

Draft Local Plan Key Policies

Preferred Approach



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Introduction to the Local Plan

Chichester is a very special place. Chichester District offers a unique and rich experience for those who choose to live here or visit our many attractions. From the “jewel in the crown” of a city centre, with its stunning cathedral, its bustling shopping streets and nationally renowned arts and culture scene; to the sweeping downs and breath taking coastline. Visitors and residents alike benefit from the unique overtures of our district.

The Local Plan seeks to protect this environment and builds upon the success we have experienced, ensuring that we provide opportunities to retain our local young people and deliver the facilities required to support both our existing and new communities, as they grow.

The attractive qualities and features of our district are a magnet for people who wish to live, work and visit. Equally, it is the very same features we want to protect which limit our opportunities to grow and develop. Our greatest challenge is balancing the provision of much needed homes and preserving the considerable attractions of this part of West Sussex. These, often unique characteristics, are an intrinsic element of our heritage and by protecting this legacy we are ensuring that it will be enjoyed for many generations to come.

This document, the Local Plan, once adopted, will be the principal planning tool for Chichester District for the period between 2014 and 2029. It does not include that part of the District within the South Downs National Park. The Park Authority will be producing its own local plan.

Our Local Plan will replace those parts of the 1999 Chichester District Local Plan that currently apply, as well as taking the place of some other policy documents. The policies in the Plan set out a vision of how the District could develop in the future.

In addition, the Local Plan provides a framework for local communities to have more of a say about what they want for their areas. Some communities have already embraced this opportunity and have prepared or are setting out to prepare their own planning documents, such as Neighbourhood Plans and Village Design Statements.

Our Local Plan, as you will see, is based on Government guidance through the National Planning Policy Framework document. We have already carried out informal consultations with interested parties and this is on-going. In addition, research has been undertaken to help in determining the best approaches to the various physical and environmental problems to be tackled. This is an on-going process. There will continue to be changes in circumstances, further information gathered and new technologies going forward. We will require the Plan to be kept under review and updated from time to time.

Executive Summary

We either have a plan that allows us to manage development,

Or:

Development will happen anyway but be beyond our control.

1 . Introduction

Why is it important to get the Plan adopted?

Because it will give us:

- An ability to refuse development where it is not appropriate and does not accord with the Plan
- A Community Infrastructure Levy, a charge to developers per dwelling, to capture funding from development for community investment
- Proper protection and enhancement of special areas, such as Chichester Harbour
- Enhancement of our local cultural and heritage facilities, so attracting more visitors
- Increased employment opportunities
- Homes to meet the needs of local people
- Facilities and services to address the needs of our communities

The CDC draft Local Plan is published for consultation with statutory consultees like the Environment Agency and the Highways Agency, WSCC, parish councils and the public. This document covers those parts of the district not in the National Park. The Council is required by law to have a Local Plan and this draft is a required document under the Council's Local Development Scheme published in July 2012.

Targets and how we've arrived at them

The Plan is based on an annual target of 395 houses a year from 2012 to 2029.

We are required to base our target on the recent Strategic Housing Market Assessment Update of the housing necessary to meet forecast population growth.

This Assessment included other projections of up to 750 new houses per year within the District as a whole. However, the Council believes that this figure is not achievable so we have reduced the number to a level that is achievable and in our opinion constitutes a robust and justifiable plan for examination, which should be found sound.

Following discussions with both parishes and members, some important changes have already been made to the draft Plan which have reduced housing numbers in some areas.

The evidence demonstrates that 395 homes a year is reasonable, given the range of constraints to be considered, infrastructure challenges and the historic rates of housing delivery for the District.

The target is not directly related to the number of people in housing need as represented by our housing register, but it reflects the fact that people are living longer; there are changes in lifestyle, and the movement of people into, and out of the area.

