

# **Chichester Local Plan 2021 - 2039**

## **Schedule of Additional Modifications (MC03)**



# Chichester District Council Schedule of Additional Modifications to the Chichester Local Plan 2021 – 2039 Proposed Submission

## Additional Modifications for the purposes of Factual or Clarity Not Subject to Consultation

### Key to Additional Modifications in document:

The modifications below are expressed as strikethrough for deletions and underlining for additions of text, and by specifying the modification in words in *italics*.

The paragraph numbering below refers to the submission Local Plan, and does not take account of the deletion or addition of text.

This schedule, along with the Main Modifications Schedule (MC01) replace ‘Councils suggested modifications schedule May 2024 - V2 September 24’ (CDC15.01) at the Inspectors’ request.

Modification reference	Policy/ Paragraph	Proposed Changes
		Main Modifications subject to Consultation are set out in a separate Schedule.  Formatting corrections are not listed below, including updating paragraph numbers and page numbering in the contents page.
<b>Contents and Foreword</b>		
Foreword		
AM1	Foreword	All text preceding the contents page to be deleted. Foreword to be updated upon adoption of the Plan, by Cabinet Member for Planning.
Contents		
AM2	Contents	Insert new policy after NE6 - The Mens SAC and Air Quality
		Insert line above Policy A15 and insert text “Loxwood” and page number.
<b>Chapter 1: Introduction</b>		
Introduction		
AM3	Para 1.1	<i>Amend paragraph: Adoption date to be updated.</i>  The <del>current</del> Chichester Local Plan <u>2021-2039</u> <del>Key Policies</del> was adopted in 2015 <u>TBC</u> . The <del>council is now required to produce a new</del> Local Plan which will plan and manage development up to 2039. It does not include that part of the district within the South Downs National Park. A separate Local Plan covering the National Park has been prepared by the South Downs National Park Authority.
	Para 1.2	<i>Amend paragraph:</i>  The Chichester Local Plan 2021-2039 (hereafter known as the Local Plan 2021 - 2039) will replace the policies in the <del>current</del> <u>previous</u> adopted Local Plan (adopted July 2015). Policies and sites allocated in the Site Allocation Development Plan Document (DPD) 2014-2029 are saved for continued use pending review as part of the next Site Allocation DPD.
	Para. 1.3	<i>Amend paragraph:</i>  <del>Once adopted, the</del> Local Plan 2021 - 2039 will form part of the Development Plan for the area, together with the <u>current and any future</u> Site Allocation Development Plan Document <sup>2</sup> , <u>Southbourne Allocation DPD</u> , the adopted Waste Local Plan and the Minerals Local Plan, both a West Sussex County Council responsibility, and Neighbourhood Plans, prepared by local communities.  <sup>2</sup> Site Allocation DPD 2014 – 2029 and any future replacement Site Allocation DPD.
How to use the Plan		
AM4	Para. 1.11	<i>Amend bullet point 2:</i>  <ul style="list-style-type: none"> <li><b>The Vision and Objectives:</b> based on the priorities in the Chichester District Sustainable Community Strategy, the vision describes the sort of place the plan area should be by 2039. To help deliver this vision a suite of strategic objectives is identified. The Vision and Objectives also reflect the long-term cross boundary Strategic Objectives and Spatial Priorities identified in the Coastal West Sussex and Greater Brighton Local Strategic Statement <u>as updated in January 2016 (known as LSS2)</u>;</li> </ul>
Policy Context		

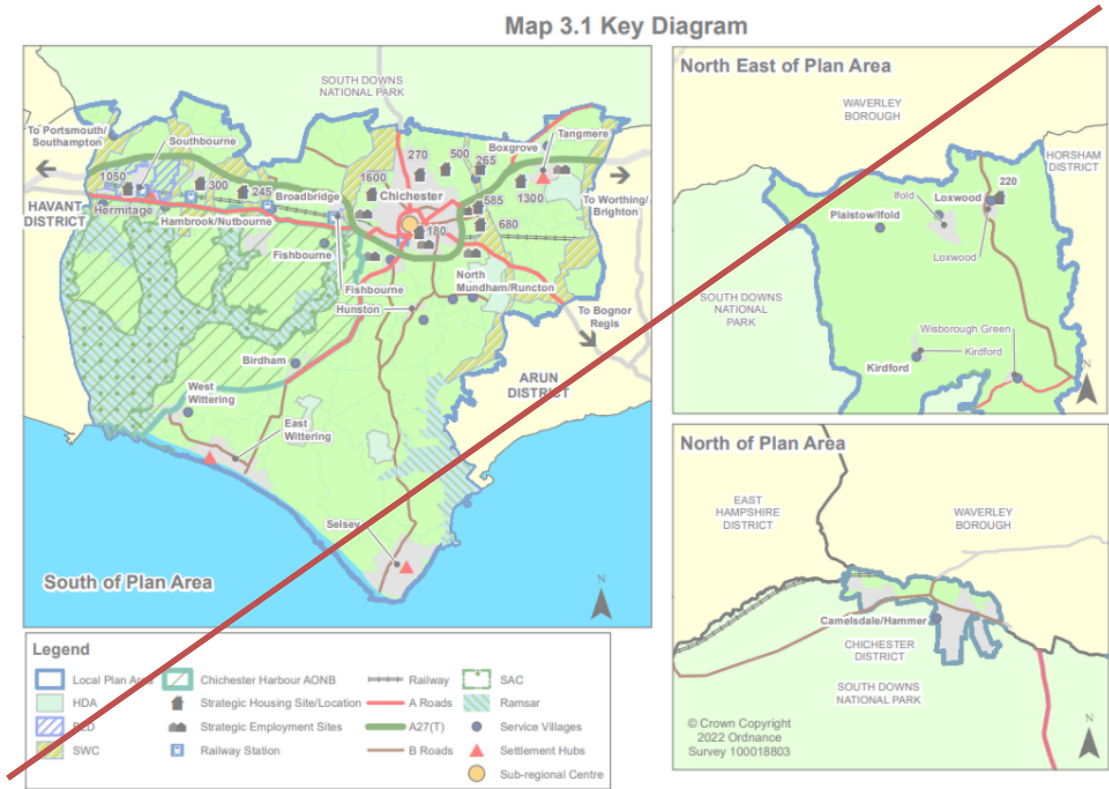
AM5	Para. 1.14	<p><i>Amend paragraph:</i></p> <p>The National Planning Policy Framework (NPPF) (2024) sets out the Government’s planning policies and how they should be applied. It emphasises the role of sustainability in guiding plans and policies, highlighting the importance of a plan-led system in delivering sustainable development. It sets out expectations for how local plans should be prepared, matters that should be addressed and the need to cooperate effectively across administrative boundaries. The importance of significantly boosting the supply of new dwellings is reiterated, whilst ensuring provision for other development needs including economic growth.</p>
	Para. 1.25	<p><i>Amend paragraph:</i></p> <p>The council has engaged constructively, actively and on an ongoing basis with other local authorities and organisations to address key strategic matters. Statements of Common Ground with relevant strategic policy-making authorities <b>have been</b> <del>are currently being prepared and will be made available for review on the council’s website.</del> These statements will be kept under review and updated with progress made on addressing identified key issues, along with any new evidence available.</p>
How the Plan has developed		
AM6	New para between 1.37 and 1.38	<p>New paragraph:</p> <p><b><u>The Publication (Regulation 19) version of the Local Plan was published on the 3 February 2023 and provided the final, formal opportunity for the local community and stakeholders to give their views on its content in terms of soundness and legal compliance. Approximately 2,400 individual responses were received from 319 consultees. Representations that were made at this stage formed the basis for the public examination and were submitted to the Inspector for consideration.</u></b></p>
Chapter 2: Vision and Strategic Objectives		
Characteristics of the Plan Area		
AM7	Para. 2.3 and footnote	<p><i>Amend paragraph:</i></p> <p>The cathedral city of Chichester is the main settlement with a population of around <b>33,703</b> <del>29,193</del><sup>4</sup> and is the principal location for the provision of higher education and shopping facilities. The city is renowned for its cathedral, its historic heritage and university and is the largest centre of employment in the plan area.</p> <p><del><sup>4</sup>ONS Mid-Year Parish Population Estimates 2020</del> <b>ONS 2021 Census. Unless otherwise stated information in this section is taken from the 2021 Census.</b></p>
	Para. 2.4 and footnote	<p><i>Amend paragraph, delete footnote:</i></p> <p>Outside Chichester city, the plan area has four other significant settlements that accommodate a range of facilities and services:</p> <ul style="list-style-type: none"> <li>• East Wittering and Bracklesham Parish has a population of around <b>7,482</b> <del>4,899</del><sup>4</sup>. Nearby beaches, especially those of West Wittering, are amongst the best in the South East, making them an extremely popular attraction for residents and holiday makers.</li> <li>• Selsey, at the tip of the Manhood Peninsula, is a town with a population of around <b>10,926</b> <del>40,668</del>. With one of the largest caravan parks in Europe, the population of the town more than doubles during the holiday season. It is also a focus for commercial activities such as horticulture, fishing and other marine related businesses.</li> <li>• Southbourne, to the west of Chichester, has a population of around <b>4,967</b> <del>6,820</del> and has links to the nearby towns of Havant and Emsworth. Southbourne has a number of employment opportunities, a railway station, and a secondary school with a relatively modern leisure facility. The community facilities are dispersed throughout the settlement.</li> <li>• Tangmere, to the east of Chichester city, is a settlement of some <b>4,000</b> <del>3,458</del> people. It hosts a number of local businesses and has some dispersed community facilities including shops and a medical centre. However, it currently lacks many of the amenities and services normally associated with a settlement of its size.</li> </ul>
	Para. 2.6	<p><i>Delete footnote:</i></p> <p>The total population of Chichester District is 124,100<sup>(5)</sup>, a growth of 9.1% since 2011.</p>
	Para. 2.7	<p><i>Amend paragraph:</i></p> <p>The percentage of the working age population (16-64) is below the national level of <b>63</b> <del>62.3</del>% at <b>57.3</b> <del>55.8</del>%. This is in contrast to those over the age of 65 at 27.<b>17</b>% <del>17</del>% compared to the national level of 18.<b>5</b>%.</p>
	Para. 2.10	<p><i>Amend paragraph:</i></p> <p>Ethnic minorities make up <b>57</b>% of the total population of the district. This is lower than county (<b>94</b>%), regional (<b>13.7</b>%) and national (<b>19</b>%) averages.</p>

