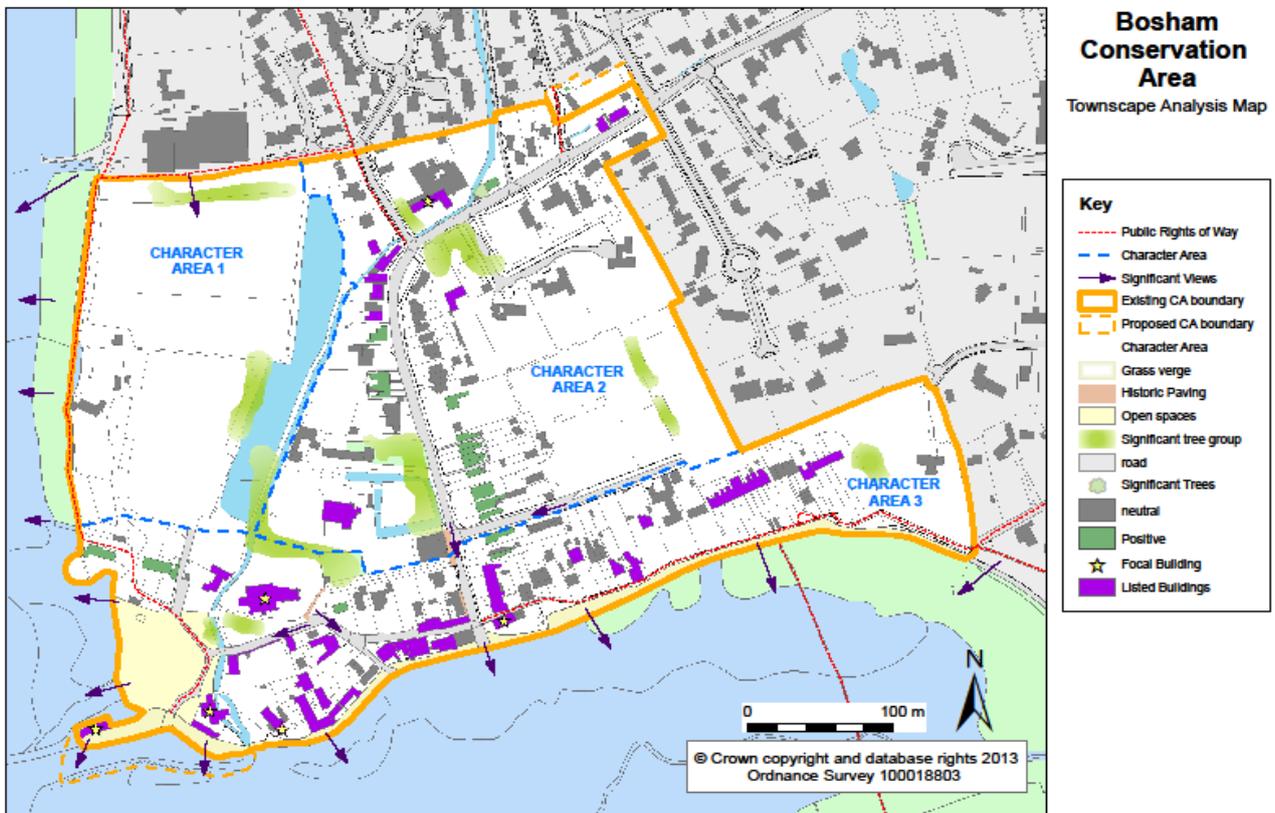
- Character Area 1 comprises historic fields and millpond to the west of the Bosham Millstream.
- Character Area 2 comprises relatively low-density settlement including the Manor House, the former Congregational Chapel, Church Farm House and the Millstream Hotel and two rows of nineteenth century terraces along Bosham Lane.
- Character Area 3 comprises the historic built core with relatively high-density frontages, a sinuous often-busy High Street, a tranquil enclosed churchyard surrounding the medieval Holy Trinity Church, an ancient mill converted to a sailing club, Bosham Quay and Raptackle (all focal buildings), and the commanding open space of Quay Meadow.

Further along Shore Road is another focal building, the 'Old Town Hall'. Through the spine of the Conservation Area, following the highest land on the Bosham peninsula all the way to Bosham Quay is the Bosham Millstream. This is of great significance being the reason why there was continuous settlement from Roman to early Saxon times. It provides a source of fresh water, irrigation to neighbouring fields, fishery and mill water head to the community of Bosham from the first century AD to the last century. Hence, the Bosham Millstream qualifies as a notable feature of the cultural landscape.

Bosham Conservation Area

5.14.7 Across the Conservation Area roofs are predominantly tile with some slate with lower pitches. Several terraces have long rear gardens whilst many in the High Street lack any gardens. Front gardens are surrounded by low brick walls creating enclosures whilst allowing vistas. A recent review of the Conservation Area Character Appraisal resulted in the making of an Article 4 Direction (January 2014) which strengthens the protection afforded by the designation by withdrawing certain permitted development rights. At present, the plethora of road signs throughout the Conservation Area, particularly at the south end of Bosham Lane near to the Harbour, creates an overbearing and cluttered appearance. Much of the traffic management and guidance given to pedestrians could be achieved through alternative and much more sensitive surface treatments, creating shared space whilst calming traffic and helping to manage increasing visitor numbers. The public car-park at the heart of the Conservation Area requires enhancement in order to provide a more welcoming and helpful arrival point for visitors to the village. The provision of an interpretation board in the car-park would enhance public appreciation of the village's historic assets.

Bosham Conservation Area (below)



The setting of the listed buildings

5.14.8 The Conservation Area contains over 40 listed buildings; including the Church of the Holy Trinity, which is Grade I listed. All listed buildings are currently in good condition and adjacent public areas are well maintained. More than 20 of these listed buildings are found beyond the Conservation Area but within the Parish, including Sorrell House on Bosham Hoe which is Grade II*. In all, there are 63 separate listed buildings/structures within the Parish. The setting of those in the Conservation Area is recognised in the Conservation Area Character Appraisal (CACA), and those in the AONB by the AONB Management Plan and the AONB design guidelines for new and replacement buildings. As well as consolidating the protection afforded to the setting of the listed buildings in the Conservation Area and the AONB the BPNP aims to recognise and protect the setting of those listed buildings beyond the designated areas such as the open land to the west of the church (Quay Meadow) and to its north-west (Second Meadow/Mill Meadow) which frame the cluster of medieval sites (Church, Manor, and Mill sites).

5.14.9 The ensemble of buildings and spaces that constitute the core of the Conservation Area contribute to the village as a visitor destination and a unique contribution to local character and distinctiveness. Hence the BPNP seeks to conserve and enhance the historic environment of the Parish and the heritage assets therein. The historic heart of the village grouped around the Saxon Church will be maintained as an important Conservation Area and any development proposed in this area will continue to be closely scrutinised.

Policy 6 - Conservation of the Historic Environment

(A) Development must recognise, respect, conserve and enhance and seek to better reveal the local distinctiveness and character of the historic environment and its designated and non-designated heritage assets and the setting of those assets including:

- (i) sites and areas of archaeological importance or potential;**
- (ii) listed buildings;**
- (iii) buildings within the Bosham Conservation Area;**
- (iv) other historic or locally significant buildings or structures including locally listed and positive buildings as defined in CACA;**
- (v) historic and cultural landscapes including streams and ancient woodland.**

(B) New buildings and extensions within the Bosham Conservation Area must:

- (i) be of a design, and in the use of materials be, in keeping with the local historic built vernacular;**
- (ii) maintain and enhance views of the historic waterfront and of listed buildings within the Conservation Area;**
- (iii) avoid any increase in signage and wherever possible reduce signage;**
- (iv) provide adequate but appropriate parking (to avoid any increase in parking on Shore Road);**
- (v) respect and maintain the historic layout and setting of the High Street, the Churchyard, Quay Meadow and the Trippet footpath.**

Policy 6 - Conservation of the Historic Environment - other relevant planning policies and guidance;

BPNP Policies 1, 3, 5

CLP Policy 6, 47

NPPF paragraphs 6, 14, 58, 60, 61, 64, 126, 132

5.14.10 Aspirations - redesigning the main car park

Bosham has to cope with the large number of visitors drawn here by its historic church, listed buildings, picturesque waterfront, working quay and harbour side meadow. There are an estimated 275,000 visitors per year, peaking at around 2,300 a day in summer school holidays.

Most visitors see only a very small area of Bosham – the historic centre and waterfront area – where they have a very significant impact in terms of access, parking, traffic congestion and pedestrian congestion in the narrow, old village streets (particularly at high tide when the Shore Road is impassable).

Generally, visitors spend only two or three hours in the village, with the result that they bring only limited income or additional employment to the village. However, Bosham does bring tourist income into the wider area because many visitors state that they also go to Chichester, Arundel, Fishbourne Roman Palace, West Wittering and Goodwood.