The housing numbers included in the Plan have been allocated to sites through a detailed assessment of potential capacity for housing delivery across the Local Plan area up to 2029. These take account of potential land availability and identified environmental and infrastructure constraints.

The achievement of the Plan is dependent on necessary enhancements to the local infrastructure, the funding for which lies mostly outside CDC control. But significant progress is being made to meet these targets. A key element of the Plan will be the introduction of a Community Infrastructure Levy whereby developers will be required to contribute towards the costs of providing infrastructure appropriate to their development. Together with the New Homes Bonus, this will enable funds to be directed to those communities where building is taking place.

Infrastructure changes

We know these will include:

- Improvements to the A27 in partnership with WSCC and the Highways Agency and requiring an injection of in excess of £10m from our housing developments in and around the City.
- Improvements to the waste water treatment at Tangmere and Apuldrum.
- Local improvements such as surface water flood measures required according to the Strategic Flood Review.
- Repairs to pipework carrying waste to Sidlesham, and pipework in the city
- Use of the New Homes Bonus to support community facilities in areas of growth.
- Agreement on future needs with key agencies like education, health and the police.

What happens next?

During this consultation there will be a series of community based events and residents will be able to express their opinions online and in other ways. The results of this consultation will then be reported back to District Council members during the summer and changes made as necessary.

Your input to this Plan is essential.

1 . Introduction

How to use the Plan

This preferred approach document sets out policies that will manage and direct the future development of Chichester District, excluding the area within the South Downs National Park, to 2029.

For the purpose of this Plan, Chichester District has been split into three sub-areas shown below. This is to recognise the distinct characteristics of each sub-area, and respond to each area in an appropriate manner.

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

The Local Plan Key Policies - Preferred Approach contains:

- **A Portrait of Chichester District (Section 2):** describes the key social, economic and environmental characteristics of Chichester District
- **The Vision and Objectives (Section 3):** The priorities in the Chichester District Sustainable Community Strategy form the basis for our vision and objectives for the future of the District
- **Overall Strategy (Section 4):** This sets out the general direction for the whole Plan area
- **Area Based Strategic Policies (Section 5):** These tackle issues relating to specific parts of Chichester District. This section is broken down into the east-west corridor (including Chichester city), the Manhood Peninsula, and the north east of the District (including Hammer and Camelsdale)
- **Strategic Delivery Policies (Section 6):** These provide a basis for the consideration of planning applications for development within the whole Plan area. They complement the policies in Sections 4 and 5, and contribute to effective development management
- **Policies Map (Section 7):** This identifies in detail the location of sites on a policy by policy basis
- **Appendices/Glossary (Sections 8 & 9):** These contain further information or background to a number of policies and also explanatory definitions for technical phrases/words in the form of a Glossary

All policies contained within the Local Plan are interdependent. They must be read together in relation to their combined effect upon any development proposals. A number of issues are crosscutting and appear in a number of locations throughout the plan. Where there are a number of criteria listed in a Policy, the text has been emboldened to demonstrate how they are to be applied.

The document uses a number of technical terms and acronyms – where these are not explained in the text itself they are explained in the Glossary.

How to Comment

We would like your comments on this Local Plan Key Policies - Preferred Approach. When making comments, you should consider whether any alternative suggestions that you may be proposing would meet the vision and objectives set out in Section 3. Please remember to make clear which Policy or paragraph number you are commenting on and whether you are supporting or objecting. Please also refer to page numbers where appropriate.

All comments must be received no later than 23:59 on Friday 3 May 2013. The Council will be unable to accept any comments that are received after this time.

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

Alternatively, there is a comment form for you to send back which is available from the council's offices or by visiting our website www.chichester.gov.uk. Alternatively you can email us at ldf@chichester.gov.uk or telephone us on 01243 534571. When commenting please use a separate sheet for each comment, marking each sheet with the paragraph or policy number to which you are referring.

Please be aware that your comments will be publicly available for people to read and the Council will be putting a summary of the responses on the website following the consultation period. The comments will be used to help develop the Local Plan further for the next stage.

