



Birdham Parish Neighbourhood Plan



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1. SUMMARY OF PLAN

The Birdham Parish Neighbourhood Plan covers the period 2014 - 2029. The Plan relates to the use and development of land. Its primary purpose is to ensure sustainable development in the Parish including an adequate supply of housing.

The planning context is provided by the National Planning Policy Framework (NPPF), National Planning Policy Guidelines, Chichester Local Plan: Key Principles 2014-2029 (Chichester Local Plan) and Chichester Harbour Conservancy Management Plan 2009 - 2014 (or 2014 - 2019 if applicable).

Approximately half of the land area and more than 80% of housing in Birdham lies within the Chichester Harbour Area of Outstanding Natural Beauty (AONB), in which development is constrained by the NPPF and Chichester Harbour Conservancy Management Plan.

The section **About Birdham Parish** presents a detailed account of the existing status and nature of the community, its economy and its environment. It provides an essential background to the Parish and how it has developed from its early beginnings in Saxon times until the present day. In particular, it highlights the rich heritage and important environmental aspects associated with the Chichester Harbour AONB, the Somerley Conservation Area, and the rural character of the Parish. It summarises the nature of housing over the years and how this is developing. It also deals with the subjects of transport infrastructure and drainage, which have become critical issues in recent times.

The **Vision Statement** and specific **Objectives** and **Policies** are derived from the consultation processes. They state how the community wishes to have the future development of the Parish, its facilities, services and environment, managed and controlled over the next 15 years. Consideration has been given to how these Objectives and Policies can be achieved within the wider planning context and supported their deliverability with appropriate evidence and justification. Threats and challenges to the Parish are also examined.

There are 24 Policies that support the retention of the intrinsic features of the Parish that are valued by residents and the policies also identify the shortcomings that need to be overcome, as verified by the process of public consultation.

Heritage is a fundamental quality of the Parish and the policies state that these assets must be conserved and enhanced along with the heritage of the rural landscape. Future development must not adversely affect listed buildings and those of special significance. Archaeological remains must also be protected. The **Environment** of the Parish is equally important. Therefore the policies call for protection against intrusion on ecological sites, maintaining and enhancing the biodiversity, preventing light pollution in present dark areas as well as retaining the wonderful open views across countryside and the harbour.

As residents regard the 'sense of community' as important, **Community** policies support the retention and enhancement of all community assets and land, particularly the village playing field. Any new development must integrate well and the provision of easy and safe access within the Parish is a priority.

The **Transport** policies address the need to provide an adequate infrastructure in the face of further development and more congestion on the A286. Improvements to footpaths and cycle paths, and extended bus service times are called for. Further speed restrictions on all roads are also supported.

Birdham has been subject to several recent planning approvals for homes, which have now met the indicative numbers allocated by Chichester District Council until 2029. The **Housing** policies set out to apply measures to control the nature of any further developments, in respect of housing supply, site density and site and housing design, whilst addressing the needs for social and affordable housing.

As the area suffers from poor surface water drainage, the **Drainage** policies are designed to minimise the risk of flooding both by future development and by improving the local ditch network. A policy on the control of wastewater disposal is also included.

A vibrant **Economy** is essential for the Parish and the Business policies support the retention, growth and development of local amenities and core businesses, such as the marine services, tourism, horticulture and agriculture, as well as home workers, to increase employment opportunities. Provision of better telecommunications and high speed broadband is also sought.

The Neighbourhood Plan concludes with an **Action Plan** to demonstrate how the Objectives and Policies will be delivered.

2. INTRODUCTION

The Birdham Parish Neighbourhood Plan has been compiled to establish a vision for the evolution and long-term sustainability of Birdham Parish from 2014 until 2029. The community and key stakeholders have been extensively consulted on a wide range of issues that will influence the well-being, sustainability and long term preservation of their rural community to ensure that the views and plans contained in this document reflect the majority of residents of the Parish.

The information and data that has guided and influenced this plan has been assimilated and collated on a voluntary basis by a Steering Group, which was formed in September 2012, consisting of 4 Parish councillors and 6 local residents, working under the auspices of the Parish Council. Views of local residents have been obtained by way of survey questionnaires, public events and written contributions. Two Open Day events were held in the Village Hall in November 2012 and November 2013 and a Parish wide questionnaire was sent out and completed in July 2013. Local organisations and businesses have been consulted and invited to respond to questionnaires and/or submissions in writing.

During the development of this document the Parish Council, Chichester District Council, Birdham & Earnley Flood Prevention Group have been consulted and other organisations have provided professional advice, guidance and input, including Action in Rural Sussex, Department of Communities & Local Government and support and a grant from Supporting Communities in Neighbourhood Planning Programme led by Locality in association with RTPI/Planning Aid England, CDF and partners.

The Neighbourhood Plan sets out to:

- Identify the main characteristics and community issues for Birdham Parish
- Make proposals for the development and use of land
- Provide the community's objectives and policies for the management of development
- Provide an Action Plan listing the desired projects arising from the residents' vision for sustainable growth in the Parish.



Birdham Pool Tidal Mill

3. ABOUT BIRDHAM PARISH

The Parish of Birdham covers an area of around 696 hectares located to the South West of Chichester on the **Manhood Peninsula** in the county of West Sussex.



West Sussex Districts showing Birdham Parish

It is a uniquely situated harbour-side village that lies within the **Chichester Harbour Area of Outstanding Beauty** and within close proximity to internationally important coastal conservation and landscape areas – **Pagham Harbour** and the recently constructed **Medmerry Nature Reserve**.

Its northern border is substantially formed by Chichester Harbour and Chichester Marina. The A286 runs approximately through the middle of the Parish, and part of the Somerley Conservation Area falls within the Parish boundary. The area to the north of the A286 falls within the Chichester Harbour AONB. A section of the Chichester Canal also runs through the Parish.



Manhood Peninsula, showing Birdham Parish, Chichester Harbour AONB, Pagham Harbour and Medmerry Nature Reserve

Key Statistics

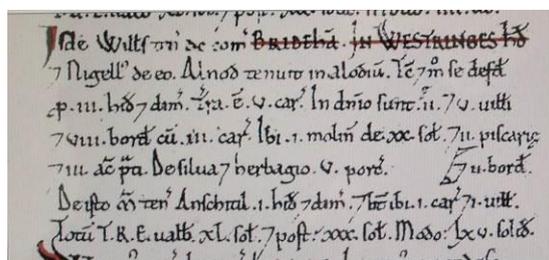
Population		Source
Total	1,483	2011 Census
Aged under 18	272	2011 Census
Aged 18-60	679	2011 Census
Aged over 60	532	2011 Census
People per hectare (versus 4.0 England at 2010)	2.13	Calculated
People working from home	73	BNS**
Economically Active (16 – 74)	708	2011 Census
Households		
Total households	645	2011 Census
Single person households	166	2011 Census
Affordable housing units	72	CDC Housing
Planning consents unbuilt	79 (incl. 37 affordable)	CDC Planning
Housing waiting list (March 2013)	35	CDC
Persons/House	2.3	2011 Census
Housing Type		
Flat	19	2011 Census
Bungalow	162	BNS**
Houses	432	BNS**
Mobile structure (such as houseboat)	26	2011 Census
Transport		
Households with no car	48	2011 Census
Households with 2 or more cars	361	2011 Census
Travel < 5 miles to work	101	BNS**
Travel 6 - 15 miles to work	81	BNS**
Travel >15 miles to work	58	BNS**
Nearest hospital	5.2 miles	Measured
Nearest GP (versus 0.8 miles in West Sussex)	4.3 miles	Measured
Nearest secondary school (versus 1.9 miles West Sussex)	2.9 miles	Measured
Accidents on Birdham Straight (5 Years to Feb 2014)	24	Crashmap.co.uk

**BNS = data extrapolated from Birdham Neighbourhood Survey

3.1 History & Heritage

Birdham today has a rich heritage spread widely across the area, comprising the landscape and marine heritage and its architecture. There are 24 buildings designated as Listed Buildings (mostly Grade II) but there are other buildings that are important to the heritage of the village because of their contribution to its history.

The earliest mention of Birdham is contained in the Selsey Charters of 683 when a number of pieces of land were given to St Wilfrid by the local Saxon king to support the monastery at Selsey. Birdham is also mentioned in Domesday Book of 1087:



Birdham reference in the Domesday Book of 1087

Chichester Harbour AONB was designated in 1964 under the National Parks and Access to the Countryside Act 1949. Since its formation in 1971 under the Chichester Harbour Act, Chichester Harbour Conservancy has had the primary role in managing Chichester Harbour and the surrounding land identified by Parliament as being significant to the integrated management of the land and water.

Hundredsteddle is the oldest part of the Parish being the remains of the hamlet, which lies at the heart of the Main Wood (later Manhood) that covered this area in ancient times. As part of the Somerley Conservation area it has special protection.

Bell Lane is thought to be part of a Roman road from Bracklesham to Chichester Harbour, and the area around Bell Lane was originally part of Birdham Common and open farmland until the 1930s when building started on either side and the horticultural nurseries appeared in the 1940s.

Pinks Lane remains undeveloped and maintains the views across Whitestone Farm, which is part of the landscape heritage.

Crooked Lane follows the line of the Roman road and was open farmland until the 1940s when extensive development of social housing occurred along the lane. Some notable buildings remain, including Florence Farmhouse and a residential redevelopment of the original Primary School built in 1817. On the eastern side, the farmland gave way to small Closes of bungalows in the 1970s. On the western side, larger houses were built in the 1920s and, later on, St James Close was built on the site of the former Birdham Rectory.

Going west, **Westlands Lane** is shown on historic maps from the early 19th century and may stand on or near the site of the deserted medieval village of East Itchenor. The Greenacres and Westlands estates were built in the 1950s.

The northern end of **Church Lane** is shown on the oldest maps of Birdham and there is a distinct change of character, from residential to semi-rural. Situated here is **St. James Parish Church** (Grade I Listed) with its nave dating back to the 14th century and the tower built around 1545. The chancel was restored in Victorian times.

The **Village Green**, on which sits the restored **Village Pump**, is marked on maps at least back to 1778. The 1847 map shows a marshy piece of ground where the village pond, created in 1985, now exists and a field called Broken Stone, on which Broken Stone house and the Oak Meadow houses now stand.



Birdham Church, Village Green and Pump

Martins Lane follows the route of the original road to Chichester before the building of the Main Road and Birdham Road (A286), commonly known as the **Birdham Straight**, which is often thought to be a Roman road, but was actually built between 1793 & 1820.

At the corner of **Church Lane** and the main road stands the Old Bird and Ham, formerly an inn, next to Cherry Tree Cottage, once a baker's shop, both dating back to the 18th century. Off and along Church Lane, there are several relatively modern houses and bungalow developments in Cherry Lane and Springfield Close, which were developed in the late 1950's. The field, which is adjacent to Copse Barn, shown on the 1847 map, is the last remnant of Clayton's Farm, providing open views from Church Lane.

Lock Lane and **Court Barn Lane** are characterised by open views across agricultural land, punctuated by properties dating from the second half of the 20th century. Court Barn and Broomer (where Broomer's Farm stands) were two of the three original hamlets making up Birdham in the Selsey Charter of 683. Much of Lock Lane was a field during the 1950s with one boathouse. At the end of Lock Lane is The Snipe of about 1820, originally an inn to serve the watermen on the Canal.

At **Birdham Pool**, Britain's first marina established in 1935, stands the listed **Tidal Mill** of 1768.

Chichester Marina was largely salt marshes until the mid-1960s when the area was drained and converted into the UK's second largest marina.



Aerial view of Birdham Pool (top left), Chichester Canal (middle) and Chichester Marina (right)

Chichester Canal, built 1820-30, originally ran across country to the River Arun, but all that remains now are the stretch from Hunston to Salterns Lock at Birdham and the spur from Hunston to Chichester.



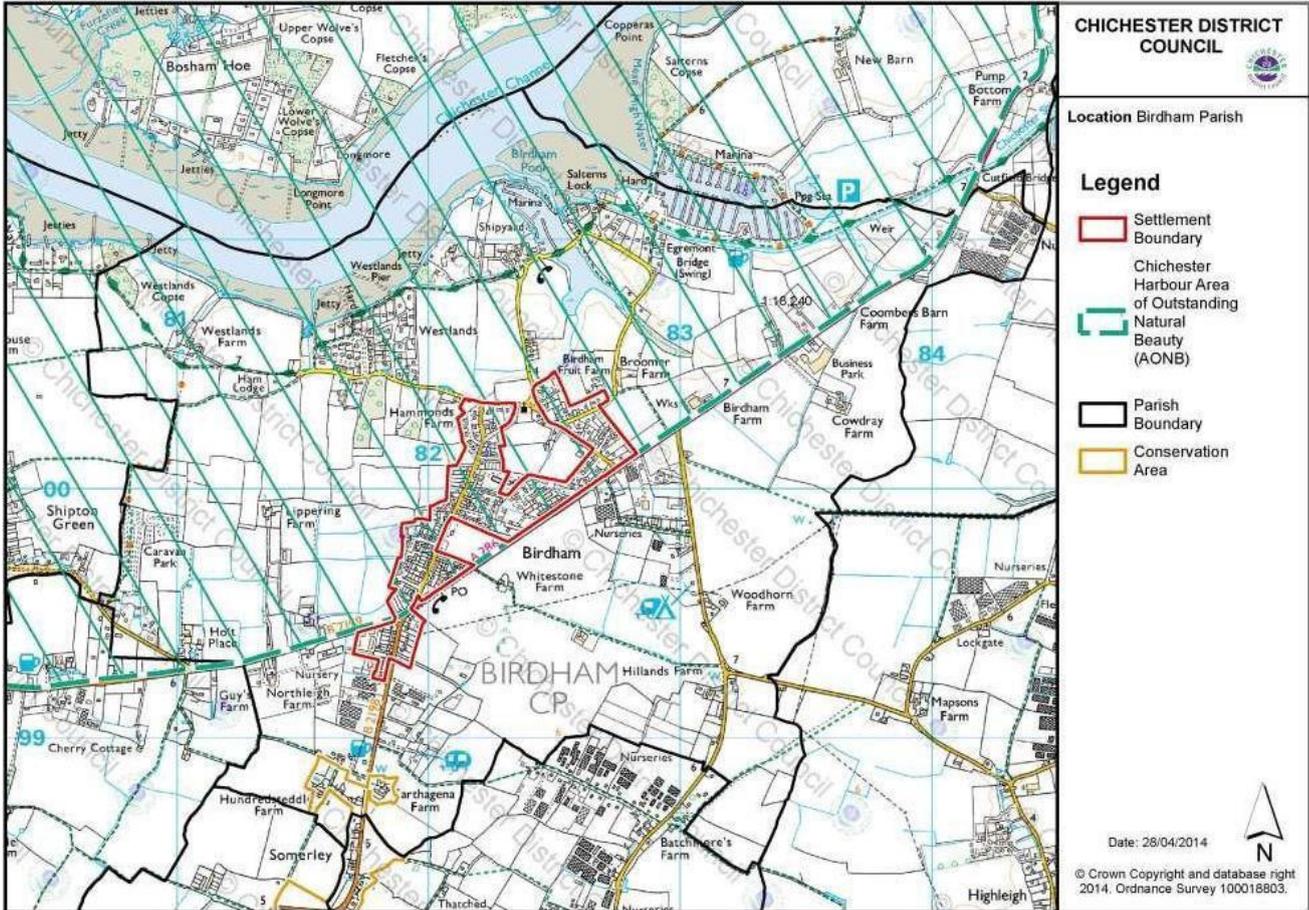
Chichester Canal; Canal Lock to Chichester Harbour

The western end of the Parish extends along **Birdham Road** to part of **Shipton Green Lane**. There are a variety of houses here, some of which are listed. Holt Place, although not a listed building, is thought to have been a shooting lodge for the Goodwood Estate. On the north side of Birdham Road are two early 19th century farms. Going to the east of the village, the Parish includes part of **Sidlesham Lane**. Hill Land Farm is mentioned as far back as 1269 and the origins of the 18th century Mill House Farm may be even older than that. Ffolletts and Woodhorn Farm appear on the 1875 OS map.