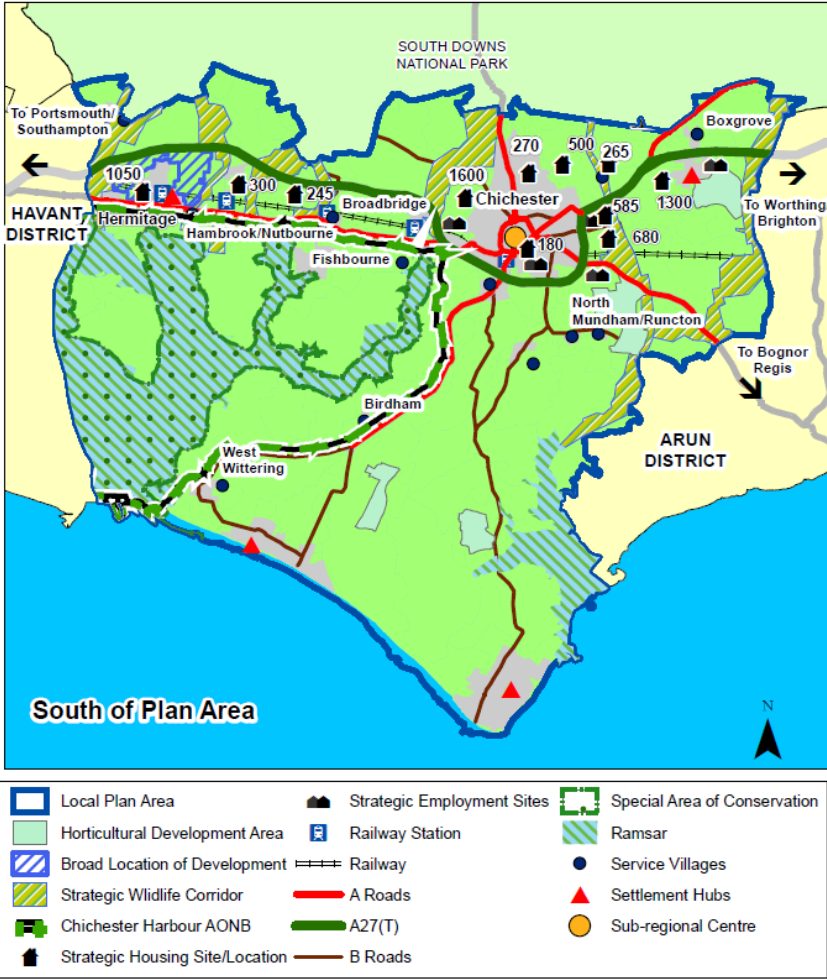

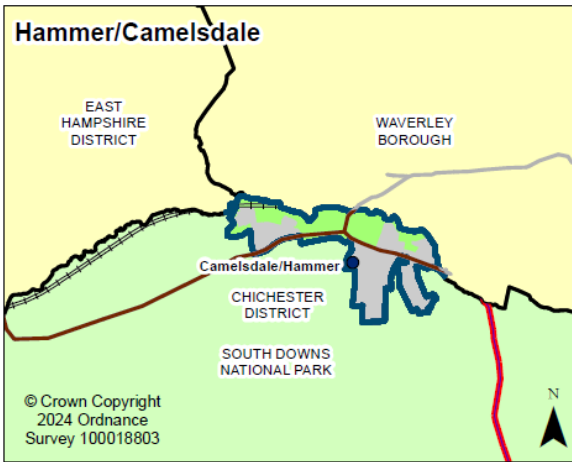
	Para. 2.11 and footnote	<p><i>Amend paragraph:</i></p> <p>Residents of the district have a good life expectancy, for males, this is 80.4 years and 84.<del>25</del> years for females. This is in line with South East averages and slightly higher than the national averages<sup>8</sup>.</p> <p><sup>8</sup>Life Expectancy at birth, ONS (published <del>September 2024</del> <b>January 2024</b>)</p>
	Para. 2.12	<p><i>Amend paragraph:</i></p> <p>The <del>2011</del> <b>2021</b> Census found that <del>14</del> 15.64% of Chichester's households did not have access to a car or van; this is lower than county, regional and national averages.</p>
	Para. 2.16	<p><i>Amend paragraph, delete footnote:</i></p> <p>The proportion of people in the district aged <del>over 16 between 16 – 64</del> years with a level 4 qualification (degree level or above) is <del>35.7</del> 45.6%. That is higher than the South East (<del>35.7</del> 45.4%) and National (<del>33.7</del> 43.5%) figures<sup>11</sup>.</p> <p><sup>11</sup>ONS Annual Population Survey (for the period Jan – Dec 2021)</p>
	Para. 2.19	<p><i>Amend paragraph, delete footnote:</i></p> <p>The employment rate of 16-64 year olds <del>number of people in the district aged over 16 who are economically active</del> is slightly lower than the national average of <del>58.3</del> 74.8% at <del>54.2</del> 71.3%, however the proportion of people in part time employment is above both South East and National averages<sup>12</sup>.</p> <p><sup>12</sup>Employee jobs 2020, ONS Business Register and Employment Survey</p>
	Para. 2.21	<p><i>Amend paragraph:</i></p> <p>The visitor economy, including hotels, catering, campsites and other tourist facilities, is a significant employment sector. The district's scenic beauty, beaches, heritage sites, arts and crafts, festivals, museums and galleries and organisations in film, photography and new media, all have the quality and capacity to attract significant levels of visitors. Chichester Festival Theatre is the most influential regional theatre in Britain. It brings over £13 million into the local economy, through primary and secondary spend by the theatre and its summer season audience<sup>14</sup>. Outside the city there are a number of other heritage attractions and events such as Goodwood, which also bring in visitors and generate income. <b><u>The rich and diverse coastline of Chichester Harbour supports both tourist activity and provides an ideal location for businesses linked to the marine sector.</u></b></p> <p><sup>14</sup>The Chichester Festival Theatre Economic Impact Study 2010 Final Report, commissioned by the Chichester Festival Theatre from the Centre for Local and Regional Economic Analysis at the University of Portsmouth</p>
Responding to the Climate Emergency		
AM8	Para. 2.33	<p><i>Amend paragraph:</i></p> <p>Targets for <b><u>Minimum energy performance requirements, maximum</u></b> CO2 emissions, fabric energy efficiency <b><u>and</u></b> primary energy rates and building emissions rates for new and existing buildings are set through Building Regulations <del>which require (Reg 25B) that new buildings are “nearly zero energy”</del>. The <del>2021</del>2 updates to Approved Document Part L, <b><u>incorporating 2023 amendments</u></b>, which provides further detail of the requirements, forms part of the government's move towards net zero carbon, including through the proposed Future Homes Standard and Future Buildings Standard which will see a phased reduction in energy use. The new Part L represents approximately a 31% reduction in energy use in dwellings compared to the previous Part L (2016 amendments), and 27% in non-residential buildings. This is an interim step prior to the full Future Homes and Future Building Standards which are due to be implemented in 2025, with consultation <b><u>on the changes proposed from 2025 began in December</u></b> during 2023.</p>
Local Plan Vision		
AM9	Para. 2.48	<p><i>Amend paragraph:</i></p> <p>Local industries such as horticulture, agriculture, fishing and tourism, <b><u>including marine related leisure</u></b>, will flourish with a particular focus on local food production. An 'enterprise' culture, building on high levels of entrepreneurship and self-employment, will be developed further by, for example, improving links with academic institutions in Chichester.</p>
Cross Boundary Objectives		
AM10	Para. 2.52	<p><i>Amend Objective 1:</i></p>

		<p>As referenced previously, the council has been working with other local authorities to identify strategic objectives across a wider area, in line with the duty to cooperate. The following objectives, as set out in Local Strategic Statement 2 (LSS2), have been agreed by the Coastal West Sussex and Greater Brighton Planning Board. Work is currently underway to update this to form a new Local Strategic Statement 3. More detail on how each objective will be delivered is contained in the LSS. The Local Plan Strategic Objectives are in line with these wider objectives.</p> <p>Strategic Objective 1: Delivering Sustainable <b>Economic</b> Growth  Strategic Objective 2: Meeting Strategic Housing Needs  Strategic Objective 3: Investing in Infrastructure  Strategic Objective 4: Managing Environmental Assets and Natural Resources</p>
	Para. 2.53	<p>Amend paragraph:</p> <p>Linked to these Objectives, the LSS also identifies Spatial Priorities which set out a framework for investment and strategic planning for the period to 2015-<b>2025</b>. Those below are of most direct relevance to the Chichester Plan Area:</p> <p><b>Spatial Priority 2:</b> Chichester city/Tangmere/Bognor Regis gives priority to the infrastructure improvements needed to support delivery of strategic employment and housing sites identified in the Chichester and Arun Local Plans.</p> <p><b>Spatial Priority 9:</b> Rural Sussex sets out that the local authorities and South Downs National Park will work together with partners to ensure that the rural parts of the sub-region benefit from long-term sustainable growth.</p>
<b>Strategic Objectives</b>		
AM11	Objective 3	<p><i>Amend objective 3:</i></p> <p>Housing of suitable size and type will be delivered to meet the needs of a range of budgets and ages, including both market and affordable housing, and specialist housing, including opportunities for communal living and self and custom build. <del>Good design will consider climate change, help to reduce crime and the fear of crime, create beautiful places accessible to all, build communities, and be well integrated with existing communities and facilities.</del></p>
<b>Chapter 3: Spatial Strategy</b>		
<b>Spatial strategy</b>		
AM12	Para 3.16	<p><i>Amend paragraph:</i></p> <p>Southbourne is a ‘Settlement Hub’ with a good range of services and facilities, and rail connectivity. As a sustainable settlement, Southbourne has been identified as a location suitable for a comprehensively masterplanned mixed use development of 1,050 dwellings, with local employment, education provision and appropriate community facilities. The Plan identifies a broad location for development (BLD) at Southbourne, which means that the development site boundary will be determined at a later stage, <del>either through a site allocations development plan document or through the neighbourhood plan.</del></p>
	Para. 3.21	<p><i>Amend paragraph:</i></p> <p>The north of the plan area covers those parts of Chichester District which lie north <b>and east</b> of the South Downs National Park boundary. This includes Loxwood Parish and most of the parishes of Kirdford, Plaistow and Ifold, and Wisborough Green, together with a small part of Lynchmere Parish close to the Surrey border around the villages of Camelsdale and Hammer.</p>
	Policy S1	<p><i>Remove number from Point 7 and re-align to left margin.</i></p> <p><i>Remove footnote 16.</i></p> <p><u>Policy S1 Spatial Development Strategy</u></p> <p>7.Provision for the above is made through this Local Plan, the extant Site Allocation Development Plan Document 2014-2029 (or subsequent Site Allocation DPD) and through neighbourhood plans<sup>16</sup>.</p> <p><sup>16</sup><del>See Appendix H for detail on saved Site Allocation DPD</del></p>



AM13	Map 3.1 Key diagram	<p>Change the name of the map box titled ‘North of the Plan Area’ to ‘Hammer/Camelsdale’</p> <p>In the legend write the acronyms HDA, BLD, SWC and SAC in full</p> <p>Delete one of the Fishbourne labels</p>
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		<p style="text-align: center;"><b>Key Diagram</b></p>   
<b>Policy S2 Settlement Hierarchy</b>		
AM14	Policy S2	<p><i>Amend final paragraph:</i></p> <p><u>Policy S2 Settlement Hierarchy</u></p> <p>Development in the Rest of the Plan area outside the settlements listed above is restricted to that which requires a countryside location or meets an essential local rural local need or supports rural diversification in accordance with Policy NE10.</p>
<b>Chapter 4: Climate Change and Natural Environment</b>		
<b>Policy NE2 Natural Landscape</b>		
AM15	Para. 4.7	<p>Amend paragraph:</p> <p>The plan area includes parts of four national landscape areas: Low Weald, Wealden Greensand, South Downs and South Coast Plain. A Strategy for the West Sussex Landscape has been developed by West Sussex County Council (WSCC), which sets a vision for each of these character areas as well as providing landscape guidelines relating to development. Chichester Harbour Conservancy's <b>The Chichester Harbour AONB-Management Plan (the Management Plan) prepared by Chichester Harbour Conservancy on behalf of Local Authorities</b>; Chichester Harbour AONB Landscape Character Assessment; as well as the council's adopted Chichester Harbour AONB Joint Supplementary Planning Document (SPD) all provide important guidance for development proposals in the <b>Chichester Harbour</b> AONB. The Management Plan and SPD are material planning considerations in the assessment of development proposals for land within the <b>Chichester Harbour</b> AONB. Other studies commissioned as part of developing the Local Plan, such as the Landscape Capacity Study, are important sources of evidence for landscape value and potential impact from development. Natural England also provides important guidance on carrying out landscape character assessments where a planning proposal is likely to impact the natural landscape.</p>
	Para. 4.8	<p><i>Amend paragraph and move footnote from policy into paragraph:</i></p>

		<p>Much of the agricultural land within the plan area also falls within Grades 1, 2 and 3a of the Agricultural Land Classification<sup>17</sup>, with the unique landscape of the Chichester Harbour AONB characterised by flat rural countryside comprising many areas of productive farmland as well as woodlands and hedgerows. In seeking to reconcile the demands on the plan area's natural landscape, the council will only support proposals that safeguard the richness of the landscape and take opportunities to conserve and enhance its value. The council will seek to protect the best and most versatile agricultural land from large scale, inappropriate or unsustainable non-agricultural development proposals that are not in accordance with the Development Plan. For proposals not in accordance with the Development Plan, that will result in the loss or likely cumulative loss of 20 hectares or more of best and most versatile agricultural land, the council will <b><u>in accordance with Section 18 and Schedule 4(y) of the Town and Country Planning (Development Management Procedure) (England) Order 2015</u></b>, consult with Natural England and have regard to "Natural England's Guide to assessing development proposals on agricultural land (2021)" and any subsequent guidance.</p> <p><sup>17</sup>See paragraph 001 of national planning practice guidance "Natural Environment"</p>
Policy NE6 Chichester's Internationally and Nationally Designated Habitats		
AM16	Para. 4.27	<p><i>Amend paragraph:</i></p> <p>The purpose of this policy is to set specific strategic requirements relating to the Mens, Ebernoe Common and Singleton &amp; Cocking Tunnels SACs, the Arun Valley SAC and SPA, and the Solent Coast SPAs (Chichester Harbour, Langstone Harbour, Pagham Harbour, Solent and Dorset Coast, and Medmerry Compensatory Habitat). Where relevant, this policy should be read in conjunction with the corresponding policy specific to each habitat, namely Policy NE16 (Water Management and Water Quality), Policy NE19<del>8</del> (Nutrient Neutrality), and Policy NE7 (Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast SPAs and Medmerry Compensatory Habitat).</p>
Policy NE7 Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast Special Protection Areas and Medmerry Compensatory Habitat		
AM17	Para. 4.34	<p><i>Add link at end of paragraph:</i></p> <p>If the impact of development is likely to adversely affect the integrity of a SAC or SPA - either by itself or in combination with other developments - and this cannot be avoided or mitigated effectively, then the council is likely to refuse planning permission. Evidence collected during the Solent Disturbance and Mitigation Project indicates that overwintering bird species in Chichester and Langstone Harbours SPA are being adversely affected by disturbance from human recreational activities. (<a href="http://publications.naturalengland.org.uk/publication/5535304204419072">http://publications.naturalengland.org.uk/publication/5535304204419072</a>).</p>
	Para. 4.40	<p><i>Amend paragraph:</i></p> <p>Under <del>paragraph 181</del> of the NPPF, Medmerry Compensatory Habitat is treated by the planning system as if it were a designated internationally protected site. This is to ensure that habitats of equivalent size and quality to those being lost due to coastal defences elsewhere in the Solent Maritime SAC can be provided as compensation and so that the populations of over-wintering birds that depend on these habitats are not adversely affected. The unified management of Medmerry Compensatory Habitat and Pagham Harbour under the RSPB currently ensures that the Pagham SAMM can mitigate for the impacts of recreational disturbance. However, schemes that could impact on functionally linked habitat for waders and Brent geese, and those whose proximity to Medmerry Compensatory Habitat means that other mechanisms of impact cannot be ruled out, will be required to provide the information necessary to undertake a site-specific Appropriate Assessment.</p>
	Policy NE7	<p><i>Amend 3<sup>rd</sup> paragraph.</i></p> <p><u>Policy NE7 Development and Disturbance of Birds in Chichester and Langstone Harbours, Pagham Harbour, Solent and Dorset Coast Special Protection Areas and Medmerry Compensatory Habitat</u></p> <p>Avoidance/mitigation measures will need to be phased with development and shall be maintained in perpetuity. All mitigation measures in b. and c. above must be agreed to be appropriate by Natural England through the Habitats Regulations Assessment process. They should also have regard to the Chichester AONB Harbour Management Plan.</p>
Policy NE8 Trees Hedgerows and Woodlands		
AM18	Para. 4.42	<p><i>Amend paragraph:</i></p> <p>Hedgerows and some types of woodland are identified as a priority habitat. Priority habitats and species are of particular importance for nature conservation and are included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Ancient woodland is also recognised as an irreplaceable habitat. The criteria for management of hedgerows are contained in The Hedgerows Regulations (1997) whilst guidance for development proposals affecting</p>