The Council acknowledges that this Preferred Approach document is lengthy. This is because the Council has to justify the policy approach it is taking and has to meet various 'tests of soundness' as laid down by the Government. Numerous references are therefore made as to how the council has arrived at its "Preferred Approach", including feedback from earlier public consultation, research studies and other evidence, and the findings of the Sustainability Appraisal.

1 . Introduction

Policy Context

1.1 The planning system governs the use and development of land. It controls which new buildings will be built and where they should go. Nationally there is a presumption in favour of sustainable development and local authorities are expected to plan positively for the needs of their area. National planning guidance is produced by the government and covers a wide range of topics.

1.2 This guidance can be found on the Communities and Local Government website:

www.gov.uk/government/organisations/departments/departments-for-communities-and-local-government

1.3 The National Planning Policy Framework, which sits alongside the Local Plan, must also be taken into account in making decisions on planning applications and in the preparation of Local and Neighbourhood Development Plans.

1.4 The Local Plan promotes sustainable growth to meet our social and economic needs by managing the capacity of our environment and infrastructure to accommodate that growth. The people who live, work, visit and do business in the area covered by this Plan have a range of competing and sometimes conflicting interests, which the Plan seeks to balance.

1.5 The Local Plan is the main basis for making decisions on planning applications. It gives local communities, developers and investors greater certainty about the types of applications that are likely to be approved. When adopted, planning decisions must be made in accordance with the Local Plan, unless material considerations indicate otherwise. It also provides a framework within which people can decide how to shape their local communities through neighbourhood plans, neighbourhood development orders and community right to build.

1.6 Neighbourhood plans are required to be in conformity with the Local Plan Strategy and the National Planning Policy Framework, but enable finer detail to be determined through a community-led planning process. Having an up-to-date Local Plan strategy in place is essential for successful local and neighbourhood planning as it sets the context for development in the area. Whilst it is possible for a Parish to prepare a Neighbourhood Plan prior to the adoption of the Local Plan, this could result in the Neighbourhood Plan being overridden if it does not allocate at least the minimum amount of development detailed in the higher level Plan. When adopted, neighbourhood plans will sit alongside, but not replace, the Local Plan.

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

1.8 Other development plan documents and supplementary planning documents may be produced when necessary to cover specific topics, sites or to provide more detailed guidance. These too will be taken into account in any planning decisions.

1.9 The plan period extends to 2029. However, the Local Plan may to be reviewed before the end of this plan period, in whole or in part, to ensure that it remains up to date and there are sufficient developable sites available for future needs. It may also need to be updated to respond to unforeseen changes.

South Downs National Park

1.10 On 1 April 2011 the South Downs National Park Authority (SDNPA) became the Local Planning Authority for the South Downs National Park area, part of which covers most of the north of Chichester District.

1.11 As the local planning authority for the South Downs National Park the National Park Authority (NPA) is responsible for:

- i. spatial and land-use planning,
- ii. minerals and waste planning,
- iii. development management,
- iv. planning enforcement and
- v. other related regulatory functions within the National Park.

1.12 The South Downs National Park Authority is in the process of producing its own, Park-wide Local Plan. Throughout the work on our Local Plan the Council has liaised with officers and members of the National Park. For more information on the South Downs National Park Local Plan, go to www.southdowns.gov.uk/planning.

1.13 The Chichester District Local Plan **excludes the area within the South Downs National Park**.

West Sussex County Council

1.14 West Sussex County Council is responsible for:

- preparing statutory land use plans within the new planning system (the Minerals and Waste Development Framework)
- preparing non-statutory planning policy guidance, such as Landscape Character Assessment;
- managing the county development control function for minerals and waste matters and the county council's own development proposals;
- compliance and enforcement as it relates to minerals and waste.