Further along, the Parish boundary extends to just south of Cutfield Bridge built in 1924, which crosses the Canal. Mile Cottage represents the end of the residential area of Birdham. Manhood End Farm and Manhood End Farm Cottage, on the north side, are shown on the 1788 map, as is [Wophams Lane](#). On the south side, Cowdry Farm appears on a 1724 map. Birdham-Cowdry was part of Birdham Parish in Saxon times.

3.2 Environment

More than half of the Parish of Birdham lies within the [Chichester Harbour Area of Outstanding Natural Beauty](#) – please see the green hatched area on the map below.



The historic marine environment is dominated by Chichester Harbour, which is managed by the Chichester Harbour Conservancy. This balances conservation with the provision of leisure facilities and the small-scale industries to support them. The Harbour is a RAMSAR site and there are a number of Sites of Special Scientific Interest (SSSI) within the Parish. In addition, The Parish lies between four nationally and internationally designated areas of special beauty and habitat – Chichester Harbour, Pagham Harbour, Medmerry Estuary and Chichester Canal. It also includes part of the Somerley Conservation Area. The entire Parish, therefore, is an important site for habitat protection, conservation and enhancement, particularly regarding its function of providing wildlife corridors and buffer zones.

Birdham is located in the Manhood Peninsula, one of the few coastal communities in the UK to have undertaken an Integrated Coastal Zone Management (ICZM) strategy. *Towards ICZM*, is a strategic long-term planning document for the peninsula that is the result of a decade-long consultation process with local residents and businesses as well as other statutory and non-statutory stakeholders, including West Sussex County Council, Chichester District Council, the Environment Agency, Chichester Harbour Conservancy and English Nature among others, all of whom are members of the Manhood Peninsula Partnership.

The Manhood Peninsula has been highlighted by Natural England as the most important 'Distinct Area' in its National Character Profile 126 of the South Coast Plain. Natural England describes the Manhood Peninsula as 'one of the last, and largest, relatively undeveloped stretches of coastline between Newhaven and Southampton.' In its Statement of Environmental Opportunity (SEO2) it advocates 'a strategic approach to the planning of land use (in) the Manhood Peninsula' ensuring that 'the tranquil character is

retained.' The Manhood Peninsula also is highlighted by the Campaign of Protection of Rural England as one of the most tranquil areas on the south coast, both in terms of noise and light quality. The flatness of the topography provides long views across flat and sometimes marshy fields, often with groups of trees; significant numbers of trees were lost to elm disease in the 1970s. The village is surrounded by open countryside and high quality farmland providing an attractive setting on all sides, confirming Birdham's importance not only as a recreational centre but also as landscape that should be protected for future generations.

3.3 Community & Leisure Facilities

Both within the Parish and leading to adjacent parishes, there are several footpaths and minor roads that present excellent opportunities for walking, cycling and wheel chair users (especially via the [Salterns Way cycle path](#)) in attractive rural surroundings.

The two [Marinas](#) provide extensive facilities for boat owners with toilet/shower/laundry blocks, a chandlery and 2 cafe/restaurants.

Additionally there is [Chichester Yacht Club](#), which offers members excellent changing facilities, a large bar and restaurant and hires out large and small rooms for social and business functions.



Chichester Yacht Club; Sailing in the Harbour

The [Village Hall](#), in the centre of Birdham, is used for local events, Parish meetings, clubs, groups and other community events. There is a [Scout Hut](#) next to the Hall. The village has one church, [St James, Church of England](#), also with a meeting room. Plans for this to be replaced by an annexe have been approved and fund raising is in progress.

The [Playing Field](#), which includes a [Children's Playground](#), is behind the Village Hall. It is used for village events in the summer but it cannot be used for sport in the winter as the ground is poorly drained and suffers surface water flooding after significant rainfall. Also there are no changing facilities. [Stirlands Cricket Club](#) off Church Lane, lies in picturesque grounds with a pavilion that can be hired for social events. A small [Health/Sports Club](#) is situated just outside the parish boundary towards West Wittering.



Stirlands Cricket Club

There are several [Garden Centres/Nurseries](#), some with restaurants/tea shops, both within and bordering the village. There is a [Vet's Practice](#), also a well-stocked [Convenience Store/Post Office](#) and a [Service Station](#) with a small shop. The only [Public House](#), The Bell Inn, is situated on the southern boundary.

The nearest **Doctors'** and **Dentists'** surgeries and **Pharmacies** are in East Wittering or Chichester. The main **NHS hospital** is in Chichester. There is one residential care home, just outside the parish boundary.

The main school in Birdham is the **C of E Primary School**, with a register of 150 children divided into 5 classes. It attracts pupils from outside the Parish and is already fully subscribed. The village also has a **Nursery School** for a maximum of 42 children. There are no secondary schools or adult education classes in Birdham - students have to travel to Chichester, Selsey or further afield.

Courses in sailing and yachting skills are held in the Chichester Marina at the Yacht Club and Sea School. The nearest **Libraries** are in East Wittering and Chichester.

3.4 Transport

The **principal route** to Birdham is the A286, which leads off the busy A27 trunk road south of Chichester. The road splits, in the village, into the B2179 carrying traffic to West Itchenor and West Wittering and the B2198, which leads to the villages of Earnley and the heavily populated settlements of East Wittering and Bracklesham. As a consequence all road traffic to and from these villages has to transit Birdham.

All traffic into and out of the West Manhood has to either join or cross the A27 trunk road at the Donnington or Fishbourne roundabouts. The A27 is a congested road, often resulting in long tailbacks on the A286, particular at peak periods. During the spring and summer months, the population within the Manhood increases markedly with the influx of holidaymakers with mobile and static caravans to the many sites on the Manhood and also those with second homes. In addition, sunny weekends, school and bank holidays bring major congestion, with day-tripper traffic travelling from the A27 to West Wittering and the beaches. Long tailbacks through Birdham are therefore inevitable, which results in local residents being very restricted in getting around.



*Continuous and heavy traffic from West Wittering on the Birdham Straight A286
(Evening of Tuesday August 6th 2013)*

Birdham has no **railway** station. Chichester is the nearest main line station, with services to Portsmouth, Worthing, Brighton and London Victoria. Use of the railway inevitably involves using the A286 either by car, bus or cycle.

The **local bus service** operates every 15-minutes (provided there is no congestion) running into and from Chichester throughout the working day. However, the buses do not operate from Chichester after 8.21 pm in the evening, Monday to Thursday and 10.21 pm on Fridays and Saturdays, and there is only a half-hourly service for most of Sundays and Public Holidays, with the last bus leaving Chichester at 6.21 pm.

There is a **cycle and wheelchair route** - The Salterns Way - from Chichester into the Peninsula - part road and part cycle path, only some parts are wheel chair friendly. Cyclists can use the A286, but it is a relatively narrow main road, making overtaking hazardous for both vehicles and cyclists and resulting in tailbacks of traffic.



Salterns Way Cycle Path

Pavements only exist along parts of the A286, which limits **pedestrian** safety. Furthermore there are no pedestrian crossings over the A286 to go from one side of the village to the other. It is possible to walk, via Appledram, into Chichester but again parts of the route are on roads. It is reasonably safe to walk within the village itself along pavements and most of the side roads. Though the Primary school operates a 'park and stride' scheme from the Church car park, some of this route is without pavements. (See Cycle Path & Public Rights of Way Map in Appendix 7.3).

Vehicular access to the great majority of the properties and businesses in the village, including the School, Village Hall and the Church from the A286 is along Crooked Lane or Church Lane. Most houses within Birdham have on site parking, with the exception of Crooked Lane which can be restricted by on-street parking at the southern end and which becomes very congested at school pick-up times at the northern end.

3.5 Housing

According to the 2011 Census, the Parish had 730 dwellings and 645 households (the Survey Report 2013 states there are 672 'homes'). About 80% were owner occupied, 9% social rented and 9% private rented with only 1% shared ownership.

Birdham has a wide range of housing but predominantly a mix of detached two-storey houses and bungalows. As the History & Heritage section has already stated, some date back to the 18th century. There has been a lot of development post-war and a majority of Birdham has been built since 1945. Much of this has taken place to the north of the A286 and there has been a tendency to build estates, such as Westlands and Greenacres and cul-de-sacs, such as St James', Springfield Close and Cherry Lane, all of which were built before the establishment of the Chichester Harbour Area of Outstanding Natural Beauty in 1964. Social housing is concentrated around the southern end of Crooked Lane and the Playing Field, though some of the recent developments have included social housing. There are also 31 houseboat berths on Chichester Canal leased by Premier Marinas.

More recent developments include Pipers Mead (24 houses 1999), Walwyn Close (43 houses - 11 affordable/rented, 2003), Chaffinch Close (5 houses, 2013) and Old Common Close (28 homes – 9 affordable/rented, 2013).

Planning approval has been given in principle for a further 79 homes (subject to developer contributions) at:

- Rowans Nursery, Bell Lane (25 houses – 10 affordable),
- Tawny Nursery, Bell Lane (30 houses – 12 affordable)
- Site off Crooked Lane (15 affordable homes)
- Chichester Marina (conversion of offices into 9 homes)

This means that the indicative housing numbers of about 50 homes, allocated by CDC's Local Plan, will be met.



Examples of housing in Birdham Village

3.6 Drainage

The Parish is low lying and situated within a flood plain. Modern maps show a few well-spaced contours on the Peninsula; in Birdham the spot heights are usually 7 metres above mean sea level and the A286 forms something of a watershed at about 7.4 metres in places. A 1980s survey found that the average gradient for surface water run-off in the area was 1:1,000 or less. The village is criss-crossed by drainage ditches originally designed for agriculture and many are poorly maintained. Most of the small ponds, shown on the 1847 tithe map, which acted as storage areas, have disappeared.

The underlying geology is formed by deposits of London Clay, with Brick earth above. The low permeability of the double layer of clay, combined with the high water table, the neglected ditch network and the absence of significant gradients, leads to recurrent problems with **surface water**. The southern area of the Parish drains south towards the Earnley Rife and thence to the new Medmerry estuary and Pagham Harbour, whilst the northern area drains north towards Birdham Pool and Chichester Harbour.

Parts of the Parish are in flood zone 2 (medium probability assessed as between 1 in 100 and 1 in 1,000) and 3 (high probability assessed as 1 in 100 or worse). The majority of the Parish is in flood zone 1 (low

probability assessed as better than 1 in 1,000). These categories are used for planning and development purposes but refer only to tidal and fluvial risks. Surface water risks are Birdham's main problem, especially as evidenced during June and December 2012 when properties and parts of the Parish were badly flooded.



Flooded roads in Westlands Lane and Crooked Lane - June 2012

The disposal of **Waste Water** in Birdham is the responsibility of Southern Water. It is directed through a series of pumping stations to the Sidlesham Waste Water Treatment Works (not Apuldram as some assume).

3.7 Business/Local Economy

Birdham has a rich business heritage based around the marine, agriculture, horticulture, tourism and service industries.

The **marine** industry centres on the historic Birdham Pool, which provides around 250 berths, and the more modern Chichester Marina, with some 1,100 berths. These provide work for many shipwrights and marine related service industries.



Boat Maintenance at Birdham Pool (left) and new premises at Chichester Marina (right)

The **Chichester Yacht Club** draws membership from across the South East with motor, sailing and dinghy sections.

The Parish has a long history of **Agriculture** and **Horticulture** and, until the 21st century, included within its boundaries the Horticultural Development Association site at Almodington. The agricultural land benefits from high light levels and grade 1 or 2 classified agricultural land that not only supports several farms, but also a number of wholesale and retail horticultural businesses and nursery men. A wide range of agricultural and horticultural crops can be grown; it is regarded as some of the best land in Britain for horticultural purposes. This has given rise to a number of popular garden centres that sell plants and other ancillary goods and services.

There are over 100 businesses based in Birdham, some of which are run from homes and many supporting the primary heritage businesses and the **tourist** economy. These include the caravan sites and bed and breakfast businesses, which attract visitors to Birdham and the neighbouring parishes.

3.8 SWOT Analysis

This table is a snapshot summary of the key characteristics of Birdham Parish:

<p style="text-align: center;">STRENGTHS</p> <ul style="list-style-type: none"> - Area of Outstanding Natural Beauty (AONB) - Lies within 3 important environment habitats - Rich heritage - Excellent boating & marine facilities - Environment closely linked with tourist economy - High quality agricultural and horticultural land - Prime location for leisure & tourism - Attractive footpaths & cycle ways - Superb views across open spaces/harbour 	<p style="text-align: center;">WEAKNESSES</p> <ul style="list-style-type: none"> - High water table – hence flood risk - Sewage system failures - Primary school at capacity - No secondary schools - No medical facilities - Poorly drained playing field - Traffic congestion on A286/B2179 - Limited evening & Sunday bus services - No pedestrian crossings on A286 - Poor broadband & mobile phone signals - Lack of local employment
<p style="text-align: center;">OPPORTUNITIES</p> <ul style="list-style-type: none"> - Improve community amenities - Improve Playing Field - Create wildlife/habitat corridors to adjoining areas - Create sustainable access links (path/cycle ways) - Boost economy by enhancing environment - Increase local employment - Improve broadband & mobile connectivity - Improve small business support - Wheelchair Friendly Footpaths 	<p style="text-align: center;">THREATS</p> <ul style="list-style-type: none"> - Pressure on infrastructure - Increased road traffic on A286 - Rural character spoilt by inappropriate development - Housing density in urban style - Flooding & sewage overflow in certain areas - Conflict between vehicles and vulnerable road users – i.e. walkers, cyclists - Loss of agricultural/horticultural land

4. VISION & OBJECTIVES

In July 2013 the Steering Group carried out a Parish wide Survey of the community. From the 329 responses received (out of 650 households – 51% response rate) and contributions at 2 Open Days held in the Village Hall, at which over 200 attended in November 2012 and 170 attended in November 2013, the **Vision Statement** and **Objectives** have been developed, based on the views and comments received from respondents as to how they perceive the way forward.