		ancient woodland is detailed in the Forestry Commission and Natural England guidance ‘Ancient woodland, ancient trees and veteran trees: <b><u>advice for making planning decisions</u></b> ’ <del>protecting them from development</del> . Where new development is proposed, the preference will always be to incorporate natural features into the development and development should be designed from this first principle. Where the loss of trees or hedgerow is unavoidable, suitable replacement provision should be secured. All development must be undertaken in accordance with the British Standard 5837 (2012) (as amended) and all tree works must be carried out in accordance with British Standard 3998 (2010) (as amended).
Policy NE11 The Coast		
AM19	Para. 4.63	<i>Amend paragraph:</i>  <b><u>In June 2022 the council joined Coastal Partners, a partnership of local authorities set up to manage coastal flood and erosion risk.</u></b> The council <b><u>also</u></b> works closely with a number of organisations and authorities to effectively manage and promote the coastal environment and its waterways. For Chichester Harbour this includes joint work with Havant Borough Council, Hampshire County Council, West Sussex County Council and Chichester Harbour Conservancy, who manage Chichester Harbour for <del>nature conservation and landscape</del> , <b><u>the occupation of leisure and recreation, and the conservation of nature.</u></b>
	Para 4.66	<i>Amend paragraph:</i>  A number of remedies to address these issues were identified in the report, including natural restoration and creation of saltmarsh habitat; identifying opportunities to remove barriers to coastal change; reducing diffuse and point source nutrients from entering the harbour catchment; creating new habitat for nesting birds; and naturally restoring the sediment supply within the system. Natural England is working with a number of partners including <b><u>Chichester Harbour Conservancy</u></b> , the Environment Agency, the council and Southern Water, to implement these actions, many of which are outside of the planning system and as such not dependent on Local Plan policies.  <sup>25</sup> <b><u><a href="https://www.gov.uk/government/publications/environmental-improvement-plan">https://www.gov.uk/government/publications/environmental-improvement-plan</a></u></b>
	Para. 4.67	<i>Amend paragraph:</i>  The council <b><u>also works</u></b> <del>has a similar working relationship</del> with Arun District Council with regard to Pagham Harbour. The RSPB manages Medmerry Compensatory Habitat and Pagham from a nature conservation perspective. Natural England is currently reviewing the condition of Pagham Harbour.
	Para. 4.70	<i>Amend paragraph:</i>  Chichester Harbour Conservancy is working with partners including the council, on a nature recovery project for Chichester Harbour called CHaPRoN (Chichester Harbour Protection and Recovery of Nature) which will include undertaking further work to identify which sites are suitable for habitat restoration or creation. The Environment Agency and Natural England are also working to identify suitable habitat creation locations through the REACH (Restoring Estuarine and Coastal Habitats) <b><u>project which is a local delivery of the national</u></b> , <del>and a range of organisations are involved in the</del> ReMeMaRe (Restoring Meadows, Marsh and Reef) project which has maps of potential for <b><u>restoration of</u></b> saltmarsh, seagrass and oyster reefs. Once specific schemes are identified they will be included in the Infrastructure <b><u>Business</u></b> <del>Delivery</del> Plan and Nature Recovery Strategies.
Policy NE12 Development Around the Coast		
AM20	Para. 4.76	<i>Add footnote after new text in paragraph 4.76 (see MM21):</i>  <b><u>Environment Agency<sup>xx</sup> is also a consideration...</u></b>  <sup>xx</sup> <b><u>National Coastal Erosion Risk Mapping (arcgis.com)</u></b>
Policy NE13 Chichester Harbour Area of Outstanding Natural Beauty		
AM21	Para 4.80	<i>Amend paragraph:</i>  Chichester Harbour AONB is a unique landscape of sheltered open water areas with contrasting narrow channels. The movement of the tide exposes bare mudflat and saltmarsh creating a wide, open and remote wilderness. The undeveloped character of the harbour is unique on the South Coast and its status as a Ramsar wetland, a Special Protection Area, a Special Area of Conservation and a Site of Special Scientific Interest reflects its importance to nature conservation. The largely flat hinterland includes highly productive farmland, as well as woodlands and hedgerows that contribute to the rural character of the area. The flatness of the landscape makes the AONB particularly vulnerable to visual intrusion from <del>inappropriate development</del> <b><u>urbanisation</u></b> , both within or adjacent to the boundary, which can often be seen from significant

		distances across inlets, the main harbour channels, or open countryside. The council will have particular regard to these characteristics in determining development proposals affecting the AONB.
	Para. 4.81	<p><i>Amend paragraph:</i></p> <p>Chichester Harbour Conservancy has <del>produced</del> <b>published</b> an AONB Management Plan on behalf of the constituent Authorities (Havant Borough Council, Chichester District Council, West Sussex County Council and Hampshire County Council). The Management Plan sets out an Integrated Coastal Zone Management Strategy for the Trust Port and AONB, identifies the special qualities of the landscape and provides the framework for the management and ongoing spatial planning of Chichester Harbour AONB. The council adopted the latest Chichester Harbour Management Plan 2019-2024 in March 2019, with the exception of the <del>48</del><b>19</b> Planning Principles which are written for the specific use of Chichester Harbour Conservancy. The Conservancy has also produced an AONB Landscape Character Assessment, and Sustainable Shorelines: General Guidance (to help advise on sea defences). In 2017 the council adopted the Joint Chichester Harbour AONB Supplementary Planning Document (SPD). The SPD provides guidance for development proposals and expands on the vision, objectives and policies of the adopted development plan documents for Chichester District Council and Havant Borough Council.</p>
	Policy NE13	<p><i>Amend criterion 5.</i> <i>Delete criterion 6.</i></p> <p><u>Policy NE13 Chichester Harbour Area of Outstanding Natural Beauty</u></p> <p>5. The development is consistent with the policy aims of the Chichester Harbour AONB Management Plan and Joint Chichester Harbour AONB SPD. <del>;- and-</del> 6. <del>New development is set back at least 25m from the mean high water level line with Policy NE12, with replacement buildings set further back whenever possible.</del></p>
Policy NE14 Integrated Coastal Zone Management for the Manhood Peninsula		
AM22	Para 4.87	<p><i>Amend paragraph:</i></p> <p>The Manhood Peninsula Partnership prepared a document entitled 'Towards Integrated Coastal Zone Management (ICZM) on the Manhood Peninsula' in 2011, which identifies management options for the coastal zone including resilience to climate change. It is an aspirational plan that reflects the views and objectives of the communities on the Peninsula. The document has been subject to public consultation and has been approved by the council as capable of being a material consideration in the determination of planning applications. '<b>Climate</b> Resilience and Adaptation – ICZM 2021 and beyond' has since been written by the Manhood Peninsula Partnership to provide parishes, communities and environmental groups on the Manhood Peninsula with information and practical ideas about climate change issues affecting the peninsula.</p>
Policy NE15 Flood Risk and Water Management		
AM23	Para. 4.95	<p><i>Delete NPPF reference:</i></p> <p>The NPPF, along with national level guidance, sets out the requirement for site-specific flood risk assessment. Currently this requirement applies to development in Flood Zones 2 and 3, sites of 1 hectare or more in Flood Zone 1, land identified by the Environment Agency as having critical drainage problems, land identified in a SFRA as at increased flood risk in future, or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use (<del>NPPF para 167</del>).</p>
Policy NE16 Water Management and Water Quality		
AM24	Para. 4.98	<p><i>Amend paragraph:</i> <i>New footnote:</i></p> <p>Water efficiency is regulated by Part G of the Building Regulations which require (section G2) that reasonable provision must be made by the installation of fittings and fixed appliances that use water efficiently for the prevention of undue consumption of water. For new dwellings, daily water use per person must not exceed 125 litres per person per day, with an optional tighter target of 110 litres per person per day where there is a clear local need. The Environment Agency has identified the areas supplied by Portsmouth Water and Southern Water as at serious water stress<sup>24</sup> and so the tighter target applies to the Chichester plan area. <b><u>The Waterwise UK Water Efficiency Strategy<sup>xx</sup> to 2030 provides additional guidance on delivering water efficiency in the UK by 2030.</u></b></p> <p><sup>24</sup><a href="https://www.gov.uk/government/publications/water-stressed-areas-2021-classification">https://www.gov.uk/government/publications/water-stressed-areas-2021-classification</a> <sup>xx</sup><b>Water Efficiency Strategy for the UK (2017) – Database WW (waterwise.org.uk)</b></p>
	Para. 4.100	<i>Add abbreviation:</i>

		In the north of the plan area, properties within Southern Water’s Sussex North Water Resource Zone <b>(WRZ)</b> are supplied with water from a groundwater abstraction at Pulborough which is currently subject to environmental investigations to ensure there is no adverse impact on environmentally designated sites in the Arun Valley. This may impact on the available supply and alternative sources may need to be considered by Southern Water. Natural England published a position statement in September 2021 requiring developments within the Sussex North Supply <b>WRZ Zone</b> to be water neutral – this means that the use of water in the supply area after the development is the same or lower than before. A Water Neutrality Strategy had been prepared jointly with other affected authorities. Natural England’s Position Statement sets out an interim approach based on minimising water use in new builds and offsetting the water that is used.
	Para. 4.105	<p><i>Amend paragraph:</i></p> <p>This policy helps to reduce the flow going to WwTW by requiring that all new dwellings achieve the tighter building regulations water consumption target. It is noted that both Portsmouth Water and Southern Water have targets to reduce water consumption to 100 litres per person per day (lppd) by 2040, a lower figure than the current most stringent Building Regulation target of 110 lppd. <del>Policy NE19 (Nutrient Neutrality) covers the need for nutrient neutrality in parts of the plan area.</del> <b><u>Portsmouth Water currently offer an incentive of a 50% discount on the infrastructure charge where developments demonstrate achieving high standards of water efficiency of no more than 100lppd. Portsmouth Water will be installing smart metres from 2025 onwards whilst Southern Water’s roll-out of smart meters has already begun.</u></b></p>
Policy NE21 Lighting		
AM25	Para. 4.128	<p><i>Amend paragraph:</i></p> <p>Dark skies are important for the conservation of natural habitats, cultural heritage and astronomy. The plan area includes three ‘Dark Sky Discovery Sites’ designations, all located within the Chichester Harbour AONB; Eames Farm on Thorney Island, Maybush Copse in Chidham and north of the John Q Davis footpath in West Itchenor. Development within or directly impacting these areas will be subject to particular scrutiny in terms of their impact on dark skies. The entire SDNPA area is also declared as an International Dark Sky Reserve. Development directly impacting this area will be subject to similar scrutiny.</p>
	Policy NE21	<p><i>Amend paragraph 2.</i></p> <p><u>Policy NE21 Lighting</u></p> <p>Proposals in, adjacent, or near to areas <b>defined as</b> with Dark Skies Discovery Sites designations or the SDNPA’s International Dark Skies Reserve must also demonstrate that there will be no significant adverse effects on the visibility of the night sky. Where appropriate, the council will seek to control the times and intensity of illumination.</p>
Policy NE23 Noise		
AM26	Para. 4.133 and footnote	<p><i>Amend footnote:</i></p> <p>It is recognised that noise exposure can cause annoyance and disturbance, impacting on the quality of life of humans and wildlife. The <a href="#">Noise Policy Statement for England</a><sup>25</sup> and <a href="#">Planning Noise Advice Document for Sussex</a><sup>26</sup> provide guidance on addressing noise issues in planning applications and where possible, improving health and quality of life through the pro-active management of noise.</p> <p><small><sup>25</sup>Noise Policy Statement for England (NPSE) March 2010 (produced by Department for Environment Food and Rural Affairs) available from Gov.uk</small></p> <p><small><sup>26</sup>Planning Noise Advice Document: Sussex <del>March 2021</del> <b>November 2023</b> (produced by Sussex Local and Regional Authorities) available from Chichester.gov.uk</small></p>
Chapter 5: Housing		
Policy H5 Housing Mix		
AM27	Policy H5	<p><i>Delete footnote and add text to criterion 1.</i></p> <p><u>Policy H5 Housing Mix</u></p> <p>1. For new market and affordable residential development, homes must be delivered of an appropriate type and size, consistent with the most up to date HEDNA<sup>34</sup> <b><u>or a parish local housing need study</u></b>, to address identified local needs and market demand.</p> <p><small><sup>34</sup><del>Or additionally, a specific parish local housing need study.</del></small></p>
Policy H8 Specialist accommodation for older people and those with specialised needs		
AM28	Heading	<i>Amend title of section and Policy H8:</i>