1 . Introduction

How the Plan has developed

1.15 This Local Plan has been produced following extensive consultation. It is supported by a number of detailed evidence studies and background papers (described in Appendix 2) which are available on our website at www.chichester.gov.uk

1.16 The Local Plan still relies and builds on relevant information and comments received from previous consultations, as well as updating the content in line with the new planning system. The previous public consultations which took place are:

- Focus on Strategic Housing Options Consultation: 4 January - 1 February 2010
- Housing Numbers and Locations Consultation: 26 August - 23 September 2011
- Parish Housing Numbers Consultation: 27 September - 2 November 2012

1.17 These previous consultations have helped to shape this Local Plan Preferred Approach document, which sets out how the Council considers Chichester District⁽¹⁾ should develop over the period to 2029.

1.18 Preparation of the Local Plan must be informed by an up to date evidence base of key aspects of the social, economic and environmental characteristics of an area. The evidence base studies used to inform the preparation of the Local Plan are described in **Appendix 1**. These studies have also been undertaken to secure baseline information for the Sustainability Appraisal and Strategic Environmental Assessment. This consultation is being used to test whether our preferences are correct.

Sustainability Appraisal (incorporating the Sustainable Environmental Assessment), Habitat Regulations Assessment and Equality Impact Assessment

Sustainability Appraisal

1.19 The main purpose of a Sustainability Appraisal is to understand the social, environmental and economic effects of the Local Plan and to ensure that it delivers the principles of sustainable development. It is an integral part of the plan making process, which is intended to test and improve the sustainability of the proposals. It is an iterative process and goes hand in hand with policy development.

1.20 The Sustainability Appraisal has been published alongside this Preferred Approach document and it considers both the 'Preferred Approach', and also the 'rejected' alternative options.

1 excluding the area within the South Downs National Park

Habitats Regulations Assessment

1.21 Within the Plan area there are a number of sites of international significance included for their nature value. They include Special Protection Areas (SPA), Special Areas of Conservation (SACs) and sites identified in the Ramsar Convention.

1.22 A Habitats Regulations Assessment (HRA) Scoping Report is being undertaken as part of the Local Plan process and will provide an assessment of the potential effects of the plan. This ensures that the proposals in the Local Plan do not have a negative impact on any existing sites, or where it does, that mitigation measures will need to be identified. The recommendations arising from the HRA will be incorporated, where appropriate, into the development of the Local Plan as it progresses.

Equality Impact Assessment

1.23 Testing the Local Plan to ensure that it meets the needs of all members of the community is a key requirement. An Equality Impact Assessment is, "...a tool that helps public authorities make sure their policies, and the ways they carry out their functions, do what they are intended to do for everybody."⁽²⁾ Undertaking Equality Impact Assessments allows the Council to identify any potential discrimination caused by its policies or the way in which it works and take steps to make sure that it is mitigated.

Links to the Chichester Sustainable Community Strategy

1.24 The Chichester Sustainable Community Strategy, "Chichester District: A Very Special Place", was informed by extensive public consultation and helped to identify the key priorities of our communities. It is, therefore, an important starting point from which the vision and objectives of this Plan have been derived, taking into account the findings of subsequent studies and consultations. Although the Sustainable Community Strategy is now several years old, it clearly defines the unique qualities of Chichester District and sets out many of the challenges that the Plan currently needs to address. Focusing on the issues that were identified in the Sustainable Community Strategy, the Plan seeks to harness growth and development to achieve as much benefit as possible for our communities.

Duty to Co-operate

1.25 The Localism Act 2011 set out a new 'Duty to Co-operate', which applies to all Local Planning Authorities, County Councils, National Park Authorities and a number of public bodies including the Environment Agency and the Highways Agency.

1 . Introduction

1.26 Local Planning Authorities and other public bodies are required to engage constructively, actively and on an on-going basis to develop strategic policies to make plans for their areas to meet the current and future needs of its community. Plans should be positively prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements.