4.1 Vision Statement

To enhance Birdham as a beautiful harbour-side Parish
with a close, supportive community at its heart,
and to promote a sustainable thriving economy
with a robust infrastructure and
maintain the Area of Outstanding Natural Beauty,
ecology and character of the harbour, canal
and its rural and agricultural surroundings.



Birdham Village with Chichester Harbour and Marinas top left

4.2 Summary of Objectives

Objectives	Policies
<p style="text-align: center;">HERITAGE</p> <p>Protection & Enhancement Protect and enhance the Parish’s heritage for the benefit of tourists, existing residents and education of future generations.</p>	1 - 2
<p style="text-align: center;">ENVIRONMENT</p> <p>Conservation & Enhancement Conserve and enhance important ecological sites and links, including hedgerows, ditches and key species in these habitats.</p>	3 - 6
<p style="text-align: center;">COMMUNITY & LEISURE</p> <p>Preservation & Enhancement Preserve and enhance existing open community spaces and buildings and widen their use, including additional amenities and ensure community amenities are easily accessible to any new development to provide a ‘Sense of Community’.</p>	7 - 8
<p style="text-align: center;">TRANSPORT</p> <p>Infrastructure Improve existing sustainable transport connections to and within the Parish, including public transport and access across major roads.</p> <p>Road, Pedestrian & Cycle Safety Locate new development within walking distance of amenities and address the actual and perceived safety issues on roads and associated footpaths and cycle paths within and alongside residential areas.</p>	9 10 - 11
<p style="text-align: center;">HOUSING</p> <p>Housing Development Accommodate sustainable housing development in accordance with the Chichester Local Plan and ensure that the development of sites is appropriate for this rural location.</p> <p>Housing Density & Design Ensure that the design, style and density of new housing are in keeping with the character of the Parish and the rural environment and that it is sustainable, free from flood risk with adequate parking provision and appropriate landscaping.</p> <p>Housing Need Ensure that the mix of housing types and supply of social and affordable housing meets the needs of the Parish.</p>	12 - 15 16 17
<p style="text-align: center;">DRAINAGE</p> <p>Surface Water Identify issues to reduce the risk of surface water flooding in Birdham and immediate surrounding areas and take measures to ensure proper controls are applied to any development to eliminate flood risk.</p> <p>Waste Water Identify issues to eliminate the risk of sewage infiltrating into surface water systems and properties and risks of discharge into the environment and ensure that there is sufficient headroom at the treatment works for any additional development.</p>	18 - 20 21
<p style="text-align: center;">BUSINESS/LOCAL ECONOMY</p> <p>Development & Growth Support the retention, development and sustainable growth of new and existing businesses, including core industries important to the local economy and community and home workers.</p> <p>Business Infrastructure Improve mobile phone signals and provision of high speed broadband.</p>	22 - 23 24

5. POLICIES

This section contains the **Policies** that will deliver the **Objectives** summarised in section 4.2, together with the justification and evidence upon which the Policies are based.

In addition to the Policies please also see the **Proposals** included in section 6, as these form part of the Community aspirations and requirements that cannot be delivered by policy alone.

Planning Policy Context

The parish falls within the planning authority areas of Chichester District Council. Chichester Harbour Conservancy is a statutory consultee for the area inside the AONB, and has a Management Plan with policies restricting development. Each of these administrations has policies and proposals that have a significant influence over the strategy and detailed content of the Birdham Neighbourhood Plan.

The National Planning Policy Framework (NPPF) published by the Government in 2012 is also an important guide in preparation of local plans and neighbourhood development plans. At examination, the submitted Birdham Neighbourhood Plan must demonstrate that it is consistent with the policies and intent of the NPPF.

NPPF paras 14, 115 & 116 ensure that the conservation of the landscape and scenic beauty of the AONB will be given great weight in determining applications for development.

The Birdham NP has been prepared in accordance with the guidelines set by the adopted Chichester District Local Plan: Key Principles 2014-2029.

Strategic Environment Assessment (SEA) & Habitat Regulations Assessment

With regard to European Directive 2001/42/EC, it is considered that our housing policies will ensure that there are no significant adverse environmental effects. Guidance has been sought from the CDC Environmental Protection department and they advised that in their opinion an **SEA** is not required and should be exempt from the need for SEA under regulation 5 (6) of the Environmental Assessment of Plans and Programmes Regulations 2004. This states that:

“(6) An environmental assessment need not be carried out—

(a) for a plan or programme of the description set out in paragraph (2) or (3) which determines the use of a small area at local level.”

Again, in respect of the **Habitat Regulations**, it is not considered that an assessment is necessary. The main potential effect is recreational disturbance, which is covered by the Interim Solent Scheme and conformity with Policy 50 of the Chichester Local Plan. The proposals in the Neighbourhood Plan do not involve any building on sensitive habitat sites.

5.1 Heritage Policies

Objective

Protection & Enhancement

Protect and enhance the Parish's heritage for the benefit of existing residents, tourists and for the education of present and future generations.

Policies

The Heritage policies are in accordance with NPPF paras 126, 128 and Chichester Local Plan, Policy 47 and also reflect the views of Parish residents during Open Day consultations.

Policy 1 - Heritage Assets & Their Setting

Any development must conserve or enhance the heritage assets of the Parish and their setting, including maintaining settlement separation.

Besides the nationally Listed Buildings (**see list in the Appendix 7.1**), the following buildings and sites are of architectural significance, local distinctiveness and character and historic importance:

- Birdham Pool & Pond
- Braggs Farmhouse, Crooked Lane
- Broomer Farmhouse, Lock Lane
- Broomfield, Lock Lane
- Briery Cottage, Pinks Lane
- Canal & Lock
- Ffollets, Sidlesham Lane
- Florence Farmhouse, Florence Close
- Holt Place, Main Road
- Kingfisher Farm, Westlands Lane
- Martins Five, Martins Lane
- Somerley Conservation Area
- Streetscape architectural integrity of the 1940s social housing in Crooked Lane
- The Old Forge, Martins Lane
- The Old Schoolhouse, Crooked Lane
- The Thatched Cottage, Alandale Road
- Village Green & Pond
- Westlands Farm, Westlands Lane
- Woodhorn Farm, Sidlesham Lane

The continued presence of houseboats in Chichester Canal will be supported.

Inappropriate extensions or revisions to Listed properties and other properties that, while not Listed, make a contribution to the character of the area will be resisted. Any development must not cause harm or adversely impact on the setting of important heritage sites in the Parish.

The heritage and character of Birdham Pool Marina and its surroundings and access to the harbour-edge footpaths and open views across the landscape, as supported by CDC Policy 47 and characterised in the Sussex Historic Landscape Characterisation, must also be protected and enhanced, as more fully described in Environment Policy 4 below.

Conservation of Chichester Harbour will be supported. At the Open Day meetings, residents expressed concern at the Chichester Canal Society's plans to reopen navigation from Chichester to Birdham because of the threat to wildlife as well as spoiling the Canal's heritage. The Canal belongs to West Sussex County Council but the section from Cutfield Bridge to Salterns Lock is leased to Premier Marinas, who in turn sub-lease up to 31 spaces to houseboats.

Somerley is a 'rural conservation area', encompassing a 'well preserved rural hamlet.' The CDC Character Appraisal mentions, 'wide grass verges along southern sector of Bell Lane,' 'attractive houses and cottages mainly dating to 18th and 19th centuries', 'properties often hidden by tall hedges and trees.' 'All around Somerley are flat open fields.' The 'Long views along Bell Lane, as it curves gently, are important.' 'Since 1875 little changed.' Somerley is mentioned in the Domesday Book and has changed little since 1875. It has 11 grade II listed properties.

Conformity Refs: NPPF paras 17, 126, 131; Chichester Local Plan 19.34, 19.42 & Policies 7.15, 47; CDC Somerley Conservation Area Character Appraisal 7 May 2013; Chichester Harbour Conservancy Management Plan 2009-14; Sussex Historic Landscape Characterisation

Policy 2 – Archaeological Sites

Non householder development on previously undeveloped land must allow for the investigation and the preservation of archaeological remains and protect recognised sites of archaeological importance, where appropriate.

Archaeological investigation of any sites must be carried out, as required by the NPPF and Chichester Local Plan Policy 47. As mentioned in the History & Heritage section at 3.1, there is evidence of a former Roman road running through the village – especially around Bell Lane and Crooked Lane.

Information from the Birdham History Group refers to Hampshire and Wight Trust for Marine Archaeology, for the Standing Conference on Problems Associated with the Coastline (SCOPAC) June 2006; Chichester District Historic Environment records and the Anglo-Saxon Charters VI "Charters of Selsey" ed. SE Kelly. The URS Scott Wilson Heritage Assessment for Premier Marinas (2011) suggests that archaeological remains may be present in the vicinity of the present Chichester Yacht Basin along the northern edge of Birdham.

Conformity Refs: NPPF para 128; Chichester Local Plan 19.36 & Policy 47

5.2 Environment Policies

Objective

Conservation & Enhancement

Conserve and enhance the landscape character of the Parish, the open views and important ecological sites and links, including hedgerows, ditches and key species in these habitats.

Policies

The Policies are based on an overwhelming desire that any development should preserve the rural feel of Birdham, protect open/green spaces, the local wildlife & habitats throughout the Parish and the Chichester Harbour AONB. In the Neighbourhood Survey, over 75% regarded these elements as being of great importance to them and 83% identified conserving the AONB as very important.

This map denotes the Green Infrastructure/Ecology Network Map as referred to in Policy 3.



Policy 3 – Habitat Sites

Development must avoid harming existing ecological assets i.e. the habitats and dependent local biodiversity, with the recognised wildlife corridors and stepping stones (including those identified in the Green Infrastructure/Ecology Network Map) in accordance with Local Plan Policies 49 and 52.

The links between Birdham's wildlife network and the ecological/habitat connectivity between the internationally important sites of Chichester and Pagham Harbours, Medmerry and the locally important Chichester Canal must be maintained and enhanced.

Chichester Harbour is an AONB, Special Protection Area (SPA) and Ramsar site, Pagham Harbour is an SPA and Ramsar Site, Medmerry is a compensatory SPA, and Chichester Canal is a local site of Nature Conservation importance.

The Ecology Network/Green Infrastructure Map is part of CDC's Biodiversity Mapping project, based on evidence collected from a range of sources and was prepared for CDC's Local Biodiversity Action Plan and the Local Plan. The map identifies the Green Infrastructure of the Parish, i.e. habitat for protected species including water voles, barn owls and bats. It is based on input from data on habitats, hedgerow and protected species from specialist organisations including Forest Research UK, Natural England, Sussex Biodiversity Records Centre, Sussex Ornithological Society, Sussex Rare Plants Group, The Manhood Wildlife and Heritage Group and the Sussex Wildlife Trust (A Local Nature Partnership).

The creation of special habitat areas and corridors in Birdham complies with NPPF paras 17, 105, 109, 113, 114, 117, 118 and 119. NPPF states that the planning system should contribute to and enhance the natural and local environment by providing net gains in biodiversity where possible, such as the establishment of coherent ecological networks that are more resilient to current and future pressures, and in coastal areas, local planning authorities should apply Integrated Coastal Zone Management (ICZM).

The UK Government Natural Environment White Paper 2011; Making Space for Nature, argues that wildlife sites need to be in good condition, larger and connected up.

Policies 49 and 52 of the Chichester Local Plan stress the importance of wildlife corridors and stepping-stones that connect international, national and local designated sites. Birdham is uniquely located between three international habitat sites so the creation and maintenance of habitat corridors and stepping-stones is of critical importance. The Local Plan stresses the importance of identifying and creating habitat networks. Neighbourhood Plans provide an excellent opportunity to do this, according to the Local Nature Partnership.

Conformity Refs: NPPF paras 17, 105, 109, 113, 114, 117, 118 & 119; Towards ICZM; Chichester Local Plan Policies 49 & 52; UK Government Natural Environment White Paper 2011 - Making Space for Nature; The National Environment and Rural Communities (NERC) Act 2006;

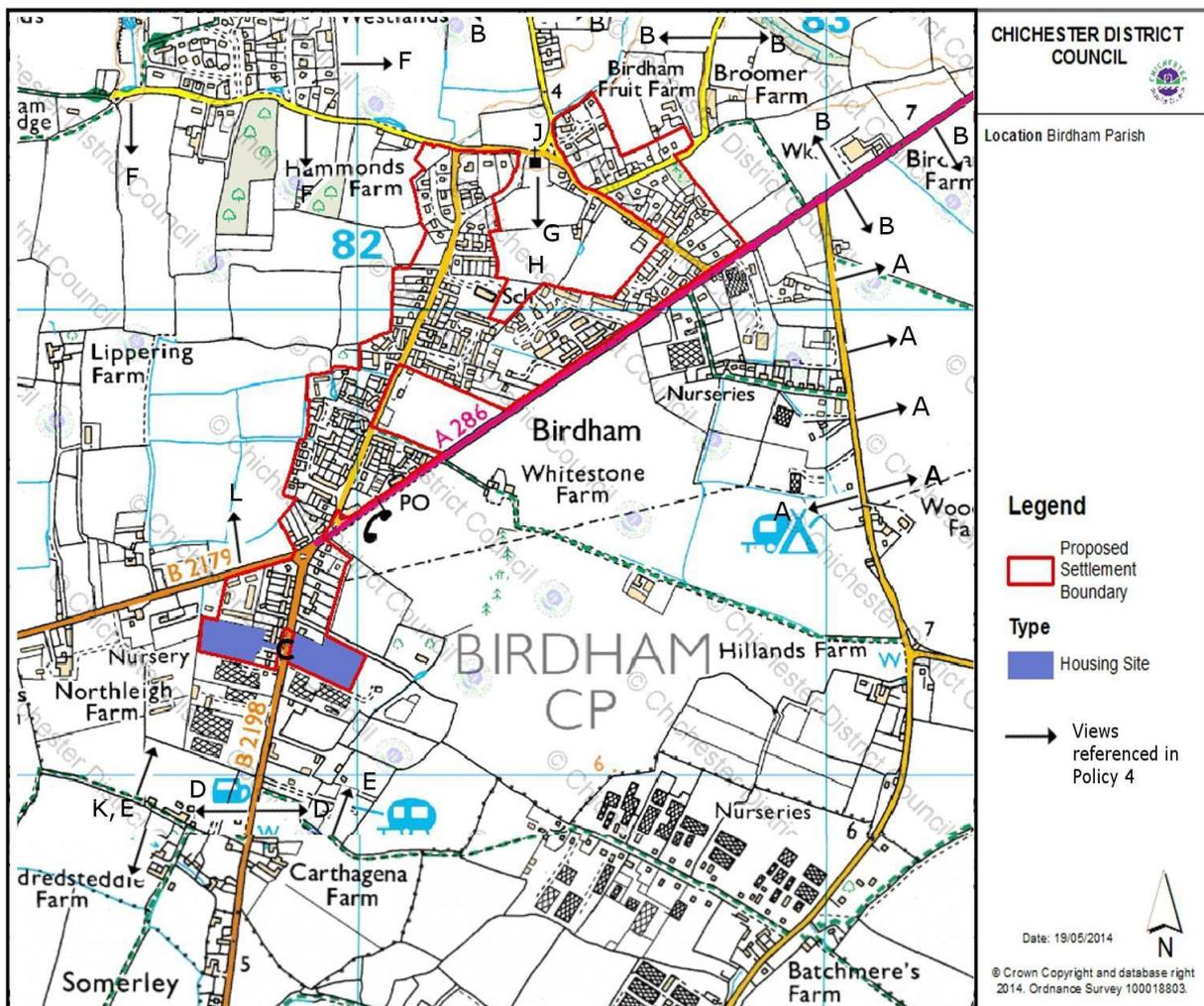
Policy 4 – Landscape Character and Important Views

Any development must maintain the local character of the landscape and not cause any loss or diminution of important views from a public right of way that currently provides open field aspects or views over the harbour or other open spaces.