		Specialist <b>Housing</b> accommodation for older people and those with specialised needs	
	New sub heading after 5.42	<p>Add sub-heading after para 5.42:</p> <p><b><u>Extra Care Housing</u></b></p> <p>West Sussex County Council supports the provision of extra-care housing rather than traditional care homes. The provision of extra-care accommodation on a mixed tenure basis will be encouraged, in Chichester city and settlement hubs (as defined in the Local Plan settlement hierarchy) to meet the needs of extra-care housing in the Chichester plan area.</p>	
Policy H11 Meeting Gypsies, Travellers and Travelling Showpeople’s Needs			
AM29	Para. 5.64	<p>Amend paragraph:</p> <p>The provision of pitches on the strategic housing allocations is considered to be an effective and sustainable mechanism for providing pitches, as it will ensure that the occupants will have good access to facilities and will ensure integration with the settled community. However, the council cannot rely heavily on that approach, as it is will be less effective at meeting the short-term needs. The policy below sets out the framework for the delivery of traveller pitches on the strategic housing allocations. Traveller pitches should be planned for at the outset of the development, and must not be provided on public open space or other parts of the site safeguarded for other purposes. Pitches should be provided in small clusters of 3 – 4 pitches in order to ensure that travellers can live together as family units. However, larger clusters could be considered if they are provided as part of a high-quality, well-managed scheme, for example provided by a housing association.</p>	
Chapter 6: Place making, Health and Well-being			
Policy P15 Open Space Sport and Recreation			
AM30	Para 6.85	<p>Amend paragraph:</p> <p>The <b><u>refresh of the</u></b> Chichester Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 20<b><u>24</u></b>18 proposes quantity, access and quality standards for different typologies in the plan area. When existing provision is compared against the recommended standards, the study identifies a justified additional need for allotments, amenity open space, play space, especially youth play space and parks, sport and recreation grounds. This study and future updates will be applied to assess future requirements for the Chichester Local Plan area.</p>	
	Para 6.88	<p>Amend paragraph:</p> <p>Where a surplus of provision is identified against the standards set out in the Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 2018 <b><u>and review 2024</u></b> (or future update), proposals involving the loss of facilities will need to take into account the potential for the use of the land to help reduce shortfalls of other types of open space and the future open space and recreational needs arising from development. Policy P17 covers the loss of community halls.</p>	
	Para 6.91	<p>Amend paragraph:</p> <p>In accordance with the standards set out in the Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 2018 <b><u>and review 2024</u></b> (or future update), on-site provision for open space, sports and recreation facilities will be sought to meet the recreational needs generated by new housing development. All types of residential development where there is a net increase in 20 or more homes will be expected to contribute to the provision of facilities. The standards in the tables below exclude car parking and changing rooms, which should be provided in addition to the open space quantity standards. However, SuDS and landscape screens and buffers can potentially be provided within the open space if they are both functionally appropriate and form an integral part of the design of the type of open space being provided.</p>	
	Para. 6.94	<p>Reference to 2011 census replaced with 2021 census:</p> <p>Table 6.2 shows the average household size, based on the 20<b><u>24</u></b>1 census. This should be used for calculating the amount of on-site provision required by open space type. Over the plan period the council will update occupancy rates as appropriate with the latest available census data.</p> <p>Table 6.2 – Average Household Size</p> <table><tr><td>Dwelling Size</td><td>Average Household Size (Census 20<b><u>24</u></b>1)</td></tr></table>	Dwelling Size
Dwelling Size	Average Household Size (Census 20 <b><u>24</u></b> 1)		



		<table><tr><td>1 Bedroom</td><td>1.4</td></tr><tr><td>2 Bedroom</td><td>1.8</td></tr><tr><td>3 Bedroom</td><td>2.4</td></tr><tr><td>4+ Bedroom</td><td>2.8</td></tr></table>	1 Bedroom	1.4	2 Bedroom	1.8	3 Bedroom	2.4	4+ Bedroom	2.8
1 Bedroom	1.4									
2 Bedroom	1.8									
3 Bedroom	2.4									
4+ Bedroom	2.8									
	Para 6.95	<p><i>Amend paragraph:</i></p> <p>Further details are set out in the Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 2018 <b><u>and review 2024 (or future update)</u></b>. The council will use appropriate planning obligations to secure the provision and maintenance of open space, sport and recreation facilities.</p>								
Chapter 7: Employment and Economy										
Policy E1 Meeting Business and Employment Needs										
AM31	Para. 7.1	<p><i>Amend paragraph:</i></p> <p>The Local Plan objectives support a strong, thriving and diverse economy, improving employment opportunities for all skills whilst moving to a low carbon economy. This reflects the Plan vision and the main priorities identified in the council's Economic Development Strategy. This in turn reflects the key priorities of the Coast to Capital Local Economic Partnership (LEP) and the West Sussex <b><u>Economy Plan</u></b> <del>County Economic Strategy</del>. A key element of the Economic Development Strategy for the district is a targeted approach supporting the growth of indigenous businesses, whilst encouraging inward investment.</p>								
	Para 7.4	<p><i>Amend paragraph:</i></p> <p>The Chichester Housing and Economic Development Needs Assessment considers the amount of employment land to provide for in this Plan. Based on a combination of labour demand (for office use) and past trends (for industrial and warehousing uses), with an allowance for flexibility, replacement of some losses and an adjustment for Covid, it recommends between 108,000 and 115,000 sqm of employment floorspace is provided for between 2021 and 2039, comprised of between 36,500 and 43,000sqm of office space, 50,500sqm of industrial space and 21,000sqm of warehousing (all rounded to the nearest 500sqm). <b><u>This equates to a total requirement of 23ha.</u></b></p>								
	Para 7.5	<p><i>Amend 1<sup>st</sup> bullet:</i></p> <p>The Local Plan makes provision for the identified needs through a combination of different sources as <del>outlined in the policy below</del>. In addition to completions and pipeline supply, employment is provided for through bringing forward some allocations of land from the Local Plan Key Policies 2014-29, where the employment space has not yet all been delivered at:</p> <ul style="list-style-type: none"><li>• Land west of Chichester (see Policy A6). Phase one has an existing permission. A further 22,000sqm of employment space could be delivered in phase two;</li><li>• Land at Chichester Business Park, Tangmere (see Policy A19) an existing permission covers most of the site, with just one plot remaining without permission;</li><li>• Land at Shopwyke (see Policy A7). Employment land at Glenmore Business Park is now complete but a further 4,000 sqm is covered by an outline permission covering the rest of the SDL.</li></ul>								
	Para. 7.10	<p><i>Amend paragraph:</i></p> <p>Policy A21 safeguards land to the east of <del>Rolls Royce</del> <b><u>Rolls-Royce</u></b> for employment development related to <del>Rolls Royce</del> <b><u>Rolls-Royce</u></b>. This is not included in the employment figures below as it relates specifically to future operational needs for <del>Rolls Royce</del> <b><u>Rolls-Royce</u></b> rather than to the broader employment requirement identified in the HEDNA.</p>								
Policy E2 Employment Development										
AM32	Para 7.19	<p><i>Amend paragraph:</i></p> <p>A new strategic employment-led site is allocated on Land South of Bognor Road at North Mundham. Land East of <b><u>Rolls-Royce</u></b> <del>Rolls Royce</del> is safeguarded for future employment development related to <b><u>Rolls-Royce</u></b> <del>Rolls Royce</del>. These policies set out the detailed site-specific requirements for development at these sites. Other strategic site allocations (including those already allocated within the Site Allocations DPD 2014 - 2029) also make provision for new employment land to come forward as part of a wider allocation.</p>								
Policy E4 Horticultural Development										
AM33	Para. 7.36	<p><i>Amend date:</i></p>								



		Water resources are managed by the Environment Agency through a Catchment Abstraction Management Strategy (CAMS) approach. This assesses how much water is available in each catchment, how much is allocated to people and how much is needed to sustain the environment. The <u>Arun and Western Streams Abstraction Licensing Strategy (March 2019) (June 2022)</u> sets out the current situation within the Chichester District.
	Policy E4	<p><i>Amend criterion 6.</i> <i>Amend paragraph 3 – see MM60 for additional criterion.</i></p> <p><u>E4 Horticultural Development</u></p> <p>6. It can be demonstrated that adequate water resources are available or can be provided and appropriate water efficiency measures are included; and</p> <p><b>Outside HDAs</b></p> <p>The policy approach for horticultural development is for land within existing HDAs to be utilised first. Where no suitable land within HDAs is available, development proposals for horticultural and ancillary development on land adjacent to HDAs is preferred followed by land elsewhere in the plan area. All development proposals on land outside HDAs will need to address the criteria above (1-<del>128</del>) as well as the additional criteria (<del>13-169</del>-12) below:</p>
<b>Chapter 8: Transport and Accessibility</b>		
Active Travel - Walking and Cycling		
AM34	Para. 8.24	<p><i>Amend paragraph:</i></p> <p>The Local Plan supports sustainable travel and has an important role in ensuring improvements are made to walking and cycling infrastructure. Walking and cycling, as forms of active travel, can be part of healthier lifestyles as well as reducing carbon emissions and improving air quality, whilst also reducing the demands on public transport and road networks. <b><u>The Public Rights of Way (PRoW) network provides extensive walking and cycling opportunities and important links between places in the local plan area.</u></b></p>
<b>Chapter 9: Infrastructure</b>		
Infrastructure Provision		
AM35	Para 9.3	<p><i>Add (SEND) to 2<sup>nd</sup> bullet:</i></p> <p>The type of infrastructure that this policy covers includes:</p> <ul style="list-style-type: none"> <li>• Transport facilities (Road, Bus, Rail, Cycling and Walking);</li> <li>• Education (Further and Higher, Secondary, Primary, Early Years, and Special Educational Needs and Disability <b>(SEND)</b>);</li> <li>• Health (Acute Care and General Hospitals, Community and Mental Health facilities, and Primary Care facilities);</li> <li>• Social Infrastructure (Social and Community facilities, and Sports and Leisure facilities);</li> <li>• Green Infrastructure (Open spaces and Parks, Natural Environment, Flood Defences, Rivers and streams);</li> <li>• Public and Community Services (Emergency services, Libraries, Cemeteries and Crematoria, Waste Management and disposal);</li> <li>• Utility Services (Wastewater Treatment and Sewerage networks, Water supply, Electricity and Gas distribution, and Telecommunications/Digital infrastructure).</li> </ul>
<b>Chapter 10: Strategic and Area based policies</b>		
Policy A4 Southern Gateway – Bus Station, Bus Depot and Basin Road Car Park		
AM36	Policy A4	<p><i>Amend criterion 3,13</i></p> <p><u>Policy A4 Southern Gateway – Bus Station, Bus Depot and Basin Road Car Park</u></p> <p>3. Enhance the public realm, particularly connections to the railway station and the city centre via South Street, Southgate and Basin Road for pedestrians, cyclists and public transport users, and to National Cycle Routes 2 and <del>288</del> <b>Route 88</b> which run close by. Bus stops and layover facilities should be provided to replace those at the bus station in line with the West Sussex Bus Service Improvement Plan. Routes and crossings should reflect pedestrian desire lines, and public art should be incorporated to create a sense of place;</p> <p>13. Provide for infrastructure and community facilities in accordance with the most recent Infrastructure Delivery Plan <b>as updated by the Infrastructure Business Plan;</b></p>
Policy A5 Southern Gateway – Police Field, Kingsham Road		