Visitor numbers have not been collected in the past but anecdotal experience of long term residents suggests that visitor numbers have been steadily growing over some decades. It seems likely that numbers will at some point prove self-limiting because of congestion in the historic centre of the village.

The main car-park should be re-designed with several objectives in mind (see the plan below; 'Ideas for remodelling the car park');

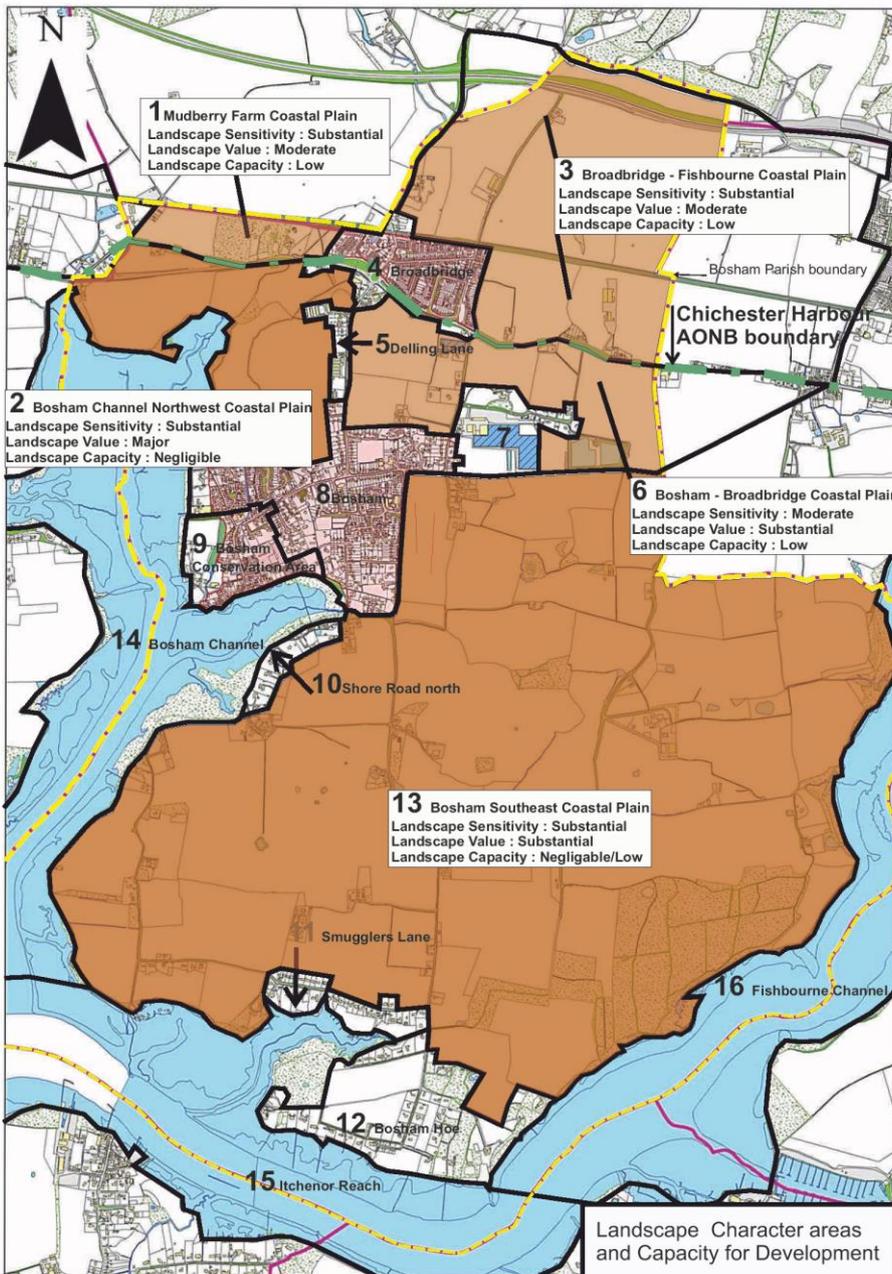
- the provision of more interpretation within the car-park on the medieval core of the village and assist those navigating this area on foot;
- using the full capacity of the car park by increasing the visibility of the eastern part by emphasising the unpaved area of the car park in order to accommodate overflow parking, replacing the Leylandii with suitable native trees and by a clearer sign directing people to the overflow area;
- creating better separation of vehicles from pedestrians in the car-park and its access by re-landscaping the area with walkways and shrub borders and using the 'north' access for pedestrians and the 'south' for vehicles;
- with an information board for visitors at the exit to the north entrance to include information on archaeology, bird watching and local wildlife, village history and sailing.

5.15 Landscape and the Environment

5.15.1 Bosham is a rural parish with a significant history going back to Saxon times and beyond. This and its geological and geographical location on a peninsula within Chichester Harbour has created a nationally recognised and attractive landscape and setting for the Parish.

5.15.2 Over 80% of the Parish is located within the Chichester Harbour Area of Outstanding Natural Beauty. The South Downs provide an attractive backdrop in panoramic views to the north. The South Downs National Park boundary is located less than 1km from the Parish boundary.

5.15.3 The Landscape and Visual Assessment Report (LVAR) (developed from previous studies and in particular the Chichester Landscape Capacity Study (CLCS) concluded that the landscape within the Parish is either of substantial landscape sensitivity, substantial landscape value or both. The CLCS states at paragraph 5.2.2 *“In relation to this study, character areas which have major or substantial sensitivity or value, or both, i.e. negligible to low-medium ratings for landscape capacity indicates that development would have a significant and detrimental effect on the character of the landscape as a whole and, or, on the setting to existing settlement or Areas of Outstanding Natural Beauty within the District. Development in these character areas should only be on a very small scale and proposals would need to demonstrate no adverse impacts on the setting to settlement or the wider landscape”*.



Landscape Character Areas and Capacity for Development

5.15.4 The LVAR report identifies a number of important views within the Parish and to notable features beyond the Parish which form an essential component of the character of the Parish. They include those to Chichester Harbour, the historic village of Bosham, Bosham Church, Chichester Cathedral and the South Downs.

5.15.5 The open agricultural land surrounding both Bosham and Broadbridge is important in providing the rural setting to the settlements and creating a visual and functional separation of these settlements and those to the east and west.

5.15.6 The CLP makes clear that actual or perceived coalescence of settlements should be avoided and the integrity of predominantly open and undeveloped land between settlements is maintained and not diminished (CLP Vision for Places -The East-West Corridor para. 3.5; Policies 2, 47, 48).

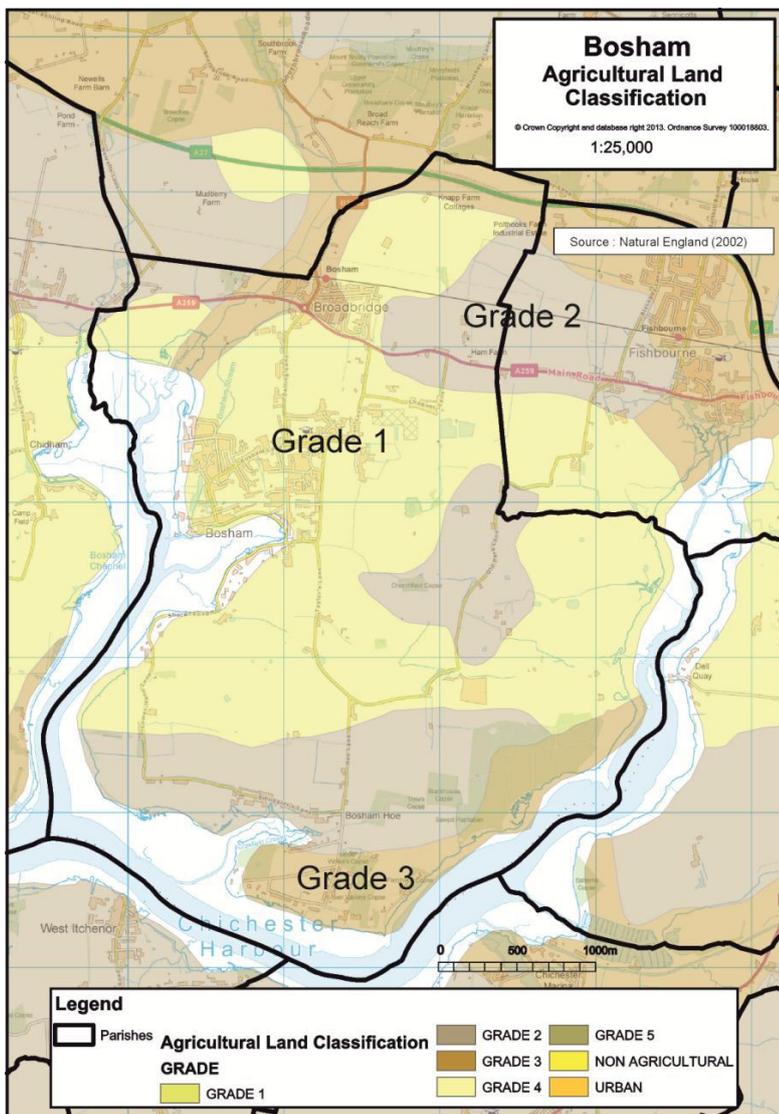
5.15.7 The principal concern regarding the actual or perceived coalescence of settlements is between Bosham/Broadbridge and Fishbourne. The distance (gap) between Bosham/Broadbridge and Fishbourne is about 1.4km. A visual assessment from the well-used Main Road (A259) demonstrates that the area where the predominantly open and undeveloped land between Bosham/Broadbridge and Fishbourne settlement is most apparent is to the west of Chequer Lane on both sides of Main Road. In other locations the presence of tall deciduous and evergreen hedges and groups of buildings limit any wider perception of the gap.