Particular areas identified within this policy are:

- the views across open land along Sidlesham Lane, Batchmere Road, Alandale Road(Letter A on map)
- the open views across the heritage landscape and agricultural heritage on either side of Lock Lane, Court Barn Lane and to the north & south of Birdham Straight(B)
- landscape character of Pinks Lane and Bell Lane with housing set back from the road(C)
- views west and east from the B2198 north of Somerley(D)
- the northerly and southerly views from the footpaths running east and west from the B2198(E)
- the rural character and the remaining open views in Westlands and Greenacres(F)
- the open views of the Church from all angles and open views southwards from the Church over the cricket field(G)
- the present character of the cricket field(H)
- the rural character of the village green and pond(J)
- views north and south from the footpath joining Bell Lane to the B2179(K)
- views north from B2179 between Bell Lane and Shipton Green Lane(L)

These areas are marked on the map below. Photographic examples of these views in **Appendix 7.5**.



In the Neighbourhood Survey, 71% of respondents said they often used local footpaths and over 62% identified walking/rambling as a common activity among household members. At the Open Days, views from footpaths were commented upon as significant.

In the Chichester Local Plan, ICZM Policy 22 states that the local plan will:

- facilitate the economic, environmental and social well-being of the area;
- provide resources to improve the process of harbour and coastal management, incorporate & integrate social, recreational, economic, physical & environmental issues and actions;
- improve infrastructure to support sustainable modes of transport, especially cycle ways, bridleways and footpaths.

The Chichester Harbour Conservancy Management Plan expresses concern at the deterioration of landscape quality and its policies promote the conservation and enhancement of the landscape and its settings.

Conformity Refs: NPPF para 112; Chichester Local Plan 19.42 & 22 & Policy 40.8, 47.3 & 47.4; Natural England's National Character Area Profile: 126 South Coast Plain (NE525) - Feb 2014; Chichester Harbour Conservancy Management Plan 2014-19; Birdham Neighbourhood Survey 2013

Policy 5 - Light Pollution

Any development must limit the impact of light pollution from artificial externally visible light sources. Any proposals to install lighting in areas of the Parish that are currently dark at night will be resisted. Dark at night is defined as more than 50m from an existing street light.

NPPF para 125 states that planning policies “should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation”. Towards ICZM states that action should be taken to “provide the means to reduce light pollution and improve the visibility of night skies”. It refers to the exceptional light quality and clear skies of the Manhood Peninsula – p 18.

One of the strengths of the Manhood Peninsula identified by the Destination Management Plan (DMP) is “dark night sky for star-gazing”.

Much of the street lighting in the Parish was provided before thought was given to light pollution and energy efficiency. NPPF paras 95 & 97 and CDC Policy 40.11 support low carbon emission and a reduction in energy consumption.

The Neighbourhood Survey found that 39% considered reducing the carbon footprint as very important and 26% were concerned about light pollution.

Conformity Refs: NPPF paras 95, 97 & 125; Chichester Local Plan 40.11; Towards ICZM; Manhood Peninsula Destination Management Plan 2011-15 ; Birdham Neighbourhood Survey 2013

Policy 6 - Biodiversity

Any development must maintain and enhance the current biodiversity status of Birdham, in accordance with the CDC Local Biodiversity Action Plan.

Policy 49 of the Chichester Local Plan is to protect and manage the District's network of ecology, biodiversity and geological sites, including the international, national and local designated sites (statutory & non-statutory), priority habitats, wildlife corridors & stepping-stones that connect them.

Policy 50 applies to the Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Areas. (The Parish lies in both Pagham & Chichester buffer zones.)

The National Environment and Rural Communities (NERC) Act 2006 establishes a responsibility for public bodies, including parish councils, to take biodiversity into account and conferred a duty to conserve Biodiversity.

The Chichester Harbour Conservancy Management Plan supports the NERC Act and highlights the international and national importance of the Harbour for 15 non-breeding wader and wildfowl species, and three breeding bird species (including Little Tern) as well as holding 20,000 or more wildfowl and waders in winter, with more than 1% of the international population of species such as Dark-bellied Brent Goose and Grey Plover.

Conformity Refs: Chichester Local Plan Policies 40.9, 49, 50 & 51; CDC Local Biodiversity Action Plan 2011-14; The National Environment and Rural Communities (NERC) Act 2006; Chichester Harbour Conservancy Management Plan 2014-19; Sussex Biodiversity Record Centre Birdham Biodiversity Report.

5.3 Community & Leisure Policies

Objective

Preservation & Enhancement

Preserve and enhance existing open community spaces and buildings and widen their use, including additional amenities and ensure community amenities are easily accessible to any new development to provide a 'Sense of Community'.

Policies

The Community Policies seek to protect and enhance the facilities, as it was evident from the Neighbourhood Survey that the vast majority (around 90%) identified the 'Sense of Community' and the facilities in the Parish as being important.

Policy 7 - Integration & Sense of Community

New residential development must be designed to integrate well into the existing community and should provide good pedestrian routes, preferably from more than one access. Consideration must be given to connectivity and permeability as expressed in Policy 11. Site layouts must be designed to provide safe routes to schools and other local amenities, giving consideration to footpaths and other off-site schemes, where appropriate. Any leisure provision within or associated with a residential development must be designed to encourage use by both future residents of the development and existing local residents.

Residents value the sense of community in Birdham, as they made clear at the Open Days in 2012 & 2013 and in the Survey and therefore integration of new housing is important. Access to amenities and leisure areas on safe, well-designed footpaths will encourage their use by residents and children and would help to reduce the need to use cars in the village. Walking is an important recreational activity and access on foot around the village allows for unplanned, informal meeting which increases the 'Sense of Community'. The principles supporting this policy are set out in NPPF 17, Manual for Streets 2 (specifically 4.2 The Movement Framework and 4.4 The Walkable Neighbourhood) and Building for Life (specifically 1 Connections, 2 Facilities and Services, 8 Easy to Find your way around, 9 Streets for All, 11 Public and Private Space)

Policy 8 – Retention of Assets of Community Value and Other Facilities

The Neighbourhood Plan will resist any change of use or loss of Assets of Community value, unless it can be clearly demonstrated that the asset is no longer financially viable or considered necessary or of value to the community or a suitable replacement can be provided elsewhere. Any development of these Assets will only be permitted where this enhances the value of the asset or provides additional opportunities for residents to meet, socialise, exercise or learn. Community Assets include the Village Hall, St James Church, Scout Hut, Birdham Primary School, Playing Field and Village Green. Registered Assets with Community Right to Bid are the Cricket Club Field & Pavilion, Village Stores and Post Office, the Public House in Bell Lane. **(See Map of Key Assets in Appendix 7.3).**

Development on Community Assets land and facilities land will only be permitted where the existing use of these sites is enhanced, e.g. a structure/building for the storage of related equipment. Residential or business development will not be permitted unless an equivalent or better site is provided which meets or exceeds the benefit to the community of the current site, especially with regard to safety and accessibility. Additional open land brought forward as amenity land to support new developments will be regarded in the same way as currently existing community asset land.

Development of existing community facilities to provide better places to meet was a strong theme at Open Days. For example, this has already led to the formation of the Birdham Tea Party, which provides an opportunity for residents to meet once a month at the Village Hall for tea, cake and a chat. It currently attracts around 40 residents.

Residents bemoaned the lack of a thriving pub in the centre of the village and clearly did not want to lose existing places to meet; in fact wanted them to be used more imaginatively.

Amongst the amenities that were most highly valued by respondents were the Village Stores & Post Office, the Garden Centres/Nurseries and not unexpectedly the Marinas, cycle paths and the footpaths for walking. The Village Hall and Church were also considered valuable.

While some residents had suggested part of the Playing Field (owned by the Parish Council) could be used for development many more were strongly opposed to building on open community land unless it would make the land more useable for leisure or educational activities. This was reinforced in feedback during the Open Day in November 2013. In particular, the Playing Field and Cricket Ground were seen to provide the only safe areas for a range of activities.

Conformity Refs: NPPF paras 28, 70 & 74; Chichester Local Plan Policies 38 & 54; Birdham Neighbourhood Survey 2013, Qs 1,13,14,15; Open Day Comments 2012 & 2013

5.4 Transport Policies

Objectives

Infrastructure

Improve existing sustainable transport connections to and within the Parish, including public transport and access across major roads.

Road, Pedestrian & Cycle Safety

Locate new development within walking distance of amenities and address the actual and perceived safety issues on roads and associated footpaths and cycle paths within and alongside residential areas.

Policies

The Transport Policies address the need to provide an adequate transport infrastructure as referred to in NPPF para 162 and Chichester Local Plan 18.1. Most households in Birdham rely on private transport. The 2011 Census reported that 7% of households did not own a car, whilst the Neighbourhood Survey (2013) revealed that only 0.6% of respondents did not own a car, with 63% saying they had 2 cars or more.

Policy 9 - Traffic Impact

Any new development within the Parish with a significant traffic impact will only be supported if that impact can be mitigated via developer contributions to measures agreed with the highway authority. Traffic impact includes effects of adverse road safety, congestion and pollution on both the main roads and rural lanes.

As far back as 2002, a report by the Halcrow Group identified that “the increase in population and economic activity have created a demand for transportation that now exceeds the capacity of the transport infrastructure on the Peninsula” regarding the traffic situation “as being increasingly inadequate”. Furthermore, it suggested “that development be restricted in the short term to that which is already committed and in the long term, development should be scheduled to match the existing transport provision”. Towards ICZM (Page 26) also identifies the current and future problems with traffic congestion on the roads into the Peninsula.

With 70% reporting in the Neighbourhood Survey that they travel to work the significant increase in housing development over the last 10 years and little improvement in the transport infrastructure, coping with increasing traffic is becoming a major problem. It was clear from Open Day comments and Survey responses that, with the reliance on private transport, residents were concerned about traffic congestion and noise. 51% were worried about pollution, particularly from the high volumes of traffic in the summer.

The Chichester Local Plan 8.2 refers to The West Sussex Transport Plan (2011-2026) and states ‘that all new development supports and contributes to the following: increasing use of sustainable modes of transport ('Smarter Choices'); improving the efficiency of local transport networks to improve journey times and air quality; improving safety for all road users; discouraging HGVs from using unsuitable roads; and improving accessibility between communities and larger towns within the District.’

CDC Transport Study of Strategic Development Options and Sustainable Transport Measures 2013 was commented on by WSCC March 2013 and indicated that ‘without mitigation’ future development would put additional pressure on the transport network and would lead to a worsening of conditions, particularly on the A27. In general, it said that developments that are most closely related to local services and places of employment have the potential to be most sustainable in transport terms and have least impact on the transport network. As previously stated, 70% of residents already travel to work but most of them need to use the A27 to reach their employment. Therefore more development will lead to more traffic movements and more congestion.

Improvements in access and safety are required to and from the Birdham Straight, at the junctions of Church Lane and Sidlesham Lane and B2198 particularly. Along the A286 and B2198, 24 accidents have occurred over the past 5 years, involving some 40 casualties, 10 of which were classed as serious (**see Road Accident map in Appendix 7.3**). There are also issues at both ends of Crooked Lane, especially in relation to vehicle congestion and child safety during drop off and pick up outside the Primary School. Congestion on the A286 and the junction with the A27 was also seen as having a negative effect on business.

Conformity Refs: NPPF paras 30 & 162; Chichester Local Plan 7.9, 8.2, 18.1 & Policies 7.8, 39; Chichester Area Strategy Development Plan - South Coast Corridor Multi-Modal Study Prepared for GOSE. August 2002 by Halcrow Group Limited; Towards ICZM 2011; CDC Transport Study of Strategic Development Options and Sustainable Transport Measures 2013; CDC Infrastructure Delivery Plan 2013; The West Sussex Transport Plan (2011-2026); Birdham Neighbourhood & Business Surveys 2013; Transport Statement by Bellamy Roberts Highway and Transportation Consultants, August 2014.

Policy 10 - Footpaths & Cycle Paths

Any development must protect the existing cycle and pedestrian network. New development with significant traffic impact will be expected to contribute, via developer contributions, to the enhancement of the footpath and cycle network within the Parish in order to:

- enable safe and easy pedestrian access to amenities, especially the Village Store & Post Office, Village Hall, Playing Field and Church.
- provide and maintain a safe and suitable cycle path network for both commuting to work (e.g. Chichester) and recreational use as part of a wider network of cycle routes beyond the Parish..

Nearly half of the Survey respondents cycle and though Salterns Way is a designated cycle path, mostly across country, cycling on the A286, particularly to Chichester and East/West Wittering, is not considered safe. There is only a partial cycle lane but on the southern side of the road and this needs to be improved and better maintained. There are no cycle paths on the B2198, but plenty of space to put cycle paths both sides of this road, which would also improve pedestrian safety along Bell Lane.

There are no formal crossings on the A286 and B2198. Pedestrian safety on footpaths along the A286 and B2198 is poor due to speed of traffic on both these roads, particularly for children having to walk along B2198 and A286 and cross these roads to access ALL village facilities.

There has also been much support for an improvement to the route used by the 'park and stride' scheme for the Primary school children, where there are no pavements.

A key issue noted in the CDC Infrastructure Delivery Plan 2013 is increasing accessibility, reducing the need to travel. Most trips in urban areas are under 2 miles, a distance that can be easily cycled, but the Local Plan needs to reflect the profile of residents in the District. This also includes enhanced pedestrian facilities and safer, more attractive cycle routes, as well as improving safety, security and new cycle parking and other end of trip facilities. It goes on to say 'Other issues include: the condition and connectivity of the cycle and pedestrian network, the barrier caused by busy roads – particularly the A27, access to the SDNP, safe crossing facilities, ensuring new routes are safe and attractive to cyclists and pedestrians, preferably traffic free and direct.'

One of the expectations of the CDC Masterplans (Local Plan Policy 7) is to "Reduce the need for car use and encourage sustainable modes of travel, including provision for public transport, cycle routes, footpaths and bridleways". Reference to these expectations is also made in the Local Plan at 18.1 and Policy 39.1. and 39.4.

The Cycle Path and Public Rights of Way map in the Appendix 7.3 identifies the limited network of cycle paths and footpaths in the Parish

Conformity Refs: NPPF para 17; Chichester Local Plan 18.1 & Policies 7.6, 39.1 & 39.4; CDC Infrastructure Delivery Plan 2013; Birdham Neighbourhood Survey 2013; Transport Statement by Bellamy Roberts Highway and Transportation Consultants, August 2014.