AM37	Policy A5	<p><i>Amend criterion 11,14</i></p> <p><u>Policy A5 Southern Gateway – Police Field, Kingsham Road</u></p> <p>11. Provide for improved sustainable travel modes, including regular bus services and new improved cycle and pedestrian routes, including linkages with the railway station, canal basin, Chichester Gate and the city centre, and National Cycle Route 2 and Route <del>288</del>;</p> <p>14. Provide for infrastructure and community facilities in accordance with the <del>most recent</del> Infrastructure Delivery Plan <b><u>as updated by the Infrastructure Delivery Plan.</u></b></p>
Policy A6 Land West of Chichester		
AM38	Para. 10.20	<p><i>Amend paragraph:</i></p> <p>Phase two would extend development on to the south-western part of the site. The <del>agreed</del> framework for phase two provides for up to 850 dwellings, informal and formal open space (including a further area of country park), expansion of the primary school for the further one form entry (1FE) of teaching accommodation, playing pitches and pavillion, extension of community building and play area, allotments, new southern access linking the site to Westgate and the remainder of the 6 hectares of employment space.</p>
	Policy A6	<p><i>Amend criterion 6,13,16</i></p> <p><u>Policy A6 Land West of Chichester</u></p> <p>6. Deliver a measurable net gain to biodiversity <del>in accordance with Policy NE5 (Biodiversity and Biodiversity Net Gain)</del>, and protect and enhance the setting of Brandy Hole Copse Local Nature Reserve and areas of ancient woodland and other priority habitats, including chalk streams;</p> <p>13. Increase capacity to attenuate surface water on the development site thereby reducing discharge flows from the development to reflect greenfield rates; <del>and</del></p> <p>16. <del>Proposals for the development should have regard to the West Sussex County Council Minerals</del> <b><u>Plan Safeguarding Area</u></b> and associated guidance.</p>
Policy A8 Land East of Chichester		
AM39	Para. 10.35	<p><i>Amend bullet 10:</i></p> <p>A number of specific issues need to be taken into account in planning the development and site layout at this location. These include:</p> <ul style="list-style-type: none"> <li>• Creating a high-quality masterplanned and designed site and new parkland setting through planting, including maintenance and enhancement of perimeter landscaping to screen development and reduce noise;</li> <li>• Making provision for a primary school, neighbourhood centre and other economic and social infrastructure.;</li> <li>• Protecting priority views of Chichester Cathedral spire and creating opportunities for new views;</li> <li>• Maximising the potential for sustainable travel links with the city, Shopwyke Lakes and South Downs National Park, through improved public transport, cycling and pedestrian routes;</li> <li>• Shielding residential properties from noise on the A27, through for example the sensitive use of acoustic screening;</li> <li>• Reducing and mitigating potential impacts of recreational disturbance on Chichester Harbour;</li> <li>• Protecting and enhancing the Pagham to Westhampnett Strategic Wildlife Corridor, including the lake/water body, lying along the eastern boundary;</li> <li>• Taking account of the landfill restoration and a remediation strategy will need to be provided to address pre-existing land contamination on any existing or adjacent land;</li> <li>• Incorporate suitable noise mitigation measures into the design and layout to address impacts arising from the proximity of the site to the A27 and railway.</li> <li>• Account taken of the West Sussex Joint Minerals Local Plan, Waste Local Plan, and <b><u>the Minerals and Waste Safeguarding Guidance</u></b> <del>associated guidance</del>, in relation to the site being within a defined Minerals Safeguarding Area and in close proximity to safeguarded waste sites.</li> </ul>
	Policy A8	<p><i>Amend criterion 16,18.</i></p> <p><i>Delete footnotes.</i></p> <p><u>Policy A8 Land East of Chichester</u></p> <p>16. Provide for infrastructure and community facilities in accordance with the <del>most recent</del> Infrastructure Delivery Plan <b><u>as updated by the Infrastructure Business Plan;</u></b></p>

		<p>18. Consider the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and <b>Minerals and Waste Safeguarding Guidance</b>, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation<sup>48</sup>.</p> <p>19. Consider the implication of development on the safeguarded strategic waste allocation at the former Fuel Depot site, and other safeguarded waste management sites in the vicinity, to ensure development of the site does not prevent or prejudice the waste management uses, as required by Policies W2 and W10 of the West Sussex Waste Local Plan<sup>49</sup></p> <p><sup>48</sup>Guidance on the application of the Joint Minerals Local Plan and Waste Local Plan safeguarding policies is available in the West Sussex County Council Minerals and Waste Safeguarding Guidance.</p>
<b>Policy A9 Land at Westhampnett/North East Chichester</b>		
AM40	Para. 10.36	<p><i>Amend paragraph:</i></p> <p>Located to the northeast of Chichester city extending to Westhampnett village in the east and close to Goodwood Motor Racing Circuit/Aerodrome in the north, this allocation comprises two sites previously identified in the adopted Local Plan within a broad strategic development location. The locations of the sites within the allocation have a number of advantages for development – the sites are located close to the A27 as well as near to potential employment opportunities, including Rolls-Royce, Goodwood Estate and retail and industrial businesses on the eastern side of Chichester. Development would be expected to provide improved access and transport links to the city, particularly by sustainable forms of travel such as public transport, cycling and walking.</p>
	Policy A9	<p><i>Amend criterion 12:</i></p> <p><u>Policy A9 Land at Westhampnett/North East Chichester</u></p> <p>12. Proposals for the development should have regard to the West Sussex County Council Minerals <b>Plan Safeguarding Area</b> and associated guidance.</p>
<b>Policy A10 Land at Maudlin Farm</b>		
AM41	Para. 10.40	<p><i>Amend paragraph:</i></p> <p>The site, of approximately 13.4 hectares, comprises arable land and adjoins the hamlet of Maudlin. It is bound to the south by the A27, with residential development and a solar farm to the west and the <del>Rolls-Royce</del> <b>Rolls-Royce</b> manufacturing plant to the northwest. Some local services and facilities are available in the service village of Westhampnett to the west, including a primary school, but the proximity of the site to Chichester, which is accessible by public transport, affords easy access to a greater range of services.</p>
	Policy A10	<p><i>Amend criterion 13.</i></p> <p><u>Policy A10 Land at Maudlin Farm</u></p> <p>13. Provide for infrastructure and community facilities in accordance with the <del>most recent</del> Infrastructure Delivery Plan <b>as updated by the Infrastructure Business Plan</b>.</p>
<b>Policy A11 Highgrove Farm, Bosham</b>		
AM42	Policy A11	<p><i>Amend criterion 13.</i></p> <p><u>Policy A11 Highgrove Farm, Bosham</u></p> <p>13. Provide for infrastructure and community facilities in accordance with the <del>most recent</del> Infrastructure Delivery Plan <b>as updated by the Infrastructure Business Plan</b>.</p>
<b>Policy A12 Chidham and Hambrook</b>		
AM43	Para 10.50	<p><i>Amend bullets 8,9.</i></p> <p>There are a number of specific issues that need to be taken into account in planning development for the area. These should be considered and included in the overall masterplanning that will be required for the area, these include:</p> <ul style="list-style-type: none"> <li>• Potential landscape sensitivities, including protecting views to the South Downs National Park and Chichester Harbour Area of Outstanding Natural Beauty and their settings and creating opportunities for new views;</li> <li>• Local community aspirations for improved facilities serving the village, including local convenience shopping and enhanced community and recreation facilities including indoor sport provision;</li> </ul>

		<ul style="list-style-type: none"> <li>• Consideration of the potential impact of development in terms of recreational disturbance on the Chichester Harbour SPA/SAC/Ramsar site;</li> <li>• Maximising the potential for sustainable travel links with Chichester city and settlements along the east-west Corridor;</li> <li>• Protecting residential properties from noise exposure from the A27;</li> <li>• Respecting the setting of historic trees and hedgerows, providing sufficient space between them and new development;</li> <li>• Creating new areas of open space and green infrastructure through planting, including maintenance and enhancement of perimeter landscaping to screen development and reduce noise;</li> <li>• Account taken of the West Sussex <b>Joint</b> Minerals Local Plan, and associated <b>Minerals and Waste Safeguarding G</b>uidance, in relation to sites within the parish being within a defined Minerals Safeguarding Area.</li> <li>• Account taken of the West Sussex Waste Local Plan and associated <b>Minerals and Waste G</b>uidance in relation to safeguarding policy W2.</li> </ul>
	Policy A12	<p><i>Amend criterion 12.</i></p> <p><u>Policy A12 Chidham and Hambrook</u></p> <p>12. Provide for infrastructure and community facilities in accordance with the <del>most recent</del> Infrastructure Delivery Plan <b>as updated by the Infrastructure Business Plan</b>;</p>
Policy A13 Southbourne Broad Location for Development		
AM44	Para. 10.53	<p><i>Amend paragraph:</i></p> <p>Further consideration of sites and the allocation of land to deliver this development will be made through either a revised Site- <b>Southbourne</b> Allocation DPD or revised <del>Southbourne Neighbourhood Plan.</del></p>
	Policy A13	<p><i>Amend criterion 6.</i></p> <p><u>Policy A13 Southbourne Broad Location for Development</u></p> <p>6. Ensure adequate provision of supporting infrastructure including education provision, community facilities and transport in accordance with the <del>most up to date</del> Infrastructure Delivery Plan <b>as updated by the Infrastructure Business Plan</b>;</p>
Policy A15 Loxwood		
AM45	Policy A15	<p><i>Amend criterion 10.</i></p> <p><u>Policy A15 Loxwood</u></p> <p>10. Provide for infrastructure and community facilities in accordance with the <del>most recent</del> Infrastructure Delivery Plan <b>as updated by the Infrastructure Business Plan</b>.</p>
Policy A16 Goodwood Motor Circuit and Airfield		
AM46	Para 10.71 - Footnote 51	<p><i>Update footnote 51:</i></p> <p>Goodwood Motor Circuit and Airfield represent significant leisure and tourism destinations within the plan area, particularly on occasions such as the Goodwood Revival and The Festival of Speed, where a significant number of visitors are attracted to the sites. The economic and cultural benefits afforded to the wider area from such events are well documented with research from the University of Brighton showing that the 2014 Festival of Speed brought in over £25 million to the area as well as a further £35.5 million turnover for the national economy<sup>51</sup>.</p> <p><sup>xx</sup> <b><u>The Goodwood Estate – Socioeconomic Contribution: 2022’ by Dr Alexander Grous, London School of Economics (published July 2023</u></b></p> <p><sup>51</sup> <del><a href="https://research.brighton.ac.uk/en/publications/economic-impact-of-the-goodwood-festival-of-speed">https://research.brighton.ac.uk/en/publications/economic-impact-of-the-goodwood-festival-of-speed</a></del></p>
	New para split from 10.72	<p><i>Move final sentence from para 10.72 to new paragraph:</i></p> <p>Opportunities to replace, <b>add to</b> and improve the facilities within the site <b>and its use</b> will be supported, subject to the considerations set out in the following policy.</p>
	Para 10.72	<p><i>Add footnote after new text in paragraph 10.72 (see MM81):</i></p> <p><u>General Aviation Handbook<sup>xx</sup>.</u></p> <p><sup>xx</sup> <b>General aviation handbook - GOV.UK (www.gov.uk)</b></p>