1.27 Local planning authorities will be expected to demonstrate evidence of having effectively co-operated to plan for issues with cross boundary-impacts when their Local Plans are submitted for examination. It is important that co-operation is a continuous process of engagement.

1.28 The Coastal West Sussex Strategic Planning Board has been formed to address the issues of the Coastal sub-region, bringing together the following authorities: Adur, Worthing, Arun, Chichester, Brighton and Hove and Lewes, together with West Sussex County Council and the South Downs National Park Authority. Discussions with other adjoining local planning authorities are happening on an individual basis around cross-boundary issues of common concern and interest.

1.29 A number of issues are being addressed jointly at a strategic level including roads and transport (especially the A27), economic regeneration via Coastal West Sussex and the Local Enterprise Partnership and Solent recreational disturbance.

2 . A Portrait of the Chichester Local Plan Area

2.1 Chichester District is a very special place. It provides a unique and rich experience to those who choose to live or visit our many attractions. From the “jewel in the crown” of a city centre, with its stunning cathedral and nationally recognised cultural offer and thriving retail opportunities; to the sweeping downs and breath taking coastline. Visitors and residents alike benefit from the unique overtures of our district.

2.2 It is the elements we want to protect which constrain our ability to grow and develop. These, often unique characteristics, are an intrinsic element of our heritage and by protecting these we are ensuring that they will be enjoyed for many generations to come.

2.3 Chichester District is the largest of the seven districts and boroughs within West Sussex, covering an area of almost 800km². The District stretches from Selsey on the south coast to the southern border of Surrey and East Hampshire in the north; and from South Hampshire to the West and the Districts of Arun and Horsham to the east. A large part of the north of the District forms part of the South Downs National Park, which has its own local planning authority. There are 33 Parish Councils located within the Local Plan area, including 6 Parishes which are also partly located within the South Downs National Park.

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

2.5 Chichester District has a rich and varied natural, historic and built environment, stretching from the lowland marsh and creeks associated with Chichester Harbour and Pagham Harbour, across the coastal plain to the South Downs, and the Weald further north. Each settlement in the Plan area has its own unique characteristics and functions, depending on its location and historical influences.

2.6 Chichester city is renowned for its cathedral and historic heritage and is the largest centre of employment in the District, with administration, education, leisure, the arts and retailing at its heart. Outside of the city there are a number of other heritage attractions and events, which bring in visitors and generate income.

2.7 Southbourne to the western side has a population of around 6,000 and has links to the nearby towns of Havant and Emsworth. The settlement has a mixture of age ranges and with pockets of affluence and deprivation. Southbourne has a number of employment opportunities, a railway station, a college and a relatively modern leisure facility within it. The community facilities are dispersed throughout the settlement.

2.8 To the east of Chichester city, Tangmere is a settlement of some 2,500 people. It hosts a number of local businesses, and has some dispersed community facilities including a shop and medical facilities.

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

2 . A Portrait of the Chichester Local Plan Area

2.10 At the tip of the Manhood Peninsula, Selsey is a town with a population of around 10,000. It is a popular holiday destination with one of the largest caravan parks in Europe. 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.

2.11 The north east, including Hammer and Camelsdale, is primarily rural in character with diverse landscapes, rich cultural and heritage assets and a number of dispersed settlements, some of which are relatively isolated and served by narrow lanes with limited public transport.

2.12 The District has a number of key issues that have an impact on the location of future development. Particular constraints include the wastewater treatment and sewerage problems; the traffic congestion on the A27 Chichester bypass and local road networks; flood risk; and the impact of recreational disturbance on bird populations at Chichester and Langstone, and Pagham Harbours. These issues are discussed further in Section 4: Overall Strategy.