5.15.8 The LVAR sets out management guidelines and opportunities for the character areas within the Parish. The main emphasis is to conserve and manage the landscape to maintain its current quality. There is the potential for enhancement including the Swan roundabout and its environs, the car park in Bosham, parking provision to safeguard areas of greensward and generally native tree and hedgerow planting on field boundaries and to soften the urban edge.

Agricultural Land Classification

5.15.9 The agricultural land classification of the Parish is Grade 1 (excellent) or Grade 2 (very good) agricultural land apart for a narrow strip adjacent to the Itchenor Channel which is Grade 3.

Agricultural Land Classification



5.15.10 The BPNP fully respects the distinction between the protection of a discreet view from a private property which is, generally, not a material consideration to planning and open views across a landscape capable of being enjoyed by the public, which are very significant material considerations. Such open views and the landscape of Bosham Parish are intrinsic elements of the area that contribute to the sense of place perhaps more than in some other areas and are particularly appreciated by all those who live and work in, and visit, Bosham. Policy 7 of the BPNP is seen as vital in reflecting and protecting these fundamental local attributes.

Policy 7 - Landscape and the Environment

All development proposals must demonstrate that:

(i) the natural beauty and locally distinctive features of the AONB are conserved and enhanced and that development reinforces and responds to, rather than detracts from, the distinctive character and special qualities of the AONB;

(ii) the integrity of the predominantly open and undeveloped rural character of the AONB and the wider Parish is not undermined either individually or cumulatively;

(iii) the development is appropriate to the economic, social and environmental well-being of the Parish where this is consistent with the primary purpose of conserving and enhancing natural beauty and where appropriate with the policy aims of the Chichester Harbour AONB Management Plan;

(iv) there is no adverse impact on the openness of the views throughout the Parish, particularly those in and around the harbour, or towards Chichester or the South Downs;

(v) that the tranquil and rural character of the area is not undermined;

(vi) the development respects and enhances the landscape character of the surrounding area; and,

(vii) prior to the development of any agricultural land, lower grade, poorer quality agricultural land has been fully considered first in preference to the best and most versatile agricultural land.

Policy 7 - Landscape and the Environment - other relevant planning policies and guidance;

BPNP Policies 1 - 6,

CLP Policies 2, 6, 43, 44, 45, 48

NPPF paragraphs 14,

Bosham Village Plan 2003

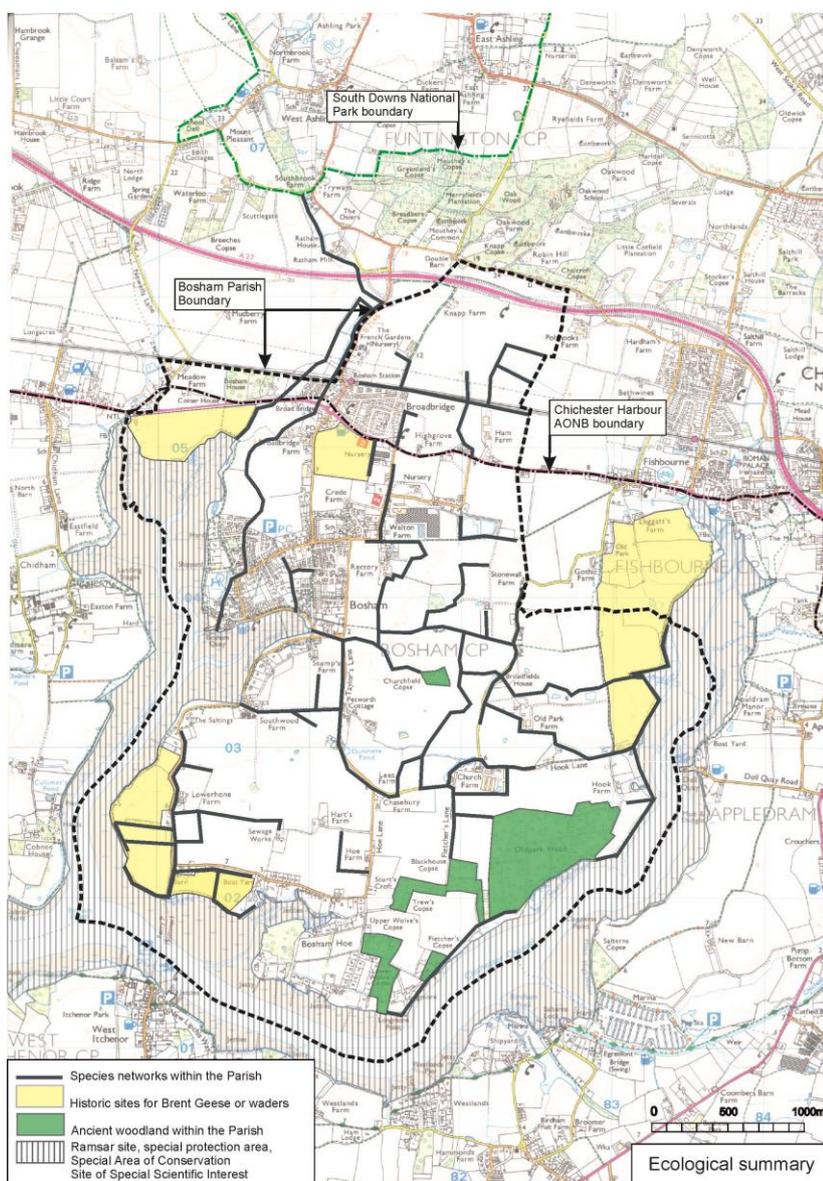
Bosham Village Design Statement 2011

Chichester Harbour AONB Management Plan 2014-2019

5.16 Ecology, Wildlife and Biodiversity

5.16.1 A significant portion of the Parish is in the Chichester and Langstone Harbour Special Protection Area (SPA), the Solent Maritime Special Area of Conservation (SAC)(both designated under EU Directives) and the Chichester Harbour Site of Special Scientific Interest (SSSI). This area is of international importance for its wintering bird populations, marine and coastal habitats and species and is also designated as a Ramsar site. The combination of tidal water and low-lying arable farm and woodland that surrounds the harbour provides a suite of valuable habitats for wildlife. The whole of the tidal area of the Harbour and some of the surrounding land is recognised as being of significance for nature conservation.

Ecological summary of the Parish



5.16.2 The 'Ecological Summary' plan also shows wetland sites which are used from time to time by waders or Brent Geese. These areas are some of the fields to the south of the A259 and their wildlife value is very much dependent on farming practice.

5.16.3 Ancient Woodland is located in the southern part of the Parish. Old Park Wood is an extensive area of ancient woodland within the Chichester Harbour SSSI comprised of oak/ash woodland with hazel coppice. This site contains numerous veteran trees and valuable understorey habitats. A number of smaller areas of ancient woodland are found on the Bosham Peninsula mainly to the west of Old Park Wood: these include Oak Copse and also Churchfield Copse which is an isolated patch of woodland in the centre of the Parish.

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

5.16.4 CDC has identified that the majority of the hedgerows and streams in the Parish form part of the district wide ecological corridor network. These are also shown on the 'Ecological Summary' plan.

Policy 8 - Ecology, Wildlife and Biodiversity

All development proposals must demonstrate;

(i) that the biodiversity value of the site will be protected and enhanced;

(ii) that there will be no demonstrable harm to or adverse impact on, protected habitats or species or to the wider biodiversity of the Parish and that where any such harm or adverse impact is exceptionally required in the public interest it is mitigated by appropriate and detailed measures;

(iii) compliance with all relevant policies and aims of the Chichester Harbour AONB Management Plan and any relevant guidance and advice provided by Natural England and the Joint Nature Conservation Committee (JNCC);

(iv) that there will be no adverse effect on any Ancient Woodland;

(v) that where development may potentially have an effect on ecology, wildlife or biodiversity a scoping report by a qualified ecologist has determined and reported on the likely extent of any such impact.