Policy 11 – Village Severance

New development on the edges of the village or away from the main amenities of the village should provide safe access to reduce village severance by:

- providing, or contributing to, safe pedestrian and cycle access to the village amenities if a development is severed from the village by the A286, B2198 or B2179
- ensuring roads and paths are connected and permeable to offer safe pedestrian and cycle access and the avoidance of cul-de-sac developments.

Two thirds of respondents (65%) to the Neighbourhood Survey regarded safe pedestrian routes throughout the village as being very important, with nearly half the respondents stating that a pedestrian crossing over Birdham Straight was a high priority.

With the village divided by the A286 and all the amenities in the northern part, there is a risk that the two parts become detached and lose the sense of one community. Also it means that residents use cars instead of walking, adding to congestion and missing opportunities to meet. The intent of community policies is critical to the Plan, by promoting a sense of community for the mental and physical well being of residents.

Conformity Refs: Manual for Streets 2; Birdham Neighbourhood Survey 2013

5.5 Housing Policies

Objectives

Housing Development

Accommodate sustainable housing development through limited and controlled growth in accordance with the Chichester Local Plan and ensure that the development of sites is appropriate for this rural location.

Housing Density & Design

Ensure that the design, style and density of new housing are in keeping with the character of the Parish and the rural environment and that it is sustainable, free from flood risk with adequate parking provision and appropriate landscaping.

Housing Need

Ensure that the mix of housing types and supply of social and affordable housing meets the needs of the Parish.

Policies

Policy 12 - Housing Development

The indicative parish housing number for Birdham Parish in the adopted Local Plan is 50. The following sites are estimated to be capable of delivering growth of 79 units for the neighbourhood plan period 2014-2029, including an adequate number of affordable housing units.

The sites, with planning permission are:

- Rowan Nursery, Bell Lane - 25 new homes of which 10 are social/affordable
- Tawny Nursery, Bell Lane - 30 new homes of which 12 are affordable
- Site off Crooked Lane - 15 new social/affordable homes for letting to local people in perpetuity
- Chichester Marina (Opal Building) - 9 new homes converted from commercial premises

There are no plans to allocate sites at the present time, but see Policy 14 'Windfall Sites'.

NPPF para 19 Planning Practice Guidance Methodology Stage 2 Paragraph: 019 Reference ID: 3-019-20140306 was used in assessing the suitability of sites for development, in particular the adopted Local Plan policy. It also states that, sites "with planning permission will generally be considered suitable for development".

The *Chichester* Local Plan, Policy 5 says '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'. The indicative housing number for Birdham Parish is 50. Recent developments of 33 dwellings at Old Common Close and Chaffinch Close do not count towards this figure but planning permission has been given for 79 homes to be built at Rowan Nursery, Tawny Nursery, a site off Crooked Lane and a conversion at the Chichester Marina. This means that the indicative housing numbers of about 50 homes, allocated by CDC's Local Plan, has already been met.

The Chichester Local Plan classifies Birdham as a Service Village. *Chichester* Local Plan, Policy 2 states that the Service Villages will be the focus for new development and facilities and provision will be made for small scale housing developments consistent with the indicative housing numbers set out in *Chichester* Local Plan, Policy 5.

The Neighbourhood Survey found that 47% of respondents felt that 50 new homes in Birdham by 2029 was too high and 47% thought this was about right, whilst only 6% felt that it was too low.

Chichester Local Plan 7.9 observes that "...parts of the Plan area are considered to be unsuitable for large scale housing development. The Manhood Peninsula, which includes the settlement hubs of Selsey and East Wittering/Bracklesham, is severely constrained by environmental designations and flood risk areas. It also suffers from poor road accessibility and a relative lack of local services and employment opportunities. These problems are exacerbated in the summer months when the population can double."

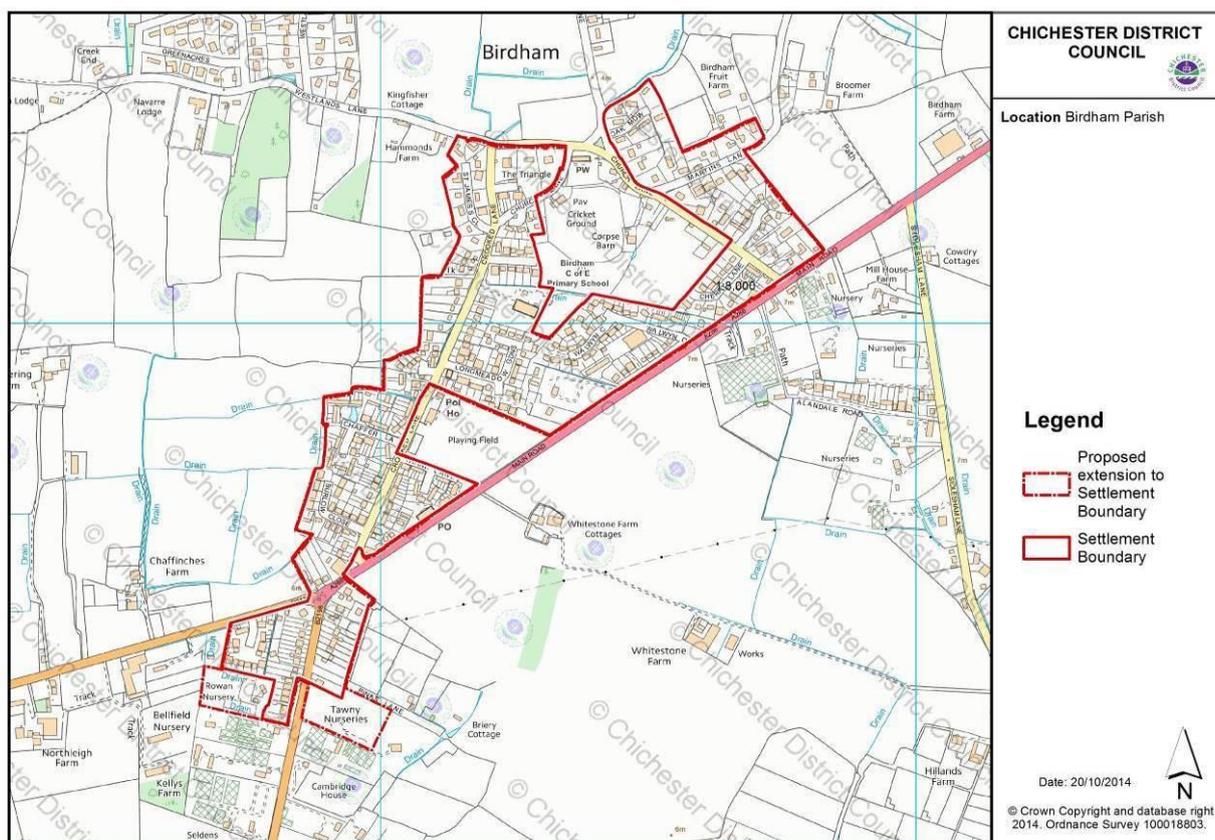
Conformity Refs: NPPF paras 14, 19 115, 116; Chichester Local Plan 7.7, 7.9, 7.13, 7.25 & Policies 2 & 5; Planning Practice Guidance Methodology Stage 2 Paragraph: 019 Reference ID: 3-019-20140306; CDC Settlement Capacity Profiles 2013 & SHLAA 2013; Birdham Neighbourhood Survey 2013

Policy 13 - Settlement Boundary

The Settlement Boundary Area (SBA) for Birdham has been reviewed and the revised boundary is shown on the map below.

Within the SBA, development that complies with other policies in this plan will be permitted.

Outside of the SBA is deemed to be rural.



Birdham Settlement Boundary Area

A visual and desk top study of Birdham in its setting was undertaken as part of the SBA review. This has resulted in the SBA being extended to include two areas of land to the south of the village, and outside of the AONB. Both the new sites to be included within the extended SBA were identified by residents as suitable housing sites in the Birdham NP questionnaire. These sites both have at least one contiguous boundary with the existing SBA while their non-contiguous boundaries mark a distinct break between the residential built-up area of the settlement and the agricultural and horticultural sites that border Birdham (See Appendices and revised SBA Map).

Conformity Refs: NPPF, Chichester Local Plan 2014-202, Towards ICZM, Chichester Harbour Conservancy Management Plan 2014-19. Birdham Neighbourhood Questionnaire 2013, Manhood

Policy 14 - Windfall Sites

The Neighbourhood Plan will support proposals for 'windfall' development, defined as schemes of 5 or fewer dwellings, within the Settlement Boundary Area, provided:

- the quantum of dwellings and their site coverage will not be an over-development of the site in relation to the characteristics of neighbouring site in respect of built form, massing and building line
- the scheme meets the requirements of the Chichester Harbour Conservancy Management Plan where applicable
- the development preserves open views in accordance with Policy 4
- the development protects the residential amenity of neighbours
- the scheme will not adversely affect any Heritage assets as set out in Heritage Policies 1 & 2
- that the scheme will not result in the loss of valuable trees, hedges or other natural features that form part of the character of the Parish and the Biodiversity is maintained or enhanced in line with Environment Policies 4 & 6
- the development is well integrated with the existing village and enhances the facilities in line with Community & Leisure Policies 7 & 8.

Development of windfall sites alone is supported because there was a preference by 47% of Survey respondents for development of individual plots and 29% for small developments (less than 10 houses). Against this 84% felt that one large development (25+ houses) was unsuitable and 46% said a few medium size developments (10 - 25 houses) were not suitable.

As evidenced in responses on Environment, there is an overwhelming desire that any development should preserve the rural feel of Birdham and protect open/green spaces with over 75% of respondents reporting they considered these features as very important.

Conformity Refs: NPPF para 131; Chichester Local Plan 19.37 & Policy 47; Chichester Harbour Conservancy Management Plan 2014-19; Birdham Neighbourhood Survey 2013

Policy 15 - Rural Area Policy

Development within the rural area will be in accordance with the NPPF paragraph 55, Local Plan Policy 45 and the General Permitted Development Order. The re-use of farm and rural buildings outside the Settlement Boundary for agricultural/ horticultural/ business purposes or to provide dwellings for agricultural workers, which is not allowed under the General Development Order, will be supported subject to the following criteria:

- The proposed re-use would not have significant harmful impacts on the surrounding rural landscape and is sensitive to its setting by means of size, bulk and location.
- The proposed re-use would not have any unacceptable impact on the local road network.
- The proposed re-use would not cause any unacceptable conflict with agriculture, horticultural and other land and water-based economic and leisure activities.
- The proposals would not have any significant harmful impact on the amenities of neighbouring residents and other users.
- The buildings concerned would not require substantial rebuilding or extension.

This policy is in accordance with Chichester Local Plan Policy 45 and NPPF para 55 and addresses the need for development in rural areas to provide business and agricultural opportunities or provide housing for agricultural workers close to their place of work, where the impact of so doing is acceptable. New

permitted development rights came into force on 6 April 2014 that allow, under certain circumstances, the change of use of agricultural buildings to residential and other uses. This policy applies to development proposals not defined as permitted development under these new regulations.

Conformity Refs: NPPF para 55; Chichester Local Plan Policy 45

This policy is in accordance with CDC Local Plan Policy 45 and NPPF para 55 and addresses the need for development in rural areas to provide business and agricultural opportunities or provide housing for agricultural workers close to their place of work,

Policy 16 - Housing Density & Design

Any residential development as described in Policies 12 & 14 will be supported provided:

- it is of a density that reflects Birdham's character as a rural village settlement rather than an urban one giving an impression of space, with uniform houses and plots being avoided
- the design of housing (including outside of the Chichester Harbour AONB) must comply with the Chichester Harbour Conservancy 'Design Guidelines for New Dwellings and Extensions' where applicable and adopt the principles as set out in Building for Life 12
- the design and materials are in keeping with the individual character and local distinctiveness of the Parish through building styles, which should be diverse and make a valuable contribution to the rural character of the village.
- a satisfactory road access
- off street car parking in accordance with current parking standards unless there is justified evidence to indicate otherwise
- the disposal of Surface Water and Wastewater is in line with Drainage Policies 18-21.
- landscaping complies with the Chichester Harbour Conservancy Design Guidelines where applicable.

Any development within Birdham Parish that is adjacent or close to other Parishes must give consideration to their design statements, character appraisals or management proposals.

The Neighbourhood Survey found that 74% felt that appropriate and good housing design was very important. 43% supported a low density of housing for future development(s) in Birdham, with 42% saying it should be similar to neighbouring surrounding area, 28.0% for medium density development and only 6.1% for high density development.

The Chichester Harbour Conservancy Design Guidelines state that within AONBs the main purpose of the Planning System is to ensure that any change through development conserves and enhances the natural beauty of the landscape. Furthermore that the AONB Management Plan sets out to assist planning applicants in ensuring that any new development in the AONB is appropriate and of a high quality.

Parking quotas should exceed those for Chichester City to reflect the need for greater car use and ownership in the Parish, with restricted bus services and no other means of public transport. As 63% of Survey respondents possess 2 cars or more in a household, it is evident that this must be a minimum requirement for parking standards and this must not include garages, which are often not used.

The Neighbourhood Plan requires developers to use Building for Life 12 and to demonstrate the quality of their schemes, through full and thorough assessment.

In view of the agreed crossover between the Parishes of Birdham & West Itchenor, the West Itchenor Village Design Statement 2nd Edition 2012, 'Zone of Influence' must be considered.

Conformity Refs: Chichester Local Plan 17.1, 17.4 & Policy 33; Building for Life 12, Sections 5, 6 & 10; Chichester Harbour Conservancy Design Guidelines for New Dwellings and Extensions (2010), Birdham Neighbourhood Survey 2013

Policy 17 - Housing Need

Any development must contain a mix of housing sizes and types to suit the demographic characteristics and requirements of the Parish, and social and affordable housing must be allocated in accordance with the Chichester District Council Allocations Scheme.

Several respondents, particularly at the Open Days, mentioned the need for more affordable housing. However, planning consents already granted do satisfy Birdham's immediate affordable housing need. There will be 37 affordable homes of which 15 houses will be subject to a local lettings policy ensuring their availability for people with an affordable housing need and a connection with the Parish, in perpetuity. The situation will need constant monitoring as it would seem that the turnover of social rented housing in Birdham has been approximately one a year for the past seven years.

The Survey also indicated that the overall structure of housing requirements for the next 15 years remains very similar to the existing structure, with a clear preference for owning housing of all types both now and in the future. The only changes identified were a slight increase in the number citing a preference/requirement for flats, bungalows and warden assisted retirement housing, which could be expected in a population getting older. Approximately three-quarters of those responding identified that they could adapt their current home in order to meet their future needs, whilst one quarter identified that they could not.

The Neighbourhood Plan will comply with the Chichester District Council's current Lettings Policy.

Conformity Refs: NPPF para 50: Chichester Local Plan 17.15 & Policy 34; Birdham Neighbourhood Survey 2013; Open Day Comments 2013

5.6 Drainage Policies

Objectives

Surface Water

Identify issues to reduce the risk of surface water flooding in Birdham and immediate surrounding areas and take measures to ensure proper controls are applied to any development to eliminate flood risk.