Policy A17 Development within the vicinity of Goodwood Motor Circuit and Airfield		
AM47	New para split from 10.75	<p><i>Move footnote 52:</i></p> <p>The report also identifies the potential for noise disturbance arising from activities at the Motor Circuit and Airfield to be a significant issue beyond the 400m buffer, including below preferred aircraft routings<sup>52</sup>. Any development proposals beyond the 400m buffer would need to accord with the provisions of Policy NE22 (Noise), taking into account the detailed findings of the MAS Study and any other evidence available. Both within and beyond the 400m buffer, and where noise is considered to have a potential adverse impact, it is expected that a noise impact assessment is submitted to accompany any proposed development application, in order to demonstrate the aforementioned requirements are met.</p> <p><sup>52</sup> <b><u>Latest NPRs are available at Goodwood - Circuit Patterns &amp; Noise Abatement</u></b></p>
Policy A20 Land South of Bognor Road		
AM48	Para. 10.83	<p><i>Amend paragraph:</i></p> <p>This employment allocation is located to the south of Bognor Road (A259), and east of Vinnetrow Road and the A27 just to the southeast of Chichester, within the Parish of North Mundham. The lakes surrounding Lakeside Holiday Park are adjacent to the site, on the other side of Vinnetrow Road, including the Chichester Gravel Pits and Leythorne Meadow <b><u>Local Wildlife Site (LWS)</u></b> SNGI. The allocation wraps around the existing Brick Link Nursery with the Eastern part of the site extending into Oving Parish.</p>
	Policy A20	<p><i>Amend criterion 7</i></p> <p><b><u>Policy A20 Land South of Bognor Road</u></b></p> <p>7. Ensure that the design and layout avoids harm to protected species and existing important habitats features within, and in the vicinity of, the site; provides the required level of biodiversity net gain, and facilitates the creation of high levels of habitat connectivity within the site and to the wider green infrastructure network. This includes the protection of Chichester Gravel Pits and Leythorne Meadow Local <b><u>Wildlife Site</u></b> <del>Nature Reserve</del> which is close to the site and the provision of appropriate buffers in relation to important habitats being retained or created.</p>
Policy A21 Land East of Rolls-Royce		
AM49	Title	<p><i>Add hyphen to title:</i></p> <p>Land East of <del>Rolls-Royce</del> <b><u>Rolls-Royce</u></b></p>
	Para. 10.88	<p><i>Amend paragraph:</i></p> <p>This policy provides a framework to support the <b><u>proposed extension to the home of Rolls-Royce, which is crucial to its long term viability</u></b> <del>continued expansion and long term viability of Rolls-Royce Motor Cars</del>. The future shape of low-volume, high-value automotive production is dynamic and the industry must <b><u>be able to respond to evolving requirements</u></b> <del>remain responsive to known, unpredicted needs</del> and economic conditions, <b><u>both known and unknown</u></b>. The policy is essential to provide Rolls-Royce with certainty that the manufacturing plant could continue to expand production from the current 56,000 units per year. This <b><u>necessitates</u></b> <del>will require</del> an increase in manufacturing space, associated logistics operations and space for other uses. <b><u>Because of uncertainty around the timing of growth when preparing this Local Plan,</u></b> <del>The requirements cannot be precisely specified at the current time</del> the policy is based on safeguarding the land for future needs.</p>
	Para. 10.91	<p><i>Amend paragraph:</i></p> <p>It is clear that potential further <b><u>growth</u></b> <del>expansion</del> of production at <del>Rolls-Royce</del> <b><u>Rolls-Royce</u></b> Motor Cars will be constrained without the availability and certainty of long-term strategic expansion land.</p>
	Para. 10.92	<p><i>Amend paragraph:</i></p> <p>The proposed <del>expansion</del> <b><u>extension</u></b> land is <del>located in close proximity to</del> the South Downs National Park and it is important that the proposed development conserves and enhances its setting by taking a landscape-led approach to the design of the new buildings. Furthermore, a footpath currently crosses the site and it is important that this footpath is diverted around the site so that walkers can continue to access the National Park on foot.</p>
	Para. 10.94	<p><i>Amend paragraph:</i></p>



	<p>The proposed <del>expansion</del> <b>extension</b> land is close to the South Downs National Park and it is important that the proposed development conserves and enhances its setting by taking a landscape-led approach to the design of the new buildings.</p>
New para after 10.94	<p><i>New paragraph after 10.94:</i></p> <p><b><u>The site lies within a Minerals Safeguarding Area, as defined by the West Sussex Joint Minerals Local Plan.</u></b></p>
Policy A21	<p><i>Amend paragraph 1.</i> <i>Amend criterion 2.</i></p> <p><u>Policy A21 Land East of Rolls-Royce</u></p> <p>Approximately 10 hectares of land is safeguarded for <del>Rolls-Royce</del> <b><u>Rolls-Royce</u></b> related employment development on the eastern side of the existing <del>Rolls-Royce</del> <b><u>Rolls-Royce</u></b> Motor Cars manufacturing plant <b><u>in</u></b> at Westhampnett.</p> <p>This safeguarding will create long-term strategic expansion land to support the potential growth of manufacturing by <del>Rolls-Royce</del> <b><u>Rolls-Royce</u></b> Motor Cars. The range of uses could include:</p> <p>Any planning application for employment development will need to demonstrate that:</p> <p>2. It has a direct connection to <del>Rolls-Royce</del> <b><u>Rolls-Royce</u></b> Motor Cars;</p>

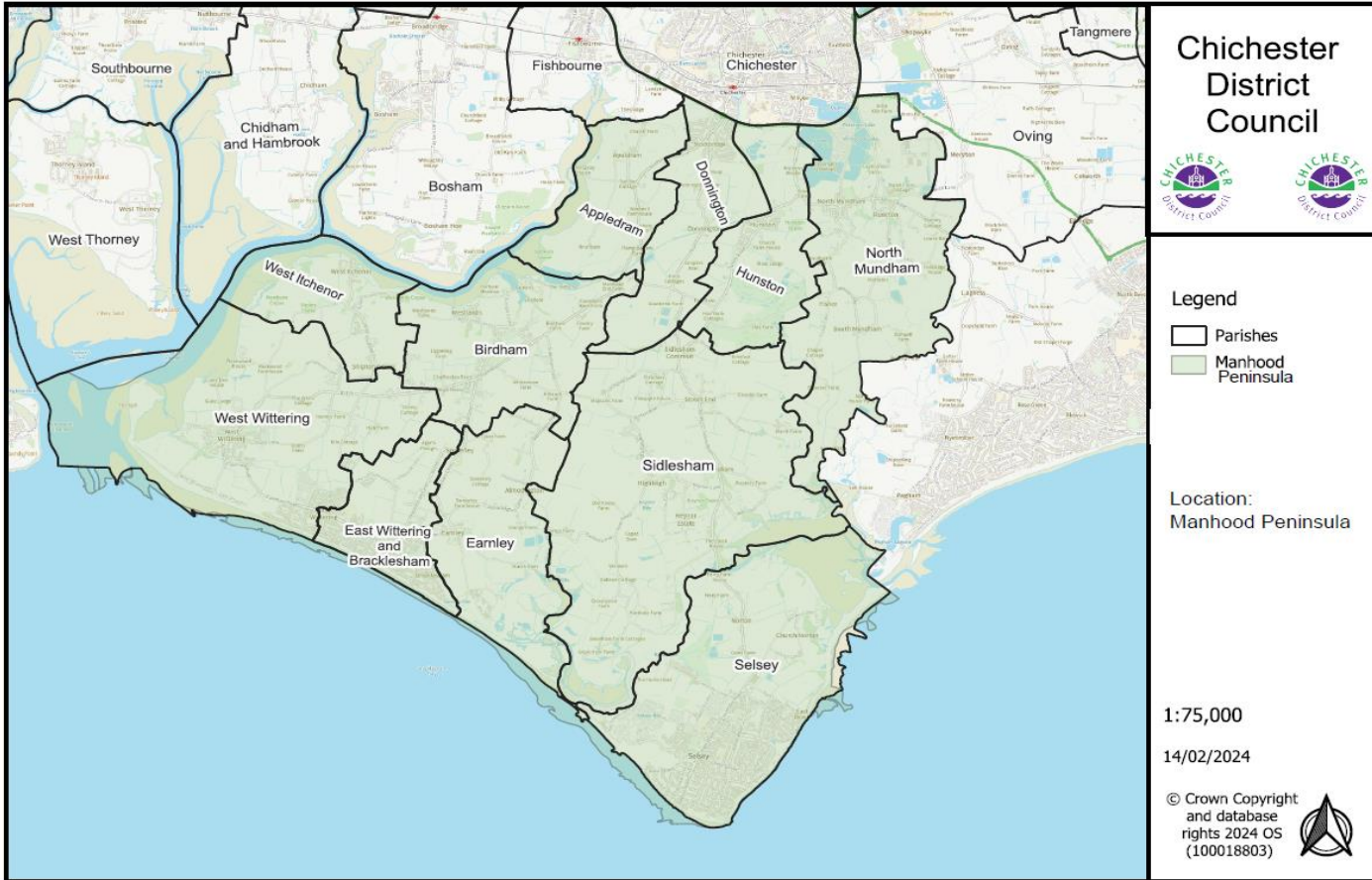
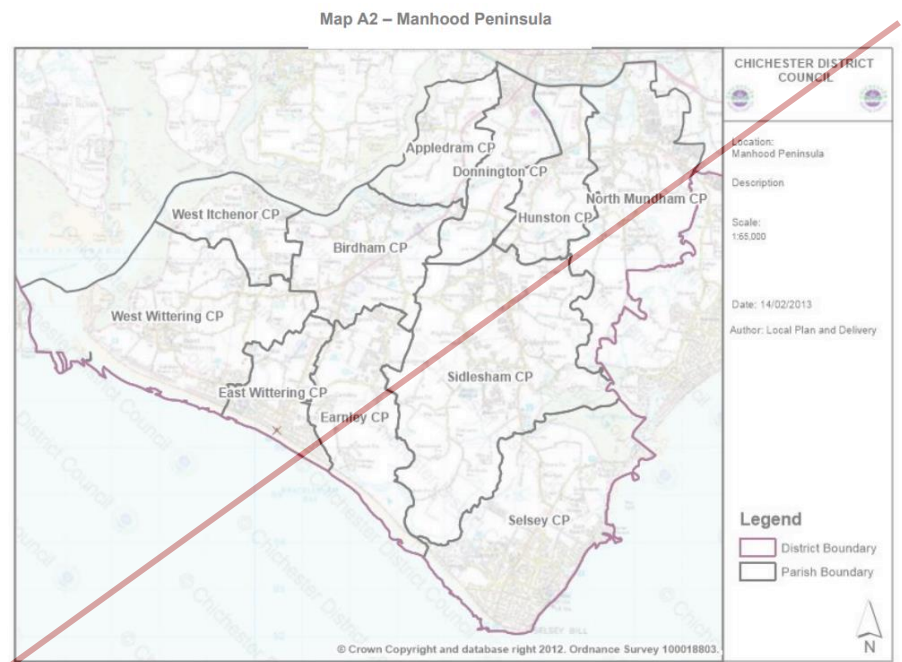
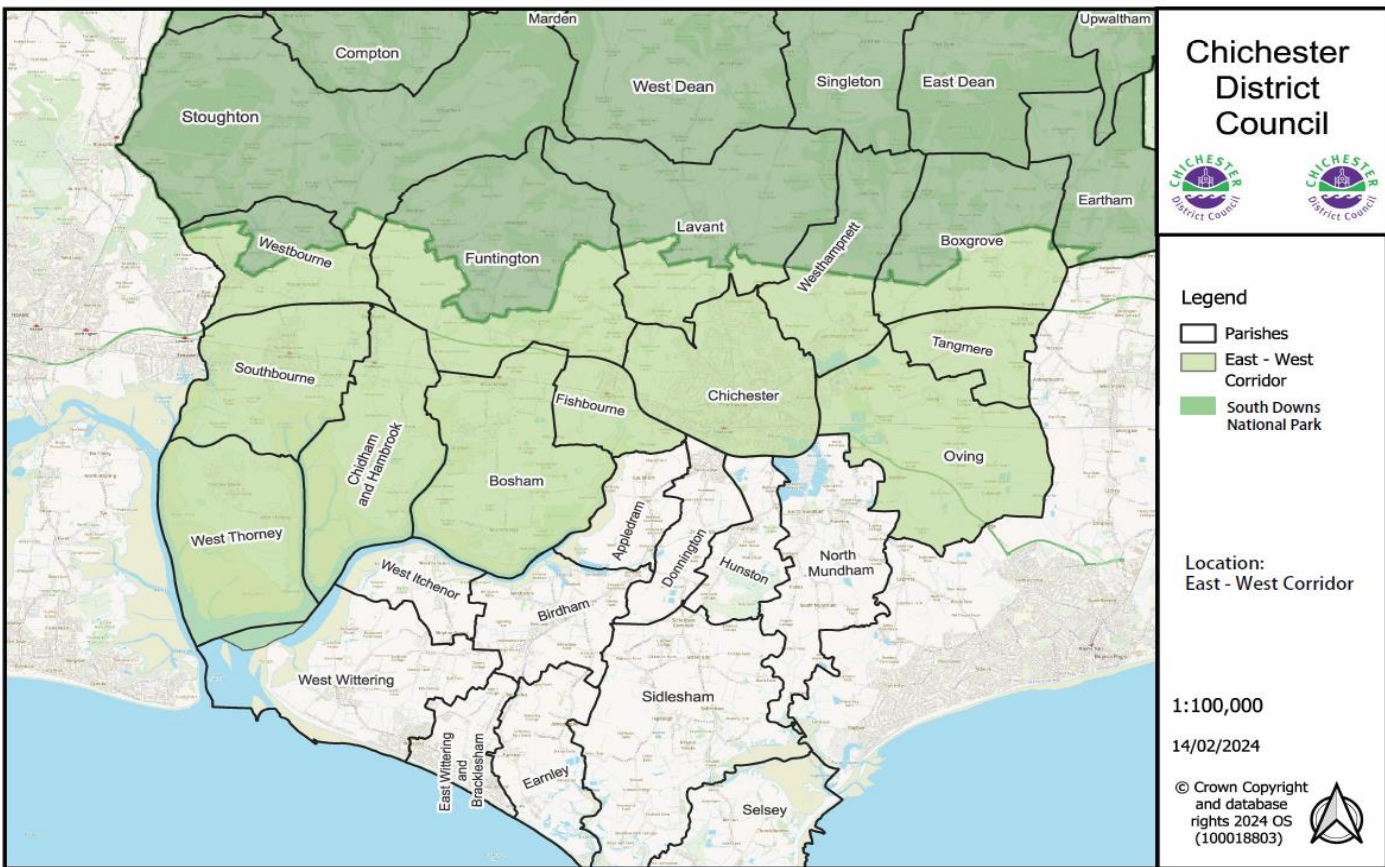
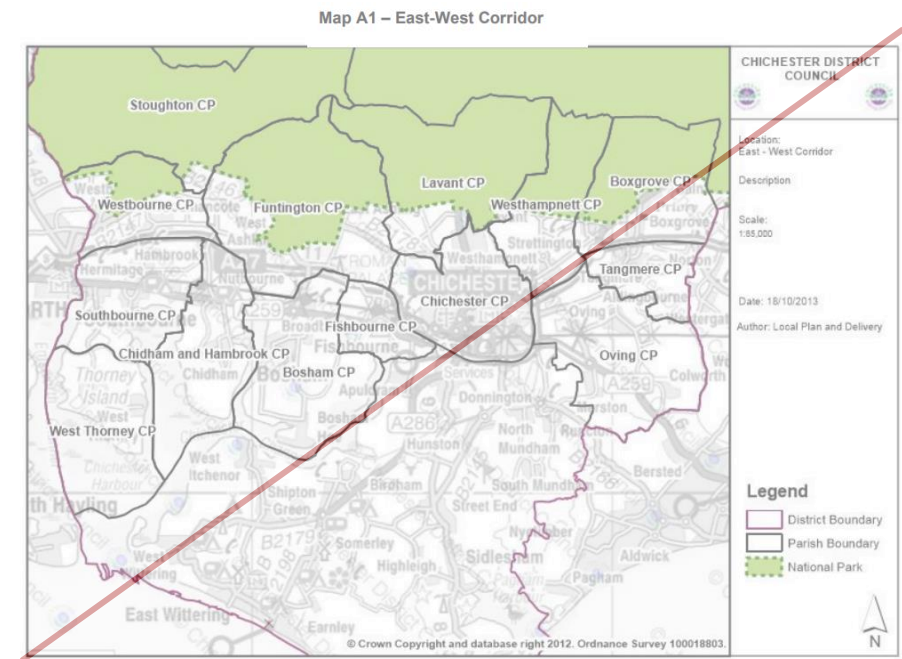
Appendices