Note to Policy 8

Where protective or mitigating measures are required to fulfil the objectives of this policy they must be secured by planning condition or, where positive measures must be implemented and maintained, by a s.106 planning obligation. Any such planning controls must thereafter be monitored and if necessary enforced to ensure compliance.

Policy 8 - Ecology, Wildlife and Biodiversity - other relevant planning policies and guidance;

BPNP Policies 1-7,

CLP Policies 2, 6, 48, 49, 50

NPPF paragraphs 14, 103 - 125

Bosham Village Plan 2003

Bosham Village Design Statement 2011

Chichester Harbour AONB Management Plan 2014-2019

5.17 Flooding and Drainage

History of Bosham Parish Foul Drains System

5.17.1 Many historical developments have led to a situation where parts of the Parish, not necessarily just in the south, have become more vulnerable to flood episodes. Among these may be counted the following: lapses of drainage management leading to flooding from rainwater run-off; riparian owner obligations being ignored; culverting of open ditches:

- blocked or inadequate culverts;
- road drains not being kept clear;
- hedgerow depletion;
- farmers infilling withy ponds and osier beds;
- housing development, particularly in the 1960s and 1970s;
- increased areas of hardstanding without SUDS arrangements.

5.17.2 The sewer and storm water drainage system in the Parish dates back to the early 1930s. It is a complex arrangement of sewers relying upon six outlying pumping stations all feeding to a main station at Stumps Lane which pumps the entire system uphill to the Harts Farm (Bosham) Waste Water Treatment Works ("WWTW") on the Bosham Peninsula. Treated sewage is then discharged into Chichester Harbour at the junction of Itchenor Reach and Bosham Channel in accordance with an Environmental Permit set by the Environment Agency. The West Sussex Strategic Flood Risk Assessment ("WSSFRA") records six locations in the parish where flooding has occurred from sewers. Residents know of but may not have fully reported other incidents.

5.17.3 Moreover, when groundwater conditions are high following either intense or prolonged periods of rain, water leaks into the sewer system and compromises its functioning making it impossible to treat fully all the flow arriving at the treatment works. On these occasions, partially treated sewage is pumped into Chichester Harbour through screens which only remove solid matter. These releases are permitted under the terms of an environmental permit and protects properties that might otherwise experience flooding. The discharges are highly diluted by rainwater and are expected to have limited environment effect. The WWTW has been upgraded so that all sewage now receives ultra violet and bacteriological treatment and nutrient stripping before it is discharged to the harbour. However, Southern Water say that there are no plans to install UV disinfection on storm discharges from the combined sewage/storm water outfalls ("CSOs") as the Environment Agency have not deemed this necessary in their National Environment programme 2015 – 2020.

5.17.4 The sewer system deals with the output of houses in Bosham Parish, some 1300, as well as the output from the villages of West Ashling and Funtington. There have been no changes to the capacity of Harts Farm since it was built. The works has sufficient capacity to treat the incoming wastewater to the standards required by the environmental permit. The main pumping station at

Stumps Lane (Taylors Lane Bosham WPS and CEO) has had more powerful pumps installed in 2006 as well as enlarged storage tanks for emergency flow.

5.17.5 Combined discharges and surcharges from the main sewer at Stumps Lane take place at times of heavy rainfall as well as discharges from manholes throughout the village leaving raw untreated sewage to be washed into the harbour in School Rife. In terms of capacity at the WWTW, Southern Water, who manage the foul drains system, maintain that the environmental permit at the works is capable of accepting further house building and a figure of 400 extra houses has been used in discussion with CDC. This figure is based upon 'dry weather flow', as defined by the Environment Agency and using flow measurement data collected under the MCERTS protocol. This is consistent with the regulatory framework for the water industry. It is clear to the residents who live close to the harbour that the foul drains system is already at full capacity and in times of heavy rain is overloaded. Southern Water agrees that additional capacity would be required in parts of the sewerage system (i.e. the underground network of sewers) in order to convey flows from additional homes to the treatment works for treatment.

History of Flooding from North and South

5.17.6 Bosham, situated on the plains below the South Downs and with a southern boundary on the tidal harbour, has always been at risk of flooding by heavy rains and from the sea by tidal surges. Flooding from the north (rain water) has been an increasing problem as house building increased in the years after World War II and as a result of major road building in the 1970s. These activities all required the use of green field land, thus increasing the amount of hard standing which increased the run-off of surface water which had previously soaked away and moved slowly through the substrate. Incidents of serious surface water flooding resulted in a group of concerned residents all with civil engineering backgrounds making a detailed survey in the early part of the new century which has achieved a much improved program of ditch and rife clearing to ensure run-off. This has been aided by the EA agreeing that Bosham has three 'Main Rivers' which deal with water coming from the north. Designation as 'Main River' allows public funding for maintenance. These are the Bosham Stream, the central watercourse and the East Ditch system. This latter system terminates in a 'lagoon' as flooding regularly occurs in the vicinity at times of heavy rainfall. Discussions are ongoing with the EA to map the local topography and initial results suggest the creation of another 'lagoon' or holding pond at the junction of East Ditch and the north ditch draining the Walton Farm area.

5.17.7 Flooding from the sea has been part of Bosham's history since the earliest times. Expert opinion varies on the amount of sea level rise through to 2050. The Harbour Conservancy work on a figure of 18.4cm whilst the meteorologist Storm Dunlop considers it to be less at 14.8cm. Although tidal and wind surge incidents appear to have occurred more frequently, possibly as a result of climate change, there has been no noticeable change in tidal predictions over the last 10 years. Houses along the High Street all have raised sills to their front doors to resist the extra high spring tides. Still parts of the village are susceptible to flooding and many properties at the lowest level of the village have invested in flood barriers which are installed at exceptional high tide and when gales are forecast. Further along the Shore Road the sea wall is in a poor state of repair and a programme of repairs is needed to maintain this important defence. At the eastern end of Shore Road, an extension of the sea wall has been completed by WSCC, partially funded by residents.

5.17.8 Parts of Bosham Parish should be considered liable to flooding in the manner described by para 15 of the National Planning Policy Framework Technical Guidance (NPPFTG). This states under the general topic of 'Taking climate change into account' that "*Flooding in estuaries may result from*

the combined effects of high river flows and high sea surges. When taking account of impacts of climate change in flood risk assessments covering tidal estuaries, it will be necessary for the allowances for sea level rise in table 4 and the allowances for peak flow, wave height and wind speed in table 5 to be combined”.

5.17.9 The WSSFRA notes, with reference to tidal flooding that *“In Chichester Harbour, the majority of Thorney Island, and low lying areas of Chidham, Bosham, West Itchenor and West Wittering lie within Flood Zone 3a”* (paragraph 5.71) and that in addition to the inherent ground water problems (paragraph 7.23) most of the land in Bosham to the south of the A259 is described as having a high risk of groundwater flooding and furthermore is in the groundwater emergence zone. (WSSFRA Map G). The need to address such concerns, that are exacerbated by most forms of development, are well documented in the NPPF and the NPPFTG.

5.17.10 The dramatic combination of local circumstances and the ever-increasing problems and concerns that arise from them must be robustly addressed by any proposals for, and the implementation of, development in the Parish. This is reflected in Policy 9.

Policy 9 - Flooding and Drainage

(A) Flood risk and the effects of flooding will be taken into account in the determination of all development proposals which must:

- (i) meet the sequential and exception test (where required) specified in the NPPF;**
- (ii) include a site-specific flood risk assessment which demonstrates that all elements of the development will be safe without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall;**
- (iii) incorporate specific requirements of the site in the provision of protection, resilience and resistance measures appropriate to the character of the area;**
- (iv) not result in the coastal squeeze of any designated sites or prevent managed realignment designed to protect any designated sites;**
- (v) identify appropriate adaptation and mitigation measures;**
- (vi) ensure appropriate flood warning and evacuation plans are in place;**
- (vii) include site drainage systems designed to take account of events which exceed the normal design standard; and**
- (viii) comply with (B), (C) and (D) below.**

(B) All new build development (excluding minor extensions) must include a suitable sustainable drainage system (SuDS) disposing of rainwater into the ground (and not the sewer) including arrangements for the whole life management and maintenance, the detail of which must be approved in writing by West Sussex County Council (as the SuDS Approving Body) before any planning permission will be granted.

(C) All new development must provide a connection to the nearest point of adequate capacity in the existing sewerage network to ensure that the additional net flow is capable of being managed in balancing arrangements. Full details of these arrangements including connection to the sewerage network must be approved in writing by Southern Water and the Environment Agency before any planning permission will be granted.

(D) All new development should make provision for rainwater harvesting wherever possible.