Social Characteristics

2.13 The total population of Chichester District is 113,800⁽³⁾, a 6.85% increase from 106,500 in 2001. Of this population a significant proportion are older people; population projections⁽⁴⁾ show a substantial rise in the expected number of retired people aged 65 and over in the District. By 2031, this age group is expected to account for almost one third of Chichester District's total population. An ageing population of this scale presents challenges for health and caring services, particularly in rural areas where access to transport, services and everyday activities is difficult. It also presents challenges in terms of service provision, particularly for those providing high cost intensive services such as those related to primary health care.

2.14 Of the population in the 15-44 age range, Chichester District is below the national average of 40.5% with 32.2%. This is in contrast to those over the age of 65 with 24.4% compared to the national average of 16.6%. This pattern is set to continue with predicted increases in the proportion of the population over 75 years, and continuing net loss of the population within the 15 to 24 year age range.

2.15 The special qualities of the Plan area offer a good quality of life, and its proximity to the south coast and links to London creates a high demand for housing. This demand has exerted considerable upward pressure on house prices, and has caused a widening gulf between local incomes and market prices⁽⁵⁾. Whilst the affordability gap between incomes and house prices can be addressed in part by economic processes the need to provide affordable housing remains a priority for the Council. There is a lack of opportunity for young people to move in to, or remain in, the District because the housing stock is dominated by larger, more expensive properties, especially in relation to other parts of Coastal West Sussex and Hampshire. The amount of detached housing is above average, in particular outside of Chichester city.

3 Census 2011

4 Office for National Statistics, 2011

5 Coastal West Sussex SHMA Update 2012

2 . A Portrait of the Chichester Local Plan Area

2.16 The District has a comparatively small ethnic minority population who make up 7% of the total population of the district. This is generally lower than county (11.1%), regional (14.8%) and national (20.2%) averages. The Black and Minority Ethnic category now includes White Irish, White Other and Gypsy and Traveller which were not included in the previous definition.

2.17 Residents of the District have a good life expectancy, for males, this is 79 years and 83 years for females. This is generally in line with the south east averages and slightly higher than the national averages. Nonetheless, the health of people in Chichester District is generally better than the England average.

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

Economic Characteristics

2.19 The Employment Land Review (Update 2012) found the largest employment sectors in the District are retail, public administration (due to the presence of the District and County Councils in Chichester city), education and health. Higher value jobs which provide an opportunity to improve the productivity of the local economy are focused on advanced manufacturing and engineering; construction and civil engineering; and finance, insurance and business services.

2.20 There are two higher education institutions in the District; Chichester College and the University of Chichester. The Complete University Guide ranked the University of Chichester, which has two campuses in Chichester and Bognor Regis, as the best publicly-funded modern university in the UK for student satisfaction. It is ranked the best in the south east, for having 88.9% of its graduates finding employment or enrolling for further study six months after leaving⁽⁶⁾. There are seven Institutions that offer 16-18 further education; Bishop Luffa Church of England School; Chichester College; Chichester High School for Boys; Chichester High School for Girls; Lavant House; Midhurst Rother College; and Seaford College.

2.21 The proportion of school leavers not in education, employment or training (NEETS) in the District as at June 2011 was 2.7%⁽⁷⁾. This is below the county average and third lowest in West Sussex.

2.22 An objective of the Council is to foster a qualified and highly skilled workforce by improving opportunities for unemployed persons; working with the third sector and community based organisations; and supporting stronger links between the University, the College and businesses. Although levels of unemployment are generally low, local earnings are below average compared to the South East region. There is also an above average proportion of part-time employment, which tends to be poorly paid.

2 . A Portrait of the Chichester Local Plan Area

2.23 There are a few large employers (employing over 250 staff), particularly in Chichester city, but in general the local economy is based around small (employing up to 50 staff) to medium (employing between 50-250 staff) sized businesses with high levels of self-employment. The majority of existing employment and business space is focused around Chichester city and the A27 corridor. This area, particularly to the west of the city, benefits from good access to the main road and rail network and offers the best potential for attracting inward investment. However, there is also a need to support and diversify economic activity in the rural parts of the District, particularly in the Manhood Peninsula.