Waste Water

Identify issues to eliminate the risk of sewage infiltrating into surface water systems and properties and risks of discharge into the environment and ensure that there is sufficient headroom at the treatment works for any additional development.

Policies

In the Neighbourhood Survey, 84% identified the risk of flooding as a major concern and 97% of respondents wanted improvement to Surface Water drainage and 90% required improvement to the Wastewater/Sewage system. The Policies reflect the concern of residents and, in accordance with NPPF para 99, recognise the impact of climate change.

Policy 18 - Flood Risk Assessment

Inappropriate development in areas of flood risk zones 2 & 3 as identified by the Environment Agency flood risk maps should be avoided in accordance with the NPPF.

Development in areas within Flood Zone 1, which have critical drainage problems, (as notified to Chichester District Council by the Environment Agency), should be subject to a site-specific Flood Risk Assessment.

Where appropriate, Exception Tests must be applied, taking into account the effect of extreme weather conditions and any adverse impact on neighbouring areas. Measures must also be taken to ensure that local flooding does not take place due to a rise in the water table.

NPPF para 100 states “ Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources” and “should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change”. Policy 42 of *Chichester* Local Plan also refers to these criteria.

The current Strategic Flood Risk Assessment of 2008 is outdated. New development sites have relied on this data and current data bands, dictated by European directives, do not reflect local events. The **Flood Area Map shown in the Appendix 7.3**, produced by WSCC, shows the areas in Birdham susceptible to flooding (in purple). 25 properties were identified as being at risk from **Surface Water** flooding based on a 1 in 200 year rainfall event. The confidence score given to this map by EA engineers was low. It does not account for climate change as required by NPPF. It also only models a maximum six-hour rain event.

In June 2012, Birdham had an eighteen-hour event, with 100 mm of rain, severely affecting properties in Bell Lane, Church Lane, Old Common Close, Main Road, Cherry Lane and roads leading to Westlands & Greenacres. In all, some 30 households in Birdham and Earnley suffered directly from the trauma of flooding, whilst many others were affected by some flood damage. Further severe flooding occurred twice in December 2012. Much of this flooding was in areas designated as in flood zone 1, i.e. low probability of flooding.



Flooding and rescue in June 2012

A report on the flooding event, by Black & Veatch (January 2013) identified the poor condition and inadequacy of road culverts as a contributory factor. The report also recommended “new developments should take full account of the drainage capacity of the rifes and flood risk due to overland flooding”. Persistent rain on saturated flat landscapes at high tide can have devastating consequences, preventing discharge from the rifes.

The Chichester District Council Strategic Flood Risk Assessment, due in 2015, incorporating an updated map will be used to identify the safest areas of land for development through sequential testing.

Conformity Refs: NPPF paras 94, 99, 100, 101, 102, 103, 104; Chichester Local Plan 19.9, 19.11 & Policies 7.13, 42; Black & Veatch Report – Jan 2013; Birdham Neighbourhood Survey 2013; Open Day Comments 2012

Policy 19 - SUDS Design & Management

Development proposals creating new drainage requirements must demonstrate that Sustainable Urban Drainage Systems (SUDS) will be effective and incorporated in any proposed developments, allowing for above surface water management on site due to the area's high water table. Also a management plan must be put in place for future maintenance of the drainage system.

All new development drainage proposals, with evidence of percolation tests and capacity checks, must be made available to the Parish Council. Preference will be given to over ground solutions due to the high water table in the Parish.

Conformity Refs: Chichester Local Plan 19.12 & Policy 42

Policy 20 - Surface Water Run-off

In line with NPPF paragraph 103 and Chichester Local Plan Policies 22 & 42, surface water drainage on any development must not add to the existing site run off or cause any adverse impact to neighbouring properties or the surrounding environment/wildlife habitat.

Chichester Local Plan Policy 42 states “ All development will be required to ensure, as a minimum, there is no net increase in surface water run-off” and “Financial contributions may be required from development on sites where measures to address flood risk or to improve the environmental quality of watercourses have been identified”. Policy 22 states “All development proposals must take account of relevant Surface Water Management Plans, Catchment Flood Management Plans and related flood defence plans and strategies”.

In view of the high water table that exists throughout the Parish, it is imperative that surface water run off avoids downstream capacity being overloaded, particularly in extreme weather events.

Conformity Refs: NPPF para 103; Chichester Local Plan 19.9, 19.12 & Policies 22 & 42

Policy 21 - Wastewater Disposal

Any development will be permitted only if the sewer network can accommodate the additional demand for sewerage disposal either in its existing form or through planned improvements to the system in advance of the construction of the development. Planning proposals will not be supported unless it can be shown by rigorous analysis that there is sufficient capacity in the local sewerage system and that any new connections will not increase the risk of system back up/flooding.

On individual sites, planning permission will be granted provided the necessary wastewater infrastructure is either available or can be provided prior to the first occupation of the development. The planning authority will consult Southern Water on major applications and planning conditions will be imposed, if necessary to ensure that, in advance of any construction work:

- Sidlesham Waste Water Treatment Works has sufficient headroom capacity judged on the basis of national industry-wide standards
- a connection is provided to the existing local sewerage network at the nearest point of adequate capacity, or if a connection cannot be reasonably made, developers will need to provide alternative and proven methods of treating and disposing of wastewater that meet Environment Agency requirements and water quality objectives
- the whole route to the Waste Water Treatment Works has adequate capacity and the risk of flooding is not increased in wet weather conditions
- a management plan is provided for future maintenance of any on-site wastewater treatment systems
- discharge into Pagham harbour and the rifes at Medmerry meet Environment Agency requirements so that they do not endanger the ecology.

NPPF para 162 advises that an assessment should be made of the quality and capacity of infrastructure for water supply and wastewater and its ability to meet forecast demands.

A Strategic Growth Study in 2010 identified that “the works capacity of the current WTW (Sidlesham) is stretched and although there is scope for additional treatment ...it is likely an upgrade would be required to allow the full identified DWF headroom to be used”. The Chichester Local Plan 7.16 also notes “wastewater capacity is constrained at several treatment works due to lack of physical capacity and/or requirements to meet water quality standards”. One of the expectations of the CDC Masterplans (Local Plan Policy 7) is to “provide for timely delivery of physical infrastructure, including sewage connections”. **The Position Statement on Wastewater is shown at Appendix 7.6**

90% of respondents to the Neighbourhood Survey required improvement to the Wastewater/Sewage system. There has been an ongoing history of surface water inundation of the sewer network in the Parish, particularly in periods of heavy rainfall when the pumping stations fail (especially Court Barn Lane & Pinks Lane), surface water infiltrates the system and sewage backs up through garden and highway inspection covers and residents’ toilets. Records from Southern Water show that over 50 incidents have occurred during the last 3 years in the Bell Lane area alone.

Conformity Refs: NPPF para 162; Chichester Local Plan 7.16 & Policy 7.9; Strategic Growth Study – Wastewater Treatment Options (August 2010); Birdham Neighbourhood Survey 2013

5.7 Business Policies

Objectives

Development & Growth

Support the retention, development and sustainable growth of new and existing businesses, including core industries important to the local economy and community and home workers.

Business Infrastructure

Improve mobile phone signals and provision of high speed broadband

Policies

Policy 22 - Development for Business Use

Support will be given for the conversion of existing buildings and the small-scale development and expansion of existing business, horticultural or agricultural premises across the Parish especially those that deliver local employment opportunities.

Support will also be given for small-scale development of buildings for business use within the Settlement Boundary Area, provided they conform to the CHC Design Guidelines where applicable and are in character with the existing or neighbouring buildings. Small-scale conversions or extensions to buildings, e.g. for home workers, must demonstrate that they are required for business use.

72% of respondents to the Neighbourhood Survey supported the view that land should be reserved for businesses suited to Birdham's rural environment in order to encourage local employment opportunities. Land used for business should be retained only for business use to ensure sufficient business/employment sites are retained in the Parish.

The Local Plan and Towards ICZM both stress the importance of supporting the rural economy in the Manhood, particularly relating to tourism, the marine industry, agriculture and small-scale and retail horticulture. Chichester Local Plan Policies 3 & 22 also recommends promoting the area's thriving entrepreneurial and home-working community.

Both documents stress that the area's attractive environment is a key aspect of its economy as does the Coastal West Sussex and Greater Brighton, Local Strategic Statement Delivering Sustainable Growth 2013-2031, Manhood Peninsula Destination Management Plan 2011-2015, The Selsey and East/West Wittering Visitor Survey and The Economic Impact of Tourism Manhood Peninsula Study, both prepared by Tourism South East.

Chichester Employment Land Review 2013 supports sustainable growth, environmental enhancement and more flexible working practices such as home/work units.

Conformity Refs: NPPF paras 7, 8, 17, 21, 28, 44, 45; Chichester Local Plan 6.2, 6.3, 6.5, & 6.7 and Policies 3 & 22; Towards ICZM; Coastal West Sussex and Greater Brighton, Local Strategic Statement Delivering Sustainable Growth 2013-2031; Manhood Peninsula Destination Management Plan 2011-2015; The Selsey and East/West Wittering Visitor Survey; The Economic Impact of Tourism Manhood Peninsula Study; Chichester Employment Land Review 2013; Birdham Neighbourhood Survey 2013

Policy 23 - Retention of Businesses

Support will be given to the retention of the Village Shop and Post Office (A1 shop unit) against any proposals for redevelopment or change of use in accordance with Local Plan Policy 38. Proposals that adversely affect businesses related to the marine heritage of Birdham (i.e. Birdham Pool & Chichester Marina) will be discouraged.

Support will be given to the retention of all business related to tourism, marine, horticulture and agriculture against any proposals for redevelopment or for a change of use in accordance with Local Plan Policies 3 and 26. Accordingly, proposals for development must not have a significantly adverse impact on the tourism, marine, farming and horticultural businesses.

The Village Shop & Post Office is seen as an essential amenity by residents, being used by over 80% of Survey respondents. As well as servicing workers and visitors to the area, it provides employment for several local people. Birdham Pool & Chichester Marina supports a majority of the local employment, with all the marine service industries, yacht club and other small businesses. Garden Centres/Nurseries are also used by 55% of respondents to the Neighbourhood Survey.

Coast to Capital Local Enterprise Partnership recommends that employment areas should be retained unless the applicant can demonstrate that the site had been vacant or losing money for at least two years and that it has been actively marketed during this period.

The AONB and wildlife habitats, e.g. Medmerry, are regarded as very important features that attract tourists and thus support the tourist industry. The loss of high quality agricultural and horticultural land, mainly Grade 2 (**see Land Map in Appendix 7.3**), for crop/plant growing would have an adverse impact on the business of farmers and garden centres.

Chichester Harbour Conservancy Management Plan highlights the importance of tourism to the AONB and estimates the combined value of tourist related activities to be worth £44m. It also specifies that traditional marine, agricultural and horticultural businesses and their related employment should be protected.

Conformity refs: NPPF paras 18 & 23; Chichester Local Plan 6.3, 6.6 & 13.1; Coast to Capital Local Enterprise Partnership; Chichester Harbour Conservancy Management Plan 2014-19; Birdham Neighbourhood Survey 2013; Birdham Business Survey 2013

Policy 24 - Broadband and Telecommunications

Support will be given to proposals to provide access to a super-fast broadband service and improve the mobile telecommunication network that will serve businesses and other properties within the Parish. This may require above ground network installations, which must be sympathetically located and designed to integrate into the landscape in accordance with Policy 4.

The Neighbourhood Survey reported that 76% required improvements to Broadband and 84% to the Mobile phone network. The Business Survey also revealed that improvement to mobile phone signals and a faster broadband speed was needed, especially important to home workers.

Coast to Capital Local Enterprise Partnership also recommends enhancement of telecommunications and broadband infrastructure.

Conformity Refs: NPPF paras 42 & 43; Chichester Local Plan 6.2; Chichester Local Plan Policy 39.7; Coast to Capital Local Enterprise Partnership; Birdham Neighbourhood Survey 2013; Birdham Business Survey 2013

6. ACTION PLAN

This section summarises all projects identified during the process that residents consider should be addressed in order to improve the quality and wellbeing of the village and Parish for the benefit of everyone living and visiting the Parish.

In addition to the policies in section 5, other proposals are included below as these form part of the community aspirations and requirements that cannot be delivered policy alone.

Community and Leisure Proposal

Proposal 1 - Village Playing Field

Support will be given to suitable schemes for the Playing Field to include improvements to drainage, provision of all-weather surfaces and play/exercise facilities for all ages and provision of changing facilities.

Other than the playground for young children, there is no other 'play' provision available in Birdham. In the survey, 62% of Survey respondents considered drainage of the field was a high priority. In conjunction with this, the provision of changing facilities in the Village Hall, improvements to the children's play area and provision of all-weather sports surfaces for tennis, basketball etc were seen as an above average requirement. The creation of a football team, provision of a cycle track and outdoor exercising equipment were amongst other suggestions to encourage younger people to congregate and participate in healthy activities. Developers would be expected to contribute towards such schemes and the Parish Council will draw up a plan as to how the funds should be spent during the lifetime of the plan.

Conformity Refs: NPPF para 73; Chichester Local Plan 17.42c & Policy 54; Birdham Neighbourhood Survey, Qs 14, 18; Birdham Primary School Comments 2013

Transport Proposals

These proposals will need to be achieved by the Parish Council in negotiation with the Bus Company and WSCC Highways. Contributions for traffic calming measures may be sought through developer contributions in development locations.

Proposal 2 - Bus Service

Support will be given to improvements in the local bus service to meet the needs of residents i.e. extended hours at evenings and weekends and provide adequate and well-maintained stops and shelters.

61% of Neighbourhood Survey respondents identified the bus service, the only public transport, as being very important. However many comments were made as to its inability to keep to the timetable during congested periods and provide sufficient late evening and Sunday services, thus limiting 'the real choice of how they travel' as referred to in NPPF 29.

Conformity Refs: NPPF 29, Chichester Local Plan 18.1 & Policy 7.6; Birdham Neighbourhood Survey 2013

Proposal 3 - Speed Restrictions

Support will be given to the introduction of further speed restrictions and traffic calming measures on all roads, but especially Birdham Straight, Church Lane and Bell Lane.

Two thirds of respondents (67%) considered improvements to road safety on the Birdham Straight was very important, particularly the speed of vehicles. In response to the Survey and Open Day comments, a speed survey is currently in progress to provide evidence to support this policy. The Parish Council are also pressing for a 20 mph speed limit on all roads in the village north of the A286.

Conformity Refs: NPPF para 17: Chichester Local Plan 18.1 & Policy 39.2; Birdham Neighbourhood Survey 2013

Drainage Proposal

Proposal 4 - Ditch Network Maintenance

In conjunction with development, the existing ditch and watercourse network must be improved and maintained to maximise efficiency and reduce flood risk. Costs for improvements and maintenance will be sought from government funding, such as Operation Watershed, but in cases where a development affects downstream capacity, developers will be required to make an adequate contribution to costs.