Policy 9 - Flooding and Drainage - other relevant planning policies and guidance;

BPNP Policies 1-8, 10

CLP Policies 2, 6, 42

NPPF paragraphs 100-104

Technical Guidance to the NPPF (March 2012) (NPPFTG) paragraphs 2-19

West Sussex Strategic Flood Risk Assessment Volume II Technical Report (January 2010)

Position Statement on Wastewater and Delivering Development in the Local Plan January 2014

Bosham Flood and Sewerage Report 2001 updated 2013

Bosham Village Plan 2003

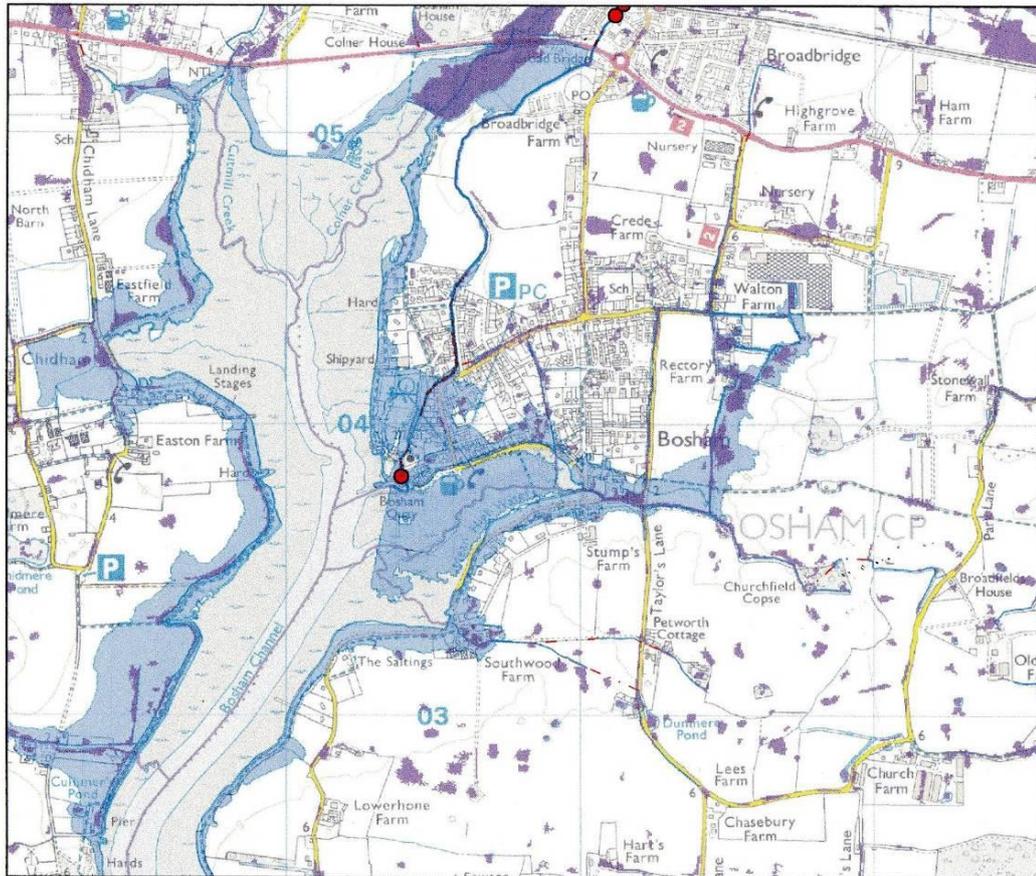
Bosham Village Design Statement 2011

Chichester Harbour AONB Management Plan 2014-2019

5.17.11 Aspirations

1. Southern Water, the agency responsible for the local system, must be lobbied to produce plans to upgrade the capacity of the Stumps End pumping station and pipework leading to the Harts Farm plant, so as to reduce the amount of untreated sewage being regularly discharged into the northern part of the Harbour.
2. Improvements planned to the sluices at the Sailing Club end of the Bosham Stream must be monitored to ensure they deliver the expected relief flow. The Environment Agency (EA) remains responsible for monitoring the high and low flow of Bosham Stream and should regulate the Penstock accordingly.
3. The flow from the East Ditch and Stumps End into the harbour is still erratic at times of very high tides and improvements to this must continue to be sought by the EA and BPC.

Bosham Wet Spot



Legend

- Surface Water Flood Map 1 in 200 yr rainfall event
- Rivers and Sea Flood Map 1 in 100 year river event, 1 in 200 year sea event

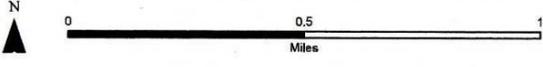
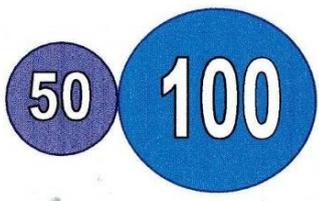
River obstructions

- ARTIFICIAL
- NATURAL
- UNKNOWN

River network

- Primary River
- Secondary River
- Tertiary River
- D/S of High Water Mark
- D/S of Seaward Extension
- Lake / Reservoir
- Canal
- Extended Culvert (> 50m)
- Canal Tunnel
- Underground River (inferred)
- Underground River (local knowledge)

Numbers of properties at risk from surface water vs. rivers and sea



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Plans showing the Village Sewage Systems (below left) and Harts Farm Waste Water Catchment Area (right)