Appendix A: Plan Area sub-area maps

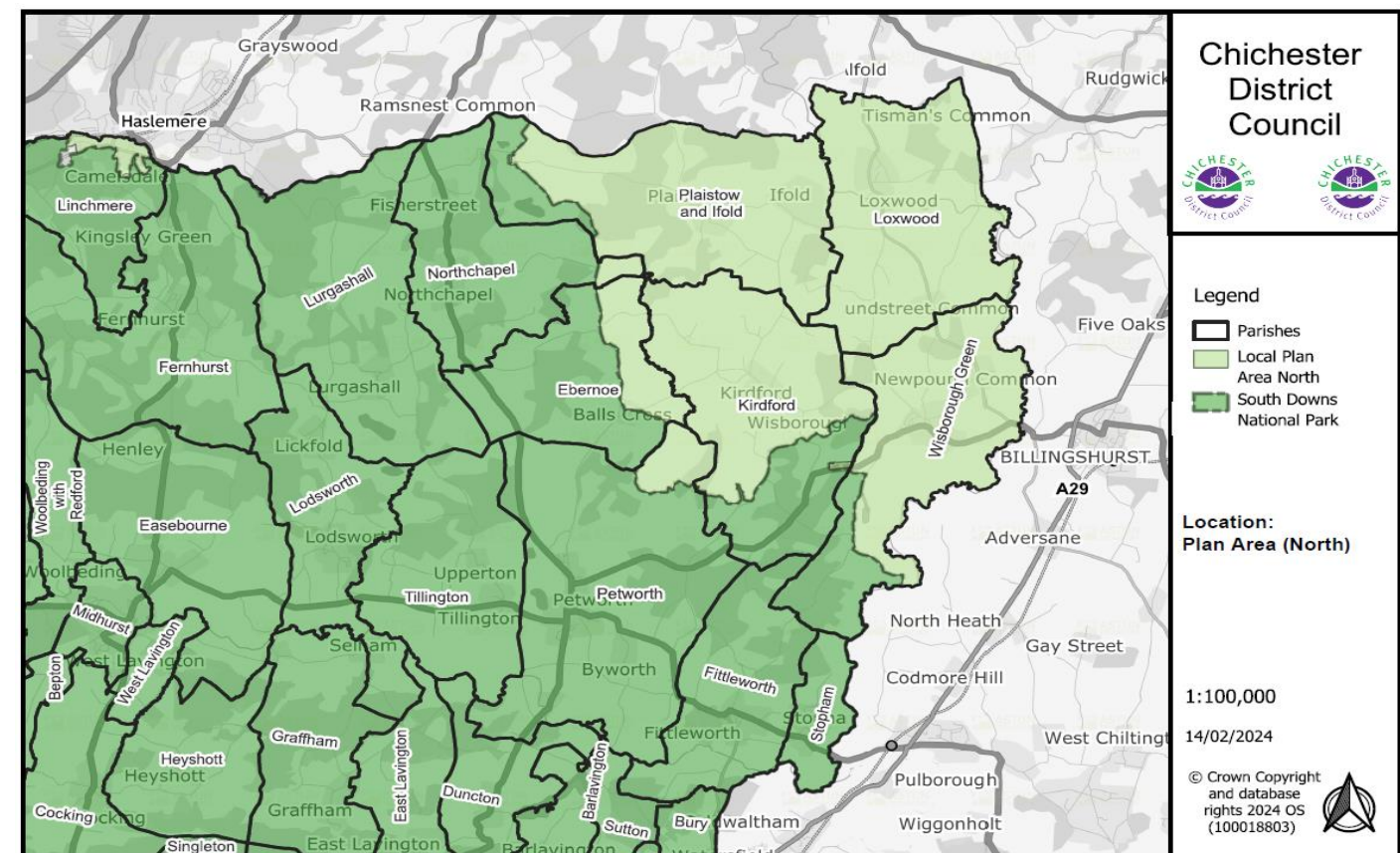
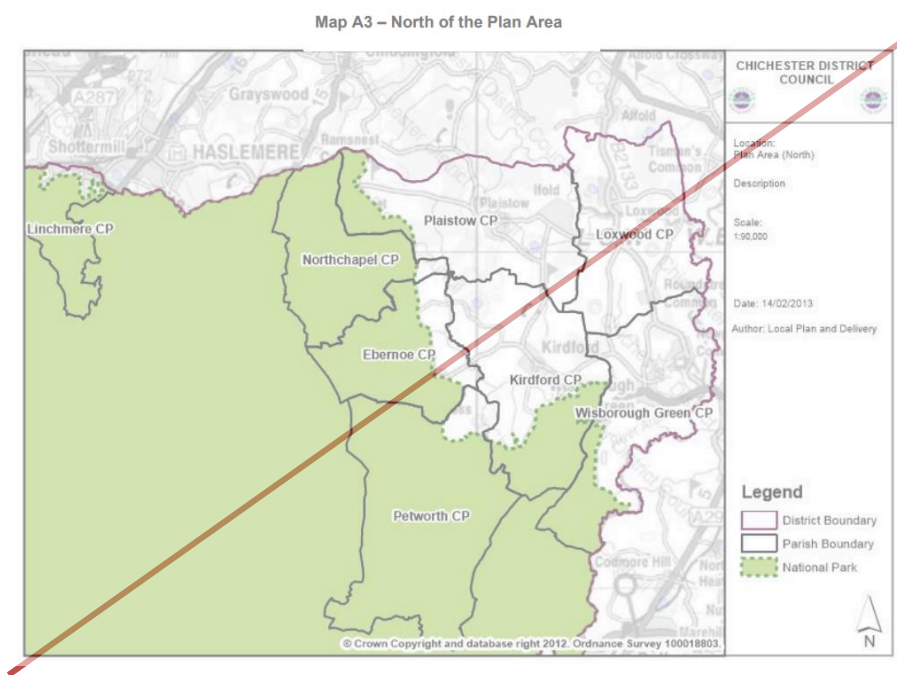
AM50

Appendix A:  
Plan Area  
sub-area  
maps

Updated maps. Map A3 Plaistow CP corrected to Plaistow and Ifold.





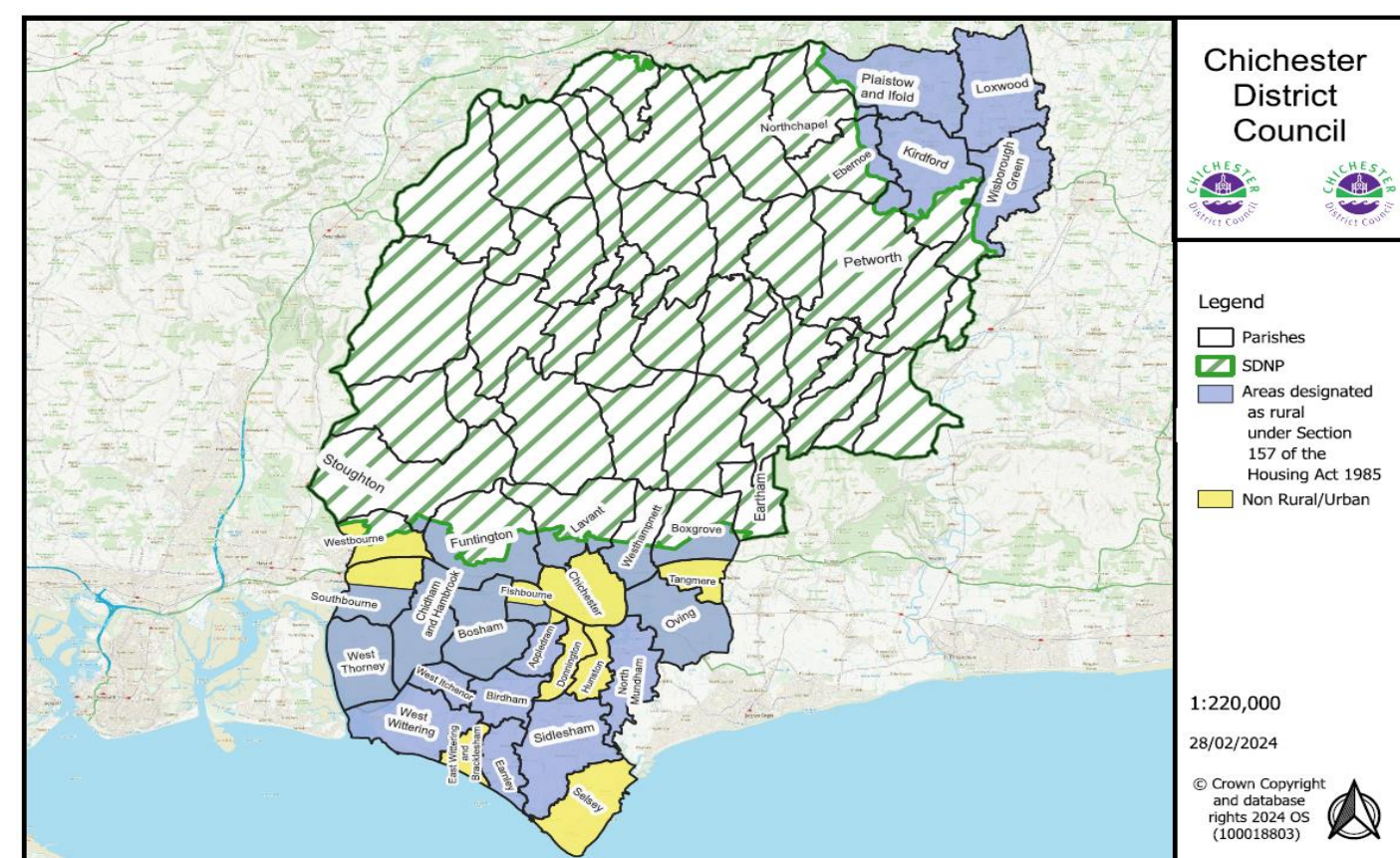
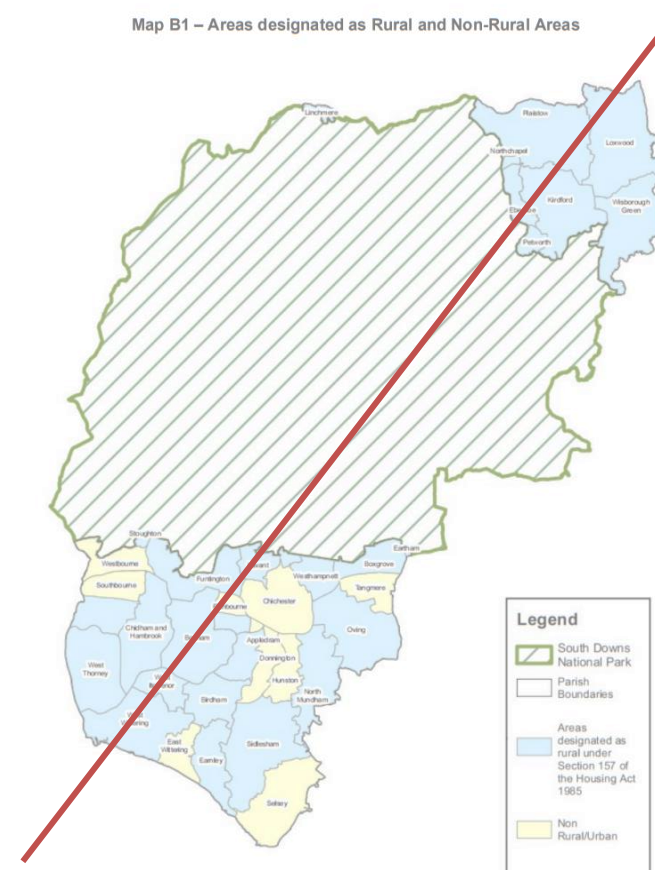