Following the flooding events of June & December 2012, the Birdham & Earnley Flood Prevention Group was formed in May 2013 with the purpose of reducing the risk of flooding in the area and also to act on the concerns of local residents, as expressed in Open Day comments and the Neighbourhood Survey. The group regularly monitors the watercourses in the Parish and works with WSCC, CDC and other flood risk management bodies to alleviate flood risk.

Conformity Refs: Birdham & Earnley Flood Prevention Group – Ditch Report, 2014, Birdham Neighbourhood Survey 2013; Open Day Comments 2013

Business Proposal

Proposal 5 - Business Growth and Support

Support and encourage the growth of new and existing business, particularly smaller businesses and home workers.

The Neighbourhood Plan supports the development and sustainable growth of existing businesses particularly in the core industries of tourism, marine, agriculture and small-scale and retail horticulture.

The Chichester Harbour Management Plan will provide support and advice for traditional businesses and encourage training, skill development and apprenticeship schemes. Furthermore they would support the formation of a Chichester Harbour Business Association

Feedback from the Business Survey indicated a positive response to advertising vacancies on the village website, providing business mentors and creating a local business directory with a Skills Library.

Conformity Refs: Chichester Local Plan 6.5: Chichester Harbour Conservancy Management Plan 2014-19; Birdham Business Survey 2013

Action Plan

The table below summarises all projects identified during the process that residents consider should be addressed in order to improve the quality and wellbeing of the village and Parish for the benefit of everyone living and visiting the Parish. The actions in this Action Plan, together with the Policies set out in the previous section, will guide residents and other stakeholders on how the community seeks to plan for and deliver upon its issues and objectives set out in this Plan.

Ref	Item	Action	By Whom	Funding?
Policy 1	Chichester Canal	Monitor progress and plans by Chichester Canal Society	Parish Council	
Policy 4	Maintain open views	Join with bordering parishes in preparing an integrated footpath system that enhances viewpoint access around the Harbour and the interior farmland of the Manhood.	Environment Group	
Proposal 1	Playing Field	Seek funds through the Community Infrastructure Levy to improve drainage and facilities	Parish Council	Yes
Policy 9	Crooked Lane	Seek improvements to parking at both ends to improve access and safety.	Parish Council	
Policy 10	Footpaths & Cycle Paths	Ensure footpaths and cycle paths are regularly maintained and kept clear.	Parish Council	
Policy 10	Safer access	Lobby for pedestrian crossing(s) on A286	Parish Council	
Proposal 2	Bus Service	Lobby for extended evening and Sunday services		
Proposal 3	Speed restrictions	Follow up results of speed survey and lobby for lower speed restrictions.	Parish Council	
Policy 17	Housing Need	Monitor requirements for social/rented housing	Parish Council	
Policy 18	Flood Risk Assessment	Lobby for area Flood Risk Assessment	BEFPG	
Policy 21	Wastewater	Monitor Southern Water statistics. Report any sewage failure issues	BEFPG General Public	
Proposal 4	Ditch Maintenance	Ensure Ditches are cleared and maintained	BEFPG	Yes
Policy 24	Broadband & Telecomms	Lobby for improvements to both	Parish Council	
Proposal 5	Business Support	Set up local business directory and seek business mentors	Business Group	

7. APPENDICES

7.1 Listed Buildings

As referred to in Section 3.1.

Further details can be found on:

<http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

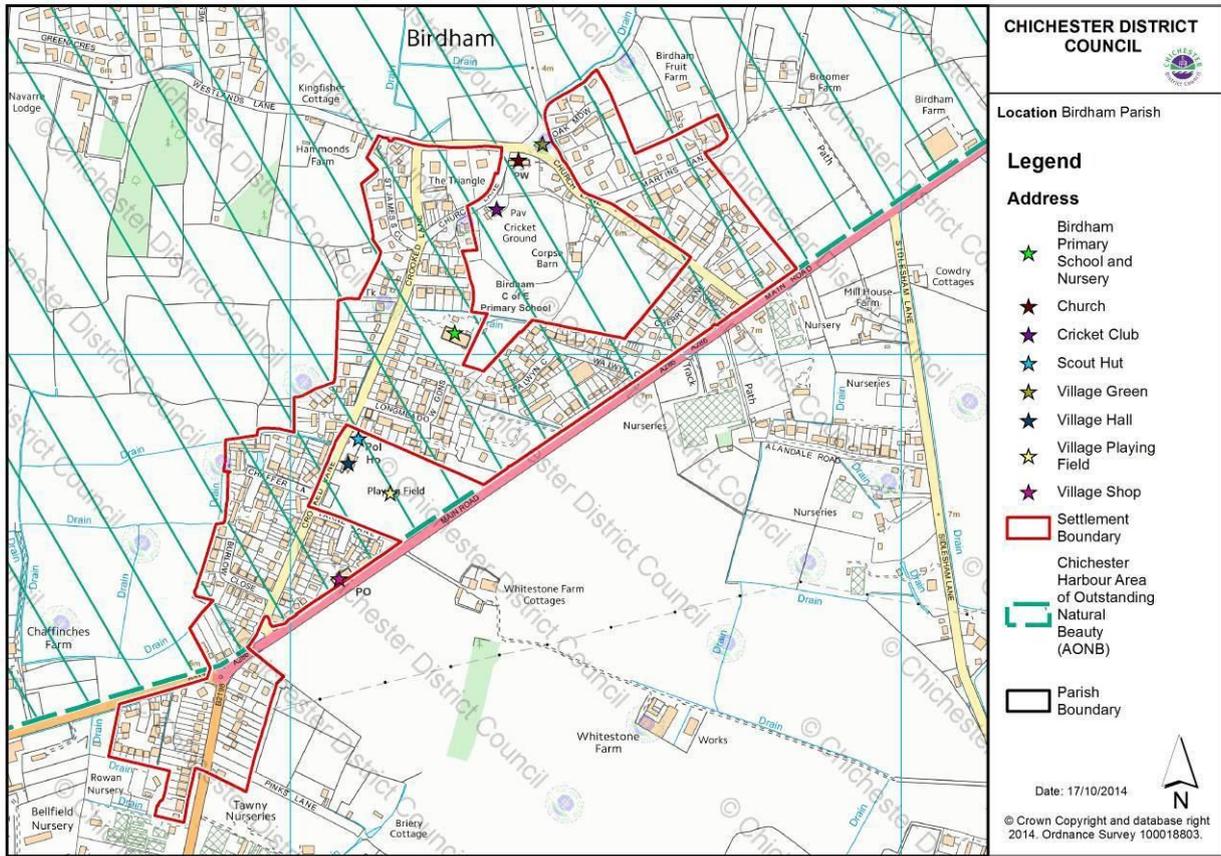
Status	Building	Location
Grade 1	Parish Church of St. James	Church Lane
Grade 2	Birdham Mill	Birdham Pool
	Broken Stone	Martins Lane
	Cartshed at Chaffinches Farm	Main Road
	Chaffinches Farmhouse	Main Road
	Cherry Tree Cottage	Birdham Road
	Cottage Row	Hundredsteddle Lane
	Fir Tree Cottage	Shipton Green Lane
	Hammonds Farmhouse	Westlands Lane
	Harbour Meadow	Court Barn Lane
	Hill Land Farmhouse	Almodington Lane
	Holt Place	Shipton Green Lane
	The Thatched Cottage	Shipton Green Lane
	Lippering House	Birdham Road
	Mandhoodend Farmhouse	Birdham Road
	Mandhoodend Farm Cottage	Birdham Road
	Mill House Farmhouse	Sidlesham Lane
	St Mary's Cottage	Church Lane
	The Old Bird and Ham	Church Lane
	The Hundred House	Hundredsteddle Lane
	The Red House	Lock Lane
The Village Pump	Church Lane	
Well House	Lock Lane	
West Bell House	Bell Lane	

7.2 List of Conformity Reference Documents

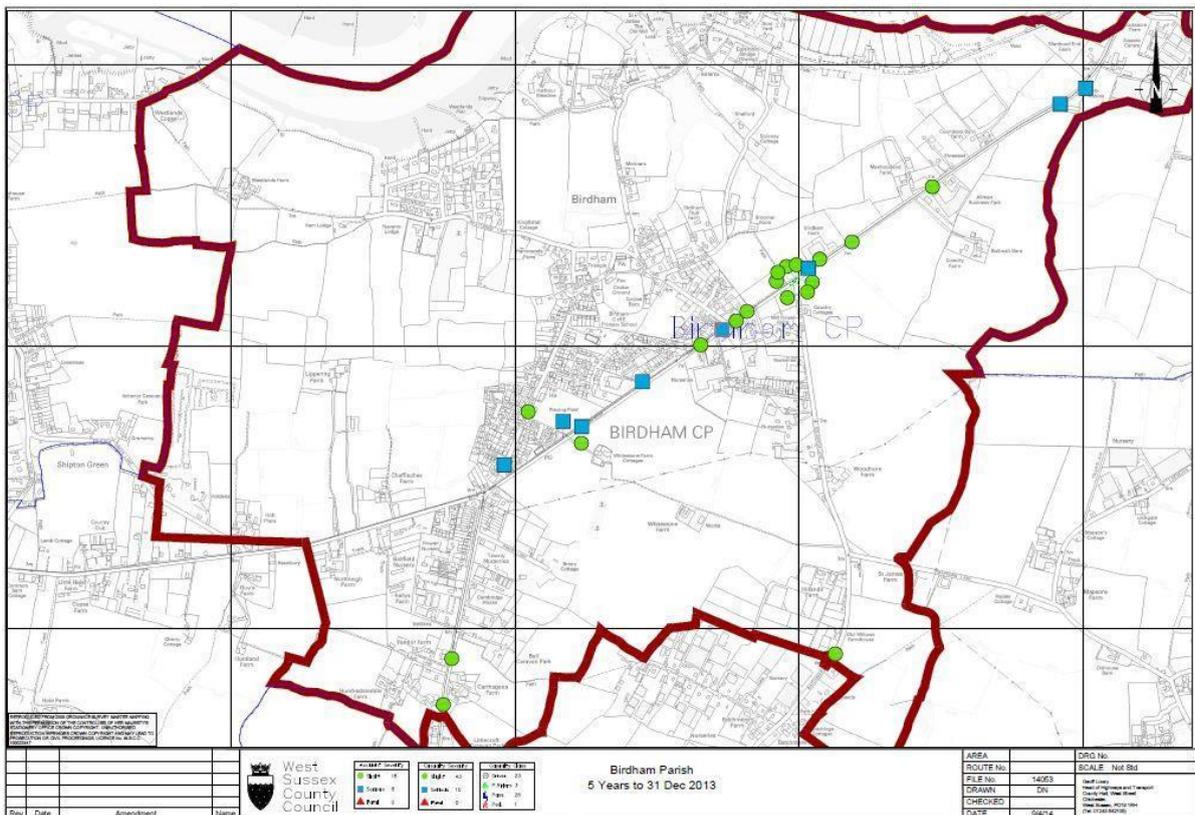
[Birdham Neighbourhood Survey Report \(AiRS\), July 2013](#)
[Birdham Open Day Comments Nov 2012, Nov 2013 – Summaries & Verbatim Comments](#)
[Birdham Business Survey Summary of Responses & Comments 2013](#)
[Birdham & Earnley Flood Prevention Group – Ditch Report, 2014](#)
[Birdham Primary School Comments 2013](#)
[Black & Veatch 2012 Flooding Report- Southern Manhood Peninsula](#)
[Building for Life 12](#)
[Chichester Adopted Local Plan 2014-29](#)
[CDC Infrastructure Delivery Plan 2013](#)
[CDC Local Biodiversity Action Plan 2011-14](#)
[CDC Settlement Capacity Profiles 2013 & SHLAA 2013](#)
[CDC Somerley Conservation Area Character Appraisal 7 May 2013](#)
[CDC Transport Study of Strategic Development Options and Sustainable Transport Measures 2013](#)
[Chichester Area Strategy Development Plan South Coast Corridor Multi-Modal Study Prepared for GOSE. August 2002 by Halcrow Group Limited](#)
[Chichester Employment Land Review 2013](#)
[Chichester Harbour Conservancy Design Guidelines for New Dwellings and Extensions \(2010\),](#)
[Chichester Harbour Conservancy Management Plan 2014-19](#)
[Coast to Capital Local Enterprise Partnership](#)
[Coastal West Sussex and Greater Brighton Local Strategic Statement Delivering Sustainable Growth 2013-2031](#)
[Manhood Peninsula Destination Management Plan 2011-2015](#)
[Manual for Streets 2 – Department for Transport 2010](#)
[National Planning Policy Framework \(NPPF\) – March 2012](#)
[Natural England's National Character Area Profile: 126 South Coast Plain \(NE525\) - Feb 2014](#)
[Planning Practice Guidance Methodology Stage 2 Paragraph: 019 Reference ID: 3-019-20140306](#)
[Strategic Growth Study – Wastewater Treatment Options \(August 2010\)](#)
[Sussex Historic Landscape Characterisation](#)
[The Economic Impact of Tourism Manhood Peninsula Study The](#)
[National Environment and Rural Communities \(NERC\) Act 2006 The](#)
[Selsey and East/West Wittering Visitor Survey](#)
[The West Sussex Transport Plan \(2011-2026\)](#)
[Towards ICZM on Manhood Peninsula 2011](#)
[UK Government Natural Environment White Paper 2011 - Making Space for Nature](#)