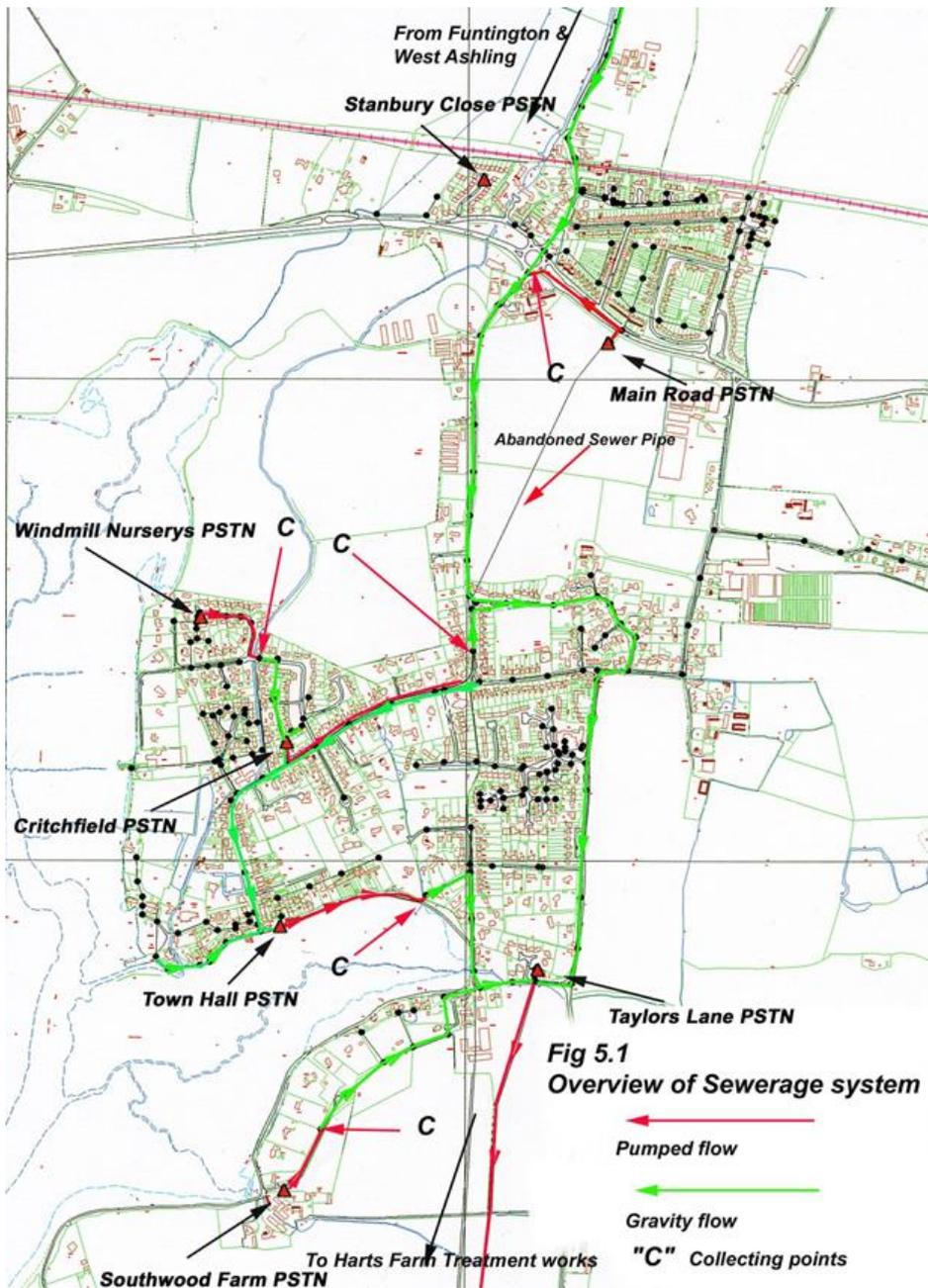
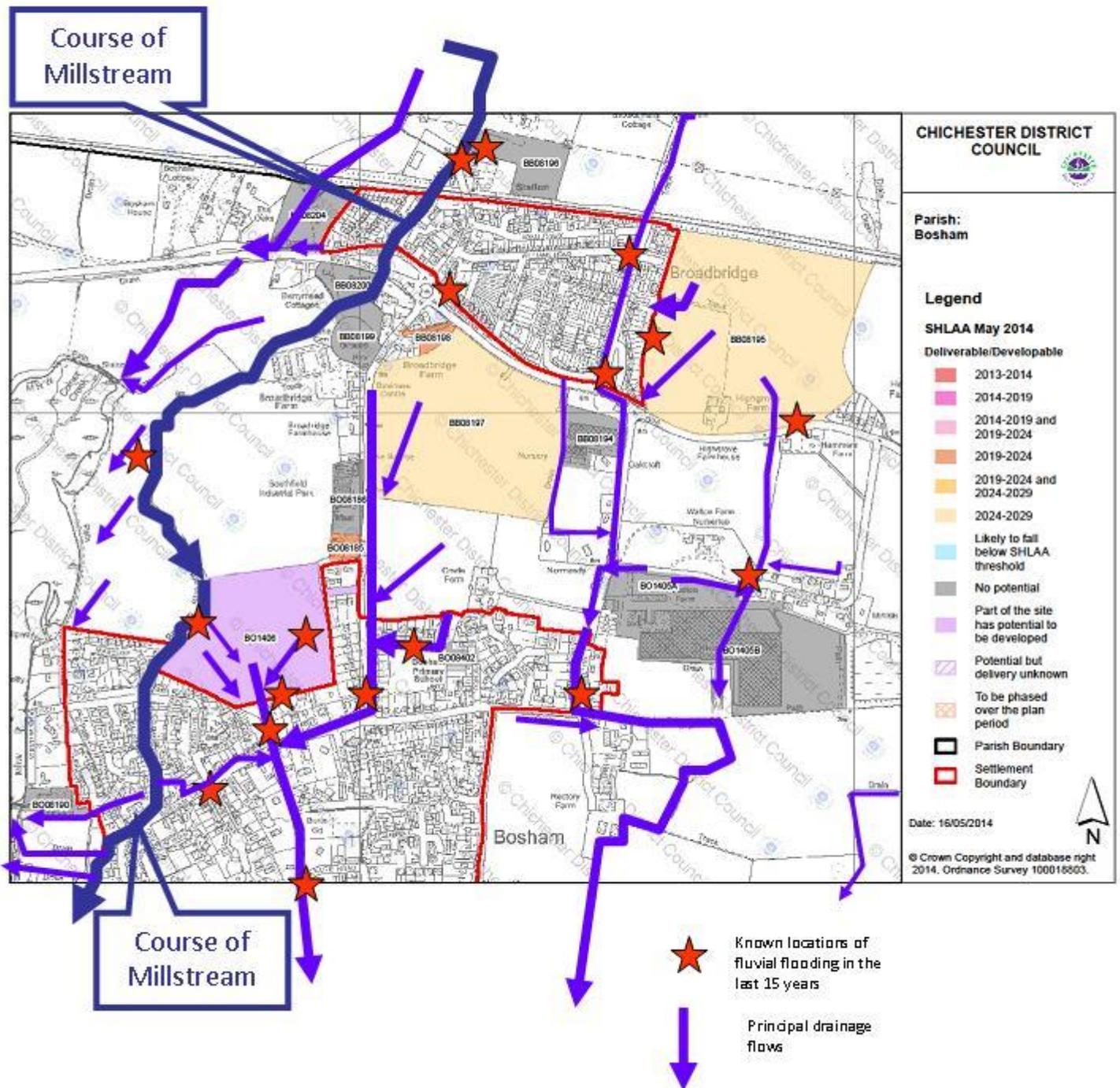


Fig 5.1
Overview of Sewerage system

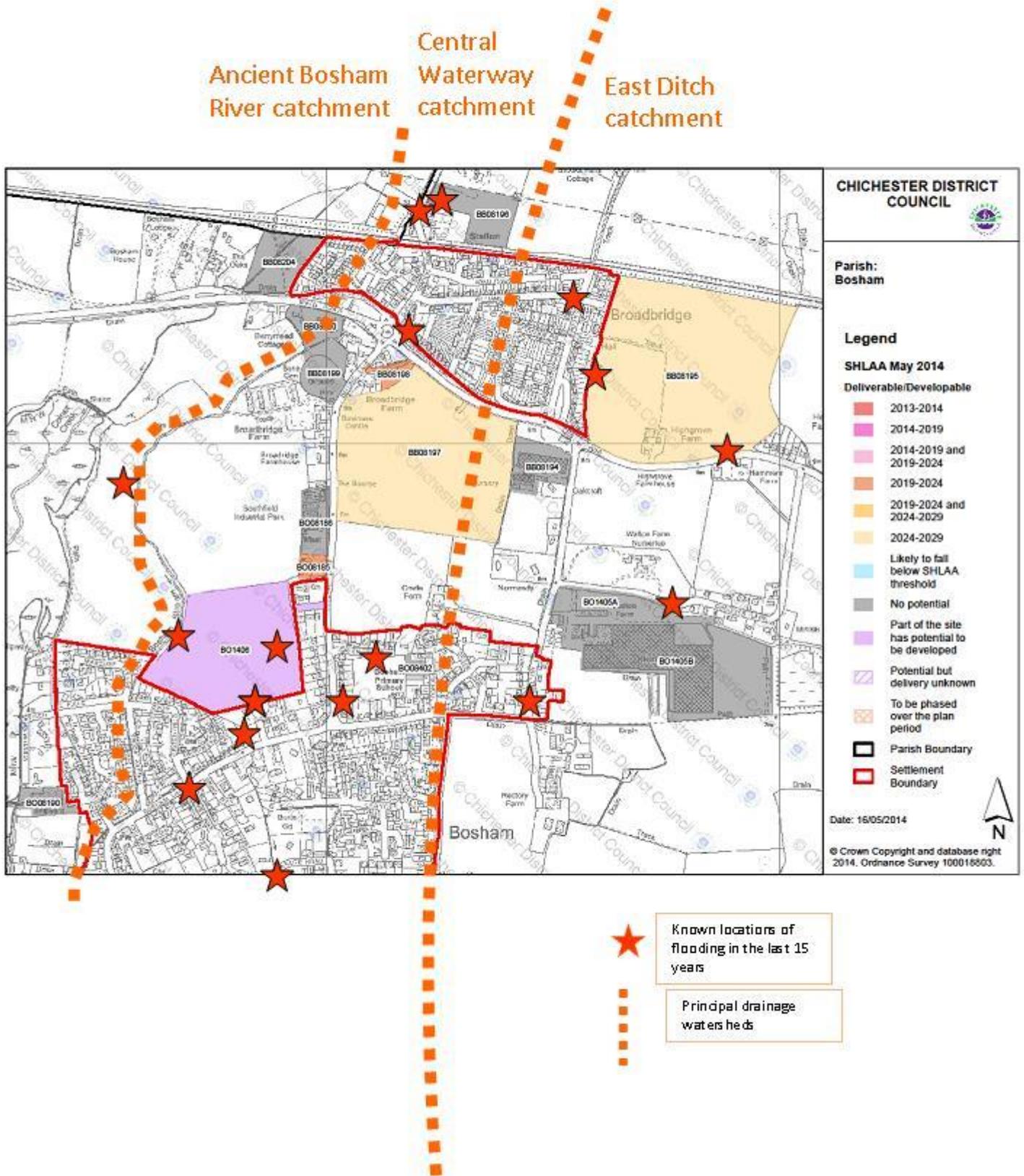
-  Pumped flow
-  Gravity flow
- "C"** Collecting points



Diagrammatic representation of Bosham known flood locations, fluvial flows and field drainage, including the Colner stream (course of ancient river), Bosham Millstream, the central waterway and the East Ditch systems. The last three are considered by the EA to be 'main rivers' and as such enjoy the benefit of EA management. The diagram overlays the 2014 SHLAA map



Diagrammatic representation of Bosham known flood locations, the three major drainage catchments and the approximate orientation of the watersheds.
The diagram overlays the 2014 SHLAA map



5.18 Transport and Highways

5.18.1 Bosham is a rural Parish with one major road running through it. The A259 Chichester to Havant road splits the community, with turnings off this highway to the south and north of the village. Traffic flow increases during the summer months and at many weekends throughout the year. The village centre can become congested during the tourist season. The High Street provides a route to the Quay at most high tides and access must be ensured.