## Appendix B: Map of designated rural areas

AM51

Appendix B:  
Map of  
designated  
rural areas

Ifold should be added to Plaistow entry (see separate Appendix 5)





Appendix F: Monitoring framework																	
AM52	Appendix F: Monitoring framework	Change 'Highways England' to 'National Highways'															
		Chapter 8 Transport and Accessibility															
		Policies: T1 Transport Infrastructure; T2 Transport and Development;	Provide better integrated transport network and improve accessibility to key services and facilities	Local Plan	Record of transport infrastructure projects committed or completed		Chichester DC										
			Support proposals that contribute towards safe, sustainable, connected and accessible transport network	Neighbourhood Plans	Estimated traffic flow for all vehicle types		West Sussex CC										
		IDP		Percentage of residents who travel on foot or cycle; Record of cycle lanes and routes; car club locations in Chichester		National Highways England											
			Development Management process			Infrastructure providers											
New Appendix - Policies linked to Vision and Objectives																	
AM53	New Appendices after Appendix F	New appendix to follow current Appendix F															
		Policies linked to Vision and Objectives															
			Vision		1,2,4,5,6		3,11		4		6		2,7,8,9,10,11,12,13,14		4,9,10		5,11,13
			Strategic Objectives		Objective 1: Climate Change -mitigation and adaptation		Objective 2: Natural Environment – protection and enhancement		Objective 3: Housing		Objective 4: Employment and Economy		Objective 5: Health and Wellbeing		Objective 6: Design and Heritage		Objective 7: Strategic Infrastructure
			CHAPTER 3: SPATIAL STRATEGY														
			S1 - Spatial Development Strategy		1				3		4						
			S2 - Settlement Hierarchy		1				3		4		5				
			CHAPTER 4: CLIMATE CHANGE AND NATURAL ENVIRONMENT														
			NE1 - Stand Alone Renewable Energy		1												
			NE2 - Natural Landscape				2										
			NE3 - Landscape Gaps				2										
			NE4 - Strategic Wildlife Corridors				2										
			NE5 - Biodiversity		1		2										
			NE6 - Chichester's Internationally and Nationally Designated Habitats				2										
			NEXX – The Mens SAC and Air Quality		1		2										
			NE7 - Development and disturbance of birds in Chichester, Langstone and Pagham Harbour and Solent and Dorset Coast SPA				2										
			NE8 - Trees, Hedgerows and Woodlands				2										
			NE9 - Canals												6		
			NE10 - Development in the Countryside				2										

		NE11 - The Coast	1	2					
		NE12 - Development around the coast	1	2					
		NE13 -Chichester Harbour AONB		2					
		NE14 - Integrated coastal zone management for the Manhood Peninsula	1	2					
		NE15 - Flood Risk and water management	1	2					
		NE16 - Water Management and Water Quality	1	2					7
		NE17 - Water Neutrality	1	2					
		NE18 - Source Protection Zones		2					
		NE19 - Nutrient Neutrality		2					
		NE20 - Pollution		2			5		
		NE21 - Lighting		2			5		
		NE22 - Air quality	1	2			5		
		NE23 - Noise					5		
		NE24 - Contaminated Land		2			5		
		CHAPTER 5: HOUSING							
		H1 - Meeting Housing Needs			3				
		H2 - Strategic Locations/ Allocations			3				
		H3 - Parish Housing Requirements			3				
		H4 - Affordable housing			3				
		H5 - Housing Mix			3				
		H6 - Custom and Self Build			3				
		H7 - Rural Exception sites			3				
		H8 - Specialist housing			3				
		H9 - Housing for agricultural, horticultural and other rural workers			3	4			
		H10 - Accessible and Adaptable Homes			3				
		H11 - Meeting Gypsies, Travellers and Travelling Showpeople's Needs			3				
		H12 - Intensification sites			3				
		H13 - Accommodation for Gypsies, Travellers and Travelling Showpeople			3				
		H14 - G&T Site Design			3		5	6	7
		CHAPTER 6: PLACE-MAKING, HEALTH AND WELL-BEING							
		P1 - Design principles	1		3			6	
		P2 - Local character and distinctiveness						6	
		P3 - Density	1		3			6	
		P4 - Layout and access						6	
		P5 - Spaces and landscaping	1					6	
		P6 - Amenity			3		5	6	
		P7 - Alterations and extensions						6	
		P8 - Materials and detailing	1					6	
		P9 - The historic environment	1					6	
		P10 - Listed buildings						6	
		P11 - Conservation areas						6	
		P12 - Non-designated heritage assets						6	
		P13 - Registered Parks and Gardens						6	
		P14 - Green Infrastructure	1	2			5	6	7
		P15 - Open Space, Sport and Recreation		2			5		
		P16 - Health and wellbeing					5		
		P17 - New and Existing Local and Community Facilities including Local Shops					5		
		CHAPTER 7: EMPLOYMENT AND ECONOMY							
		E1 - Meeting Employment Land Needs			3				
		E2 - Employment development			3				



			E3 - Addressing horticultural needs			3					
			E4 - Horticultural development			3					
			E5 - Retail strategy and new development			3					
			E6 - Chichester City centre			3					
			E7 - Local centres and village parades			3					
			E8 - Built tourist and leisure development			3					
			E9 - Caravan and camping sites			3					
			E10 - Equestrian development			3					
			CHAPTER 8: TRANSPORT AND ACCESSIBILITY								
			T1 - Transport infrastructure	1							7
			T2 - Transport and development	1				5			7
			T3 - Active Travel - Walking and Cycling Provision	1				5			7
			T4 - Parking Provision								7
			CHAPTER 9: INFRASTRUCTURE								
			I1 - Infrastructure Provision	1							7
			CHAPTER 10: STRATEGIC AND AREA BASED POLICIES								
			A1 - Chichester City development principles				4	5	6		
			A2 - Chichester City - strategic housing location			3					
			A3, A4 and A5 - Southern Gateway			3	4				
			A6 - Land west of Chichester			3	4				
			A7 - Land at Shopwyke (Oving Parish)			3	4				
			A8 - Land east of Chichester			3	4				
			A9 - Land at Westhampnett/north east Chichester			3					
			A10 - Maudlin Farm			3					
			A11 - Highgrove Farm, Bosham			3					
			A12 - Chidham and Hambrook Parish			3					
			A13 - Southbourne BLD			3	4				
			A14 - Land west of Tangmere			3					
			A15 - Loxwood			3					
			A16 - Goodwood Motor Circuit and Airfield				4				
			A17 - Development within the Vicinity of Goodwood Motor Circuit and Airfield				4				
			A18 - Thorney Island		2						
			A19 - Land at Chichester Business Park				4				
			A20 - Employment land at Bognor Road				4				
			A21 - Land east of Rolls Royce				4				
Appendix G: Local Plan strategic policies											
AM54	Appendix G: Local Plan strategic policies	<p>Add new policy to list:</p> <p><b><u>Policy NEX            The Mens SAC and Air Quality</u></b></p>									
Appendix H: List of Saved and deleted Local Plan 2014 – 2029 and Site Allocation DPD 2014 – 2029 policies											
AM55	Appendix H: List of Saved and deleted Local Plan 2014 – 2029 and Site Allocation DPD 2014 –	<p>Text amends:</p> <p><b>List of <del>saved</del> <u>extant</u> and deleted Local Plan 2014 – 2029 and Site Allocation DPD 2014 – 2029 policies</b></p> <p>The Local Plan 2021 – 2039 will replace all the policies in the Chichester Local Plan: Key Policies 2014 – 2029.</p> <p>All of the policies and allocations within the Site Allocation DPD 2014 – 2029 <del>are saved for continued use</del> <b><u>remain extant</u></b> (as set out below) pending review as part of a future Site Allocation DPD.</p>									

	2029 policies	<p>In <del>Saved</del> Policy SA1 (Identified Sites), the reference to the relevant policies set out in the Chichester Local Plan: Key Policies 2014 – 2029 should be read as the relevant policies set out within this local plan.</p> <p>In <del>Saved</del> Policy CC4 (Shopwyke Strategic Development Location, Oving) reference to a previous policy in the Chichester Local Plan: Key Policies 2014 – 2029 that has not been saved, should refer instead to its replacement policy in this Local Plan. If there is no replacement policy, that section of the saved policy will not be applied.</p> <p>Where reference is made to the Chichester Local Plan: Key Policies 2014-2029 policies map, this will be replaced by the Chichester Local Plan 2021 – 2039 policies map on adoption. Settlement boundary amendments made through the Site Allocation DPD 2014 – 2029 <del>are listed as saved</del> <b><u>remain extant</u></b> and will be shown on the policies map.</p> <table><tr><th><b><u>Saved Extant policies in the Chichester Site Allocation DPD 2014 - 2029</u></b></th></tr><tr><td>SA1 Identified Sites</td></tr><tr><td>BO1 Land at Highgrove Farm</td></tr><tr><td>BX1 Land west of the Street</td></tr><tr><td>CC1 Adjacent Tesco Petrol Station, Fishbourne Road</td></tr><tr><td>CC2 Bartholomews, Bognor Road</td></tr><tr><td>CC3 117 The Hornet</td></tr><tr><td>CC4 Shopwyke Strategic Development Location, Oving</td></tr><tr><td>CC5 Boys High School, Kingsham Road</td></tr><tr><td>CC6 Plot 12 Terminus Road (Chichester Enterprise Hub)</td></tr><tr><td>CC7 Fuel Depot Site, Bognor Road (adjacent to Springfield Park), Oving</td></tr><tr><td>CC8 Springfield Park (adjacent to Fuel Depot), Oving</td></tr><tr><td>East Wittering and Bracklesham Parish – Local Centre (as defined on Inset Map 11)</td></tr><tr><td>Hunston Parish – settlement boundary amendment (as shown on Inset Map 12)</td></tr><tr><td>HN1 Land south of Reedbridge Farm</td></tr><tr><td>Lynchmere Parish – settlement boundary amendment (as shown on Inset Map 13)</td></tr><tr><td>North Mundham – settlement boundary amendment (as shown on Inset Map 14)</td></tr><tr><td>PL1 Land north of Little Springfield Farm</td></tr><tr><td>West Wittering Parish – settlement boundary amendment (as shown on Inset Map 16)</td></tr></table>	<b><u>Saved Extant policies in the Chichester Site Allocation DPD 2014 - 2029</u></b>	SA1 Identified Sites	BO1 Land at Highgrove Farm	BX1 Land west of the Street	CC1 Adjacent Tesco Petrol Station, Fishbourne Road	CC2 Bartholomews, Bognor Road	CC3 117 The Hornet	CC4 Shopwyke Strategic Development Location, Oving	CC5 Boys High School, Kingsham Road	CC6 Plot 12 Terminus Road (Chichester Enterprise Hub)	CC7 Fuel Depot Site, Bognor Road (adjacent to Springfield Park), Oving	CC8 Springfield Park (adjacent to Fuel Depot), Oving	East Wittering and Bracklesham Parish – Local Centre (as defined on Inset Map 11)	Hunston Parish – settlement boundary amendment (as shown on Inset Map 12)	HN1 Land south of Reedbridge Farm	Lynchmere Parish – settlement boundary amendment (as shown on Inset Map 13)	North Mundham – settlement boundary amendment (as shown on Inset Map 14)	PL1 Land north of Little Springfield Farm	West Wittering Parish – settlement boundary amendment (as shown on Inset Map 16)
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Glossary																					
AM56	Glossary	<p><i>Add definition of Open Space:</i></p> <p><b><u>Open Space: Open space includes formal facilities such as parks, sports and recreation grounds, children’s play areas, outdoor sports facilities, playing pitches, amenity spaces and allotments, and also more informal facilities such as natural green spaces, beaches, lakes, watercourses and recreational routes.</u></b></p>																			
	Glossary	<p><i>Add definition of Extant</i></p> <p><b><u>Extant: Current or still existing. Extant permissions include applications where planning permission has been granted and has not expired, the permission has a technical start or is under construction.</u></b></p>																			
	Glossary	<p><i>Add definition of SANG:</i></p>																			

		<b>Suitable Alternative Natural Greenspace (SANG): <u>Alternative green space provided to divert visitors from visiting a Special Protection Area (SPA). SANG are intended to provide avoidance measures for the potential impact of residential development on the SPA by preventing an increase in visitor pressure on the SPA.</u></b>
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