7.3 Maps

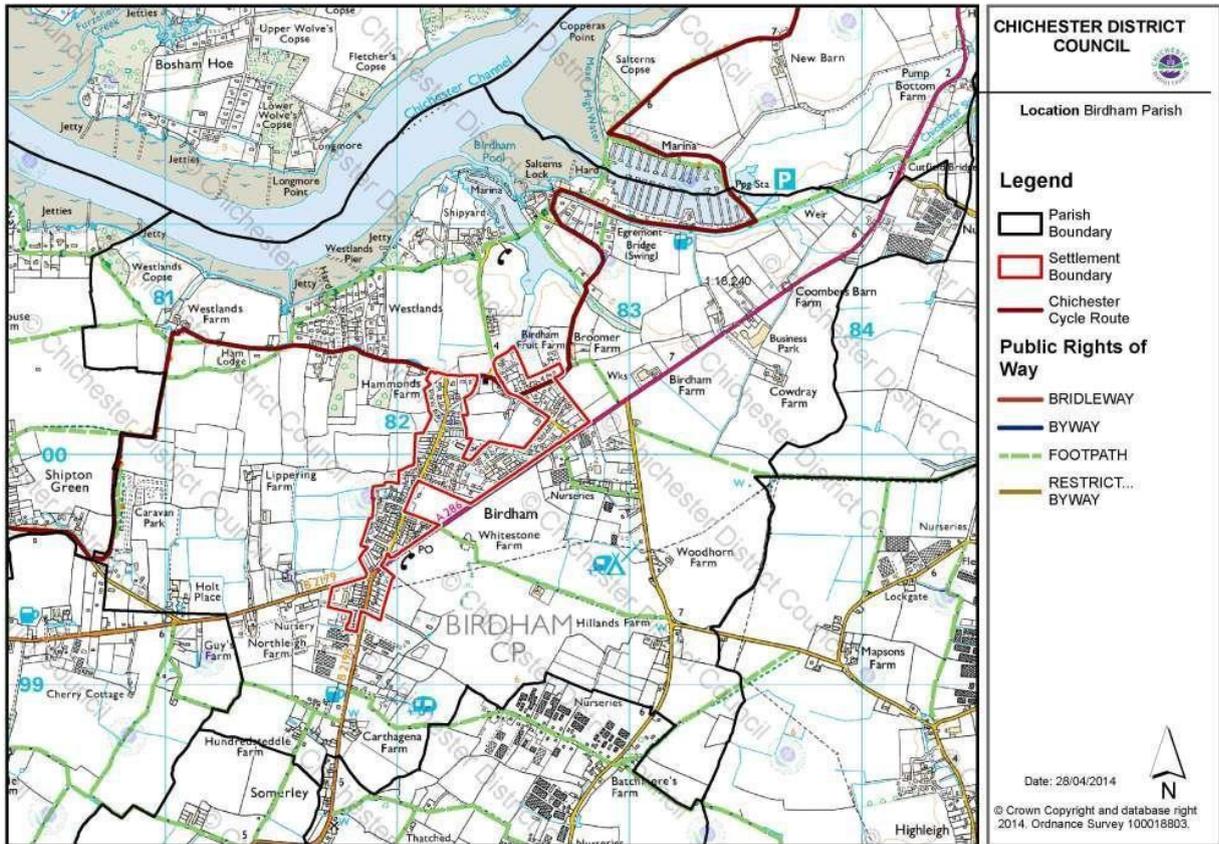
Key Assets Map - Policy 8



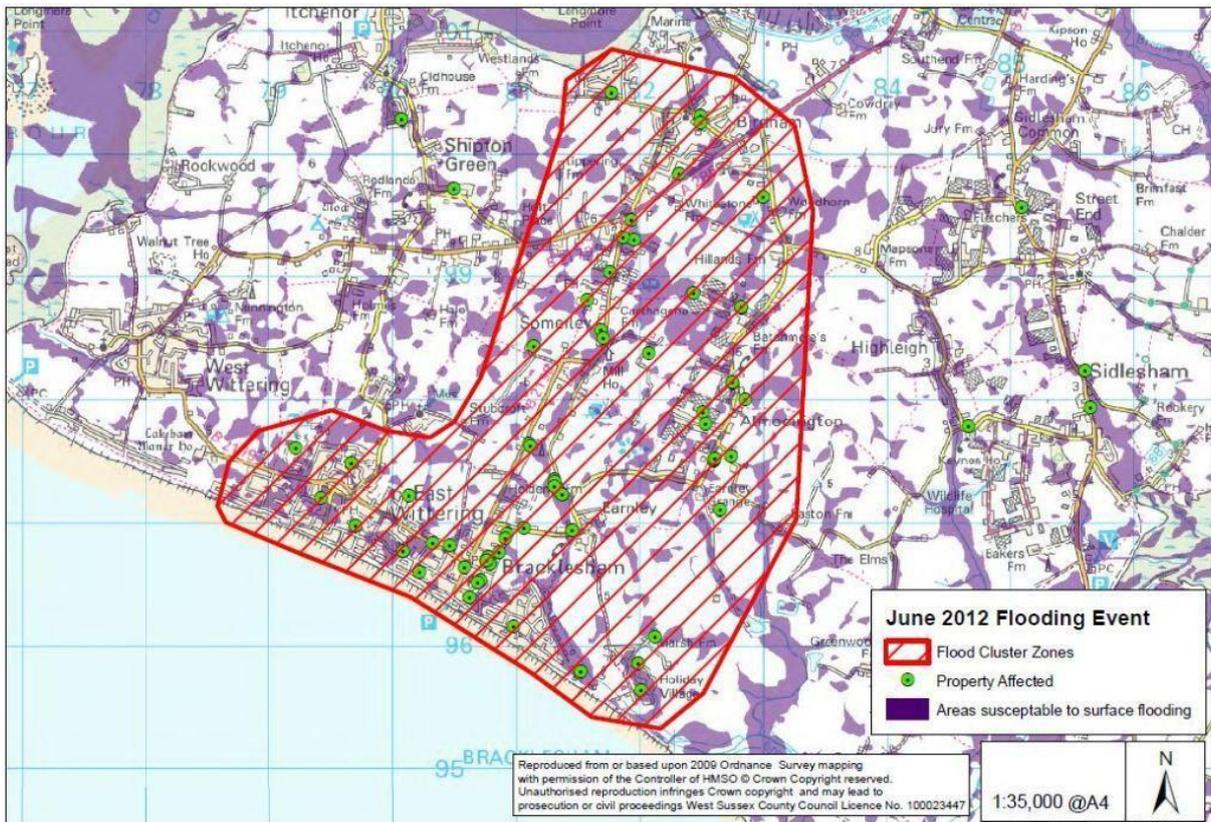
Road Traffic Accident & Casualties Map - Policy 9



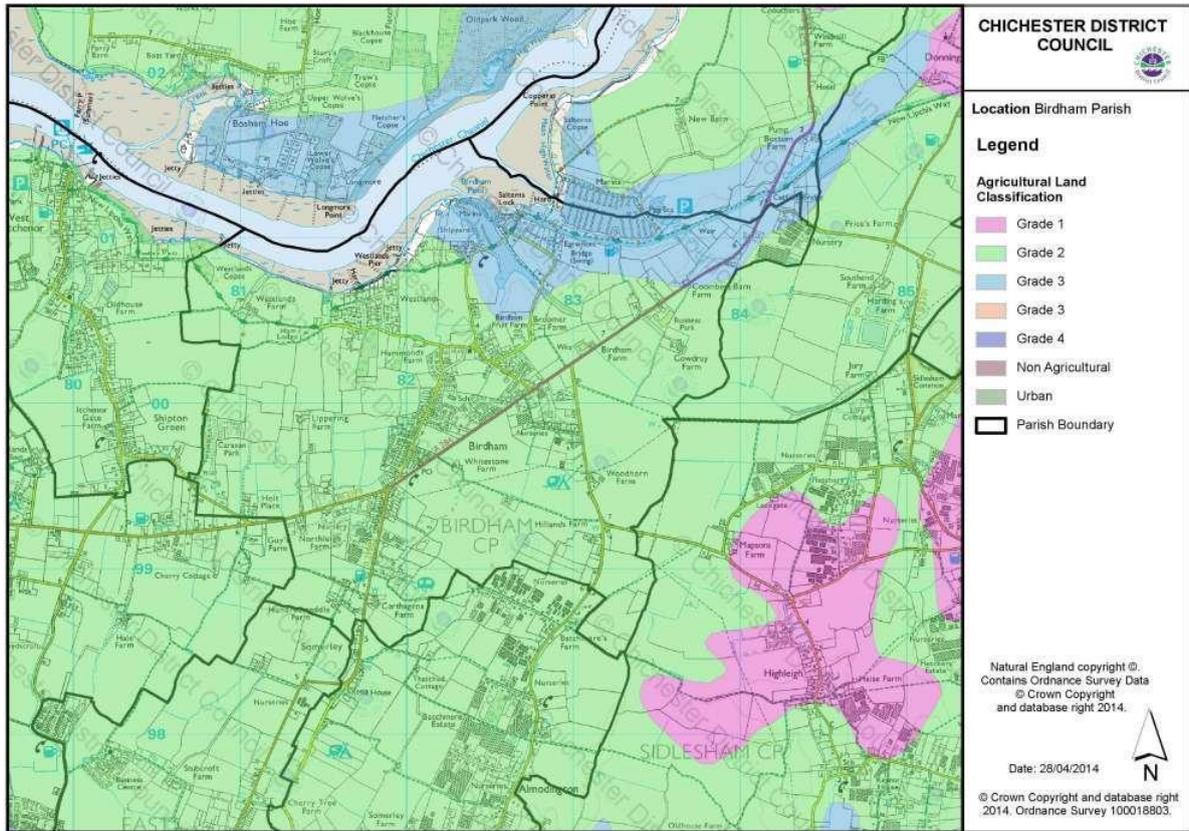
Cycle Path & Public Rights of Way Map - Policy 10



Map of Flooded Areas June 2012 - Policy 18



Agricultural Land Classification Map – Policy 23



7.4 Birdham Settlement Boundary Area

A visual and desk top study of Birdham in its setting was undertaken as part of the Settlement Boundary Area (SBA) review. This has resulted in the SBA being extended to include two areas of land to the south of the village, and outside of the AONB. Both the new sites to be included within the extended SBA were identified by residents as suitable housing sites in the Birdham NP questionnaire. These sites both have at least one contiguous boundary with the existing SBA while their non-contiguous boundaries mark a distinct break between the residential built-up area of the settlement and the surrounding agricultural and horticultural sites (as can be seen clearly on the SBA map in the main document and by a visual inspection of the area and on google earth and satellite and ordnance survey maps of the area).

The **Rowan site** is contiguous with existing houses on two boundaries (north and east). Although the site is at the far south and west of the settlement's edge it integrates well with existing housing in this area and is not visible from the B2198 (Bell Lane) so will not adversely impact the road's streetscape and rural/horticultural vista. The site's western boundary is bordered by a ditch/rife, a line of trees and open fields beyond that and its southern boundary backs onto a line of trees, and a ditch/rife with a long-established nursery on the other side of the ditch.

Although the second site on the **Tawny Caravan Park** will result in the loss of caravan/camping pitches, a substitute camp-site will be located at the site's eastern boundary, to be screened from the new housing by trees. The allocated development site is contiguous with existing housing on the opposite side of the B2198 on its western boundary. Pinks Lane, a rural tree-lined lane with ditches on both sides, delineates its northern boundary. The southern boundary is marked by an access road to a nursery and horticultural land to the south. Unlike the Rowan site, the **Tawny site** will be visible from Bell Lane and when a full planning permission is put forward by developers, the neighbourhood plan recommends that housing on this site is set well-back from the road, in line with the previous planning permission granted for the existing camp-site. The planning permission establishing this site as a camping-site required this set-back in order to maintain the distinctive streetscape of Bell Lane where all properties are set back from the road.

These two allocated sites represent a sensible extension to the existing SBA and the revised SBA boundary represents a distinct policy line around the built-up residential part of the parish and the agricultural and horticultural property surrounding it. Remaining housing in the parish outside of the revised SBA (other than the Westlands/Greenlands estates by the harbour and the conservation hamlet of Somerley) is mainly scattered and isolated and often associated with the parish's agricultural and horticultural land or camping sites.

The neighbourhood plan, the Local Plan, the Chichester Harbour Conservancy Management Plan and the ICZM strategy all state that traditional horticultural, agricultural and tourist related businesses in the area should be sustained (*72.1% of respondents to Birdham's questionnaire supported the view that land should be reserved for businesses suited to Birdham's rural environmental in order to encourage local employment opportunities and that garden centres/nurseries were among the facilities most used by residents*). The important symbiotic relationship between the horticulture/agriculture environment of the Manhood Peninsula, its camp-sites and its attraction as an important visitor destination is noted in the area's Integrated Coastal Zone Management strategy. The zone to the south of both the allocated sites comprises horticultural and agricultural land, with two camp-sites and has a visually distinct traditional horticultural/agricultural and holiday ambiance and a streetscape that is clearly different from the residential built-up area within the SBA. The continuing presence of horticultural/agricultural and camp-sites on the main route to the new Medmerry nature reserve and Bracklesham beaches conforms with ICZM's economic and environmental strategy. The new SBA boundary area brings Birdham's residential area closer to the separate conservation area of Somerley but maintains a sufficient visual gap between the two settlements in a peninsula seeking to retain its landscape character and distinct and individual settlements. (*Towards ICZM, Manhood Destination Management Plan*). As the Rowan site is not visible from the B2198 and the Tawny site is towards the northern end of the B2198 and homes can be screened and set-back from the road, ribbon-type development can be avoided.

The main disadvantage to the included sites is the fact that they lie to the south of the A286 and involve new residents having to walk alongside and cross two busy 40 mph roads to access most of the village facilities. However, sites to the north of the A286 are all in the AONB, an environmental designation which residents and government policy have indicated needs greater protection from inappropriate development. As such the allocated sites are considered the most preferable sites as they are contiguous to the settlement, are not in the AONB, do not involve the loss of any businesses (as a camp-site will be retained at the rear of the Tawny site) and do not intrude into the agricultural and horticultural areas of the parish. The horticultural/agricultural/tourism related zone between Birdham and Somerley, meanwhile, provides

some amenities (recreational/environmental/employment) that will reduce the severance effect caused by the new sites being at the southern edge of the village and across the main road from the school, shop, village hall, playing fields, and church. However, we strongly recommend the setting back of housing on the Tawny Caravan Park site and the planting of screening to the west in front of the housing with perhaps open grass and public benches beside the road to maintain the existing streetscape and rural aspect of Bell Lane and encourage social interaction between new and existing residents in this area.

Conformity Refs: NPPF, Chichester Local Plan 2014-202, Towards ICZM, Chichester Harbour Conservancy Management Plan 2014-19. Birdham Neighbourhood Questionnaire 2013, Manhood Peninsula Destination Management Plan 2011-2015, Birdham Business Questionnaire, Conservation Area Character Appraisal and Management Plan for Somerley Conservation Area - Approved 7 May 2013. Google Maps, Google Earth. Chichester Local Plan: Key Policies Settlement Boundary Review December 2013.

7.5 Landscape Character and Open Views

Harbour Side Farmland

Cultivated fields edge reed beds above high water springtide line



Chichester Harbour Estuarine Intertidal Mudflats



Chichester Canal (Unused link to Chichester Harbour)

Freshwater reed beds and embankment



Brackish Lagoon

Receives freshwater from ditch drainage and marshland with copse edging



Open Field Lower End becoming Marshland



Village Pond

Water from Settlement Area and Fields North of A286 Ditch System



Open Field Acting as Water Meadow Holding Tank



Open Field Ditch System: Bounded by Wide Deep Ditches, Hedgerows and Copses



Mature Oak Woodland at Harbour Side

Edged by footpath and open field system and hedgerows



Mixed Deciduous Woodland with stream into the Harbour from Open Field Ditch System



7.6 Position Statement on Wastewater

Position Statement on Wastewater and Delivering Development in the Local Plan – Oct 2013 Sidlesham WTW

A – Estimated existing permit headroom (households) at April 2006 (MWH Study)	1208
B – Estimated existing headroom (households) at July 2012 Southern Water	1000
C – Estimated remaining headroom (households) at 31st March 2013 (B-D=C)	894
D - Number of dwellings committed at 31st March 2013	106

Estimated existing permit headroom based on assumed flow returned to sewer per new household of 500 litres/property/day. Headroom is calculated in terms of households but any additional flows, including from commercial development, will erode the headroom.

Note: These numbers A – D refer only to free head room. They fail to mention that the informed capacity of the plant is 29041, and the informed load is 26985.

7.7 Acknowledgements

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