5.18.2 Two 20mph limit areas are planned. The first is to the north of the A259 including all roads from the level crossing southwards. Secondly, south of the A259 to include all of Walton Lane and Delling Lane from north of Green Lane and southwards to include the whole of the rest of the village except Taylors Lane. These planned improvements are very much welcomed and seen as necessary irrespective of any future development.

5.18.3 Public transport provision in the Parish is just adequate, with the one regular bus service travelling to Chichester, and another, which follows the A259 (Main Road) serving Portsmouth, Chichester and Brighton. During school terms, buses are also used to convey schoolchildren to and from the Bourne School. There is a train service which provides hourly service links to Chichester and Havant. For most people living in the Parish, however, the car has become the principal mode of transport, even for some of the shortest journeys. Better footpaths and public rights of way linking areas of the village would help to address this issue.

5.18.4 There is currently a lack of adequate parking at Bosham Station and possibilities for further car-parking need to be investigated. At present the station car park is full on weekdays, creating overflow parking in Penwarden Way and Old Bridge Road, which is not ideal for local residents. There is also inadequate provision of parking at the Station Road shops. In future years an improved train service, which could call at Bosham twice an hour each way during the day, would improve the accessibility to passengers.

5.18.5 Currently the 700 bus service calls at the A259 (Main Road) stops every 20 minutes through the day and hourly in the evenings. The 56 bus service runs about eight times daily, Monday – Saturday, with journeys starting at 06:55 (07:55 during school holidays) and finishing at 17:55.

5.18.6 Cycling should be encouraged by the provision of more cycle paths within the village and better cycle racks throughout the village, including appropriate signage to their locations. Sites to be considered for additional racks would include: Bosham Station (covered and secure), North Bosham shops, Broadbridge Business Centre, the main car park and Quay Meadow.

5.18.7 The lanes of Bosham are easily overwhelmed and rendered hazardous by the volume and speed of traffic. In the interests of pedestrians, cyclists and motorists, anything to improve highway safety whilst retaining the rural character, particularly in the AONB, should be promoted and wherever possible implemented.

5.18.8 New housing development in particular should be located and designed so to minimize, and manage, any increase in vehicular traffic whilst also maximising the opportunities for and the provision of sustainable transport such as walking and cycling. This is reflected in BPNP Policy 3 - Criteria for Housing Development. However, the importance of these issues is such that a dedicated policy applying to all forms of development is necessary.

Policy 10 - Transport and Highways

With particular regard to the rural highway network of the Parish and the pressing need to maximise highway safety and minimise any increase in vehicular traffic all development must:

- (i) be located and designed to minimise additional traffic generation and movement;**
- (ii) provide any necessary improvements to site access and the highway network either directly or by financial contributions; and**
- (iii) make specific provision for, and encourage the use of, sustainable modes of transport through the maintenance, upgrading and where possible the creation of footpaths and cycleways.**

Note to Policy 10

Improvements to highways and highway infrastructure should be secured either through Grampian conditions, agreements under s.278 Highways Act 1980 or by planning obligations under s.106, Town and Country Planning Act 1990 (as amended).

Policy 10 - Transport and Highways - other relevant planning policies and guidance:

BPNP Policies 2 - 5

CLP Policies 2, 6, 39

NPPF paragraphs 100-104

Delling Lane Traffic Surveys October 2013 and July 2014

Bosham Village Design Statement 2011

Bosham Village Plan 2003

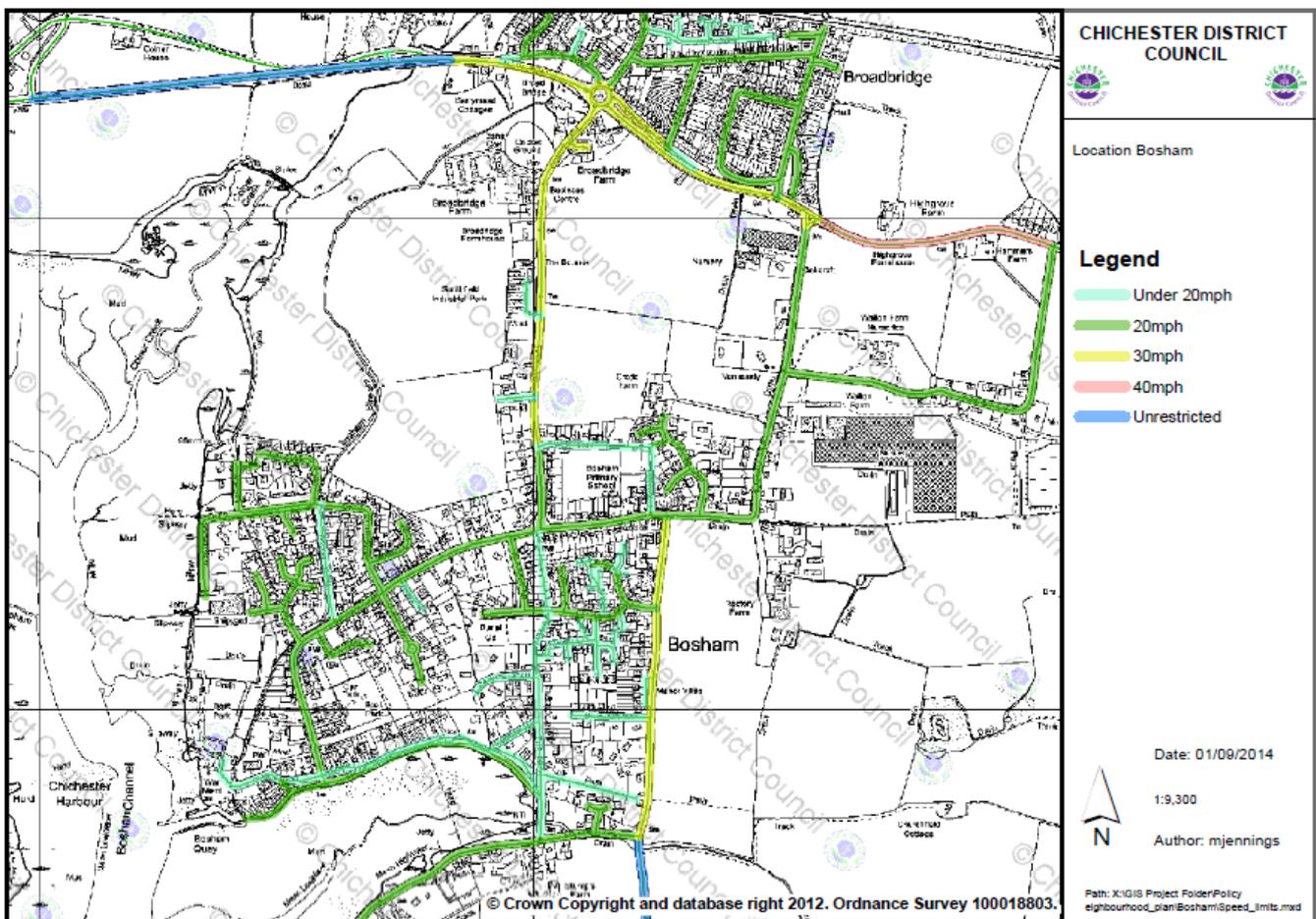
Bosham Traffic Strategy 2003, adopted by BPC

5.18.9 Aspirations

1. The existing 20 mph zone along Shore Road should be extended to cover most of the village. This will encourage motorists to be more aware of cyclists and pedestrians generally, and particularly of children requiring access to and from the Primary School. Subject to a review of the effectiveness of the 20 mph zones, appropriate traffic calming measures could be installed.
2. Subject to the final development plans for the Oakcroft Nursery site, road junction improvements may be required between the northern end of Walton Lane and the A259 in order to facilitate the safe integration of the additional traffic movements that this will generate.
3. The feasibility of a new pedestrian crossing point on the A259 should be considered.
4. Double yellow lines should be considered across the south side of the T junction between Delling, Walton and Bosham Lanes opposite the Berkeley Arms.

5. A pinch point should be provided in Taylors Lane to reduce traffic speed close to 'Byways' where a much-used footpath crosses the road. The existing pavement on the western side of the lane in this area should be extended southwards as far as Stumps Lane.
6. All existing footpaths and cycle paths should be retained and improved. The feasibility of new footpaths and cycle paths in Walton Lane and Delling Lane should be examined.
7. The feasibility of new footpaths/cycle paths from Critchfield Road to Broadbridge Business Centre and from Crede Lane north to the A259 should also be examined.
8. Bus and rail services need to be maintained within the village, and enhanced where possible.

Proposal for 20 mph traffic speed zones.



6 Infrastructure

6.1 The NPPF outlines the importance of achieving sustainable development and that *"it is equally important to ensure that there is a reasonable prospect that planned infrastructure is delivered in a timely fashion.....for this reason, infrastructure and development policies should be planned at the same time (paragraph 177)"*.

6.2 Bosham is a parish with arguably more public infrastructure requirements than most. The BPNP consultation process revealed a number of priorities in addition to those arising simply from a variety of naturally arising characteristics and constraints. Overall, what may be considered as public infrastructure requirements in the Parish fall into the following main categories: drainage and flood management; transport and highways; open space and recreation; tourism-related and communications. In the planning context each of these needs to be considered in a slightly different way.

Drainage and flood management / transport and highways

6.3 Drainage and flood management and transport and highways are both fundamental with wide-ranging effects throughout the Parish. They have therefore been dealt with in dedicated planning policies (Policies 9 and 10) that should apply by default to all development proposals.

6.4 To an extent contributions to local infrastructure in these categories may be provided via the planning process and the requirements of planning permissions, whether directly as part of the development itself where the infrastructure is necessary to it, or indirectly via planning obligations (conditions are usually insufficient for this purpose) where the infrastructure is necessary to make the development *acceptable* in planning terms. This is a crucial distinction. In the latter case the need for the additional infrastructure triggered by the development, is likely to have a wider public benefit. This is known as 'planning gain' or 'planning obligations' and can only be secured by a section 106 agreement or undertaking.

6.5 The BPNP recognises that only infrastructure that is necessary to a particular development or necessary to make it *acceptable* can be required through planning permissions and that this is achieved through consultations on planning proposals and the negotiations leading to permission. Notes to relevant policies of the BPNP indicate how it is anticipated that the necessary infrastructure will be secured.

Open space and recreation

6.6 Bosham does not have an abundance of public open space, with the main examples being Quay Meadow which is very often 'saturated' with visitors, the recreation ground which is used by the primary school and the football club and, in the north of the Parish, Old Bridge Meadow. Old Bridge Meadow between the old A27 and the new A259 is leased by BPC and managed by the Friends of Old Bridge Meadow who maintain it as a public open space and encourage natural planting and wild flower areas. It is used several times in the year for village wide activities.

6.7 Most of the sports teams, clubs and associations in the Parish use one or other of these spaces. In addition, the cricket club lease land from a local landowner and are establishing a pitch on it, whilst raising funds towards a pavilion. At the junction of Delling Lane and Bosham Lane there is a bowling green and club which have been established for many years. Situated on the shores of

Chichester Harbour is an active sailing club with rented facilities centred on the historic quay in Bosham village.

6.8 Additional open space and recreation infrastructure is most likely to be delivered directly or indirectly by housing development and Policy 3 - Criteria for Housing Development has provisions to that effect.

Tourism-related

6.9 Desirable infrastructure items in this category - most notably resurfacing of some of the lanes in the village - are included in the 'Aspirations and Priorities for Infrastructure' section below at paragraph 6.12.

Broadband

6.10 Conventional broadband internet connections are between 0.6 (at the far end of Bosham Hoe) and 15 Mb/s in the Parish. Most residents are able to access information reasonably fast. High-speed broadband (20 - 80 Mb/s) has recently arrived in parts of the village, extending to about Stumps Lane in the south, and brings with it a range of new opportunities, such as better remote and home working and access to more on-line applications and services.

6.11 There is a pressing and clearly identified need for high speed broadband throughout the Parish and it is anticipated that any development proposals should, as an element of good design, facilitate such connections although ultimately the infrastructure provision is down to the utilities companies and providers.

6.12 Aspirations and Priorities for Infrastructure

Critical Infrastructure

Sewerage (Utility Services)

All new housing: The (re)developments shall provide a connection to the nearest point of adequate capacity in the existing sewerage network. Southern Water (SW) must ensure that such a point of connection does not render any new proposed housing schemes no longer viable. SW must also demonstrate that the additional connections will not lead to still further sewage releases from inspection covers and discharges to Chichester Harbour through Combined Sewerage Outfalls (CSOs). Refer to Plan showing the Village Sewage Systems.

Essential Infrastructure

Pedestrian access (Transport)

- For the Bullock Barn/Swan Field development: four pedestrian access points should be considered for this combined site (at the north east and north west corners) accessing the A259 and through Bullock Barn entrance and opposite Broadbridge business park/convenience store on Delling Lane.
- For any Oakcroft Nurseries development access: sole road access should be via Walton Lane. However, footpaths should connect the A259 with points on Walton Lane and potentially Crede Lane. Pedestrian access: four access points should be considered for this site. Provision of two footpath access points on the west boundary and one on the north-east to link with A259 and bus-stops, Delling Lane and potentially Crede Lane.

Pedestrian safety (Transport)

- A pelican crossing of the A259 Main Road be enabled through CIL and other matched (e.g.WSCC, NHB and other) funding. This should provide easier and safer crossing for those from both the west and east sides of Broadbridge.
- For the Bullock Barn/Swan Field development: it is proposed that a raised table be provided in Delling Lane at Broadbridge business park/convenience store and that it be enabled through developer contributions.
- Foot & cycle paths: a cycle path shall be from the A259 near the pumping station (and taking advantage of a new pelican crossing) along the southern boundary of the housing with the field, thence parallel to and toward the south end of Delling Lane, enabled through developer contributions. The development should take the opportunity to contribute to a growing network of footpaths, connecting the A259 halfway between the junctions with Walton and Delling lanes with Footpath 230 at Colner Creek.

Environmental mitigation (Green Infrastructure)

- For the Bullock Barn/Swan Field development: on-site and off-site (but within the AONB) landscaping and ecological enhancement e.g. wetland extension at the head of Colner Creek and Field Margins on remainder of Swan Field: to be established to enhance current species networks (see Fig 5.4.2). Gardens should provide opportunities for more wildlife.

High Priority Infrastructure

Pedestrian safety (Transport)

- A 20mph limit should be imposed in most of the village. This will encourage motorists to be more aware of the children whom, amongst others, have to access the primary school. See Map Figure 5.8.1. Proposal for 20mph traffic speed zones.
- A pinch point in Taylors Lane should be provided to discourage motorists from excessive speed as well as to protect walkers at the southern end where a footpath crosses the road.
- An extension to the pavement in Taylors Lane south to the house 'Byways' should be sought to enable pedestrians to pass this area safely and to give visibility for the crossing of a heavily used footpath.

Desirable Infrastructure

- Manage traffic and pedestrians at a tourist/visitor destination (Social Infrastructure).
- Part of the streets in the historic central area (Street-end and High Street) should be resurfaced to emphasise that this is essentially a pedestrian area and discourage non-essential traffic, thereby reducing congestion and lowering the potential risk of a serious accident.
- The main car-park should be re-designed with several objectives in mind (see the plan page 59 'Ideas for remodelling the car park'):
 - the provision of more interpretation within the car-park on the medieval core of the village and assist those navigating this area on foot;
 - using the full capacity of the car park by increasing the visibility of the eastern part by emphasising the unpaved area of the car park in order to accommodate overflow parking, replacing the Leylandii with suitable native trees and by a clearer sign directing people to the overflow area;

- creating better separation of vehicles from pedestrians in the car-park and its access by re-landscaping the area with walkways and shrub borders and using the 'north' access for pedestrians and the 'south' for vehicles;
- with an information board for visitors at the exit to the north entrance to include information on archaeology, bird watching and local wildlife, village history and sailing.

Pedestrian safety (Transport)

- For Swan Roundabout Area: improving the aesthetics, safety for pedestrians and cyclists by creating an attractive new gateway to the whole village and enhance the hub activities around Broadbridge and Station Road.

7 Monitoring and Review

7.1 The BPNP is the result of a lengthy process of consideration and analysis of the many influences on and elements of *planning* in the Parish of Bosham and it reflects the significance of these varied and often competing elements. Fundamentally though the BPNP is a demonstration of the keen interest and commitment that BPC and the parishioners have for the land, the environment, the history, the culture and the community of Bosham.

7.2 The BPNP recognises the vitally important role of the planning system in protecting valuable attributes and characteristics of the Parish whilst managing aspirations and the inevitable need for development and progress.

7.3 As part of the statutory development plan, the BPNP is first and foremost a forward planning document, a document for the future. The effects of the BPNP and its planning policies on all planning decisions and planning related issues are kept under constant review as part of the cooperation maintained between BPC and CDC as the Local Planning Authority. As part of this process, and with the strategic aims of the BPNP firmly in mind, BPC is interested in evolving district and national level planning policy and guidance. The BPNP and its supplementary documentation will be formally reviewed from time to time.

7.4 In addition BPC is keen to be involved in, and informed of, planning issues and any related concerns of parishioners and welcomes any queries, comments and contributions on planning matters addressed to the Parish Clerk (Email; parish.clerk@boshamvillage.co.uk Tel: 01243 576464)