2.24 Horticulture and agriculture have a big local impact due to the unique combination of climate, soil quality and high light levels which prolong the growing season. The District's glasshouse industry is amongst the largest producer of salad crops in the country and supplies much of the South East region. This sector is a significant source of local employment, with glasshouse sites situated on the Manhood Peninsula and along the East - West Corridor.

2.25 The special features of Chichester District, especially the attractive coast, villages, and landscape of the South Downs National Park are popular visitor destinations. The visitor economy including hotels, catering, campsites and other tourist facilities is a significant employment sector.

2.26 The District's arts and heritage attractions have the quality and capacity to attract significant levels of visitors and customers from outside the District. 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. Within the District there are a range of heritage sites of national importance, arts and crafts, festivals, museums and galleries, and organisations in film, photography and new media; all of which contribute to the visitor economy and culture.

Environmental Characteristics

2.27 The landscapes of the north-east and the south of the Plan area have their own very distinctive character. In the north east, the "Low Weald" landscape is characterised by a mix of pasture and medium to small scale arable land. Further south, the downland foot slopes feature semi-open, large scale, arable fields and paddocks. The extensive coastline, which forms the southern border of the District, varies in character, with shingle ridges, sandy beaches, salt marsh and harbours, and a variety of wetlands. The coastal and harbour areas in the south are important for biodiversity, recreation and tourism. Medmerry is the name given to the UK's largest exposed-coast Managed Realignment Scheme situated in the low-lying coastal plain between Selsey and Bracklesham.

2.28 The District has internationally designated habitats; Special Protection Areas, Special Areas of Conservation, and Ramsar sites. Nationally designated Sites of Special Scientific Interest and Chichester Harbour Area of Outstanding Natural Beauty are also protected by legislation. There are also a variety of local designations for biodiversity, heritage and landscape, such as Sites of Nature Conservation Importance, and National and Local Nature Reserves.

2 . A Portrait of the Chichester Local Plan Area

2.29 Former gravel pits, canals, river corridors and ponds, provide an important resource in the Plan area for leisure and recreation. As well as the recreational benefits, these features provide an important wildlife habitat.

2.30 The District is distinctive by virtue of the very high quality and value of its historic environment. The District contains over 200 scheduled ancient monuments, 3,000 Listed Buildings, many conservation areas and registered parks and gardens. There are also a number of other buildings which have been identified as buildings of “local importance”. Although these are not afforded the same special protection as listed buildings, they make a positive contribution to the character, heritage and appearance of the area and so justify protection.

2.31 Chichester City has a rich built heritage, for example, the City walls. They were constructed by the Romans to define the City and provided an impressive defensive shield. The Walls have experienced mixed fortunes over the centuries - from the heyday of Roman rule to abandonment, dereliction and revival. Despite a turbulent past, the Walls survive today as one of the most intact City defences in the south of England. There is also a rich heritage of tradition such as the Sloe Fair, which is a special annual event in October.

2.32 However, the value of the historic environment is by no means confined to the most important places. Outside statutorily designated areas, a diversity of townscapes and landscapes make up the remainder of the district, containing buildings of historic and architectural value. These different character areas warrant protection in their own right. Once lost, the historic environment is irreplaceable and therefore every effort should be made to ensure appropriate protection and enhancement.

3 . The Vision and Objectives

Our Vision

3.1 Our Vision sets out what we want to happen over the Local Plan period to 2029, and the Strategic Objectives set out how we will achieve it. It has been shaped by the Sustainable Community Strategy and other forms of community planning and consultation listed in Appendix 1a. The Local Plan addresses how these objectives will be delivered through development policies and land use. Central to the vision are the needs of all our communities including businesses, residents and visitors. It aims to provide a clear view of what these communities would like us to achieve by 2029 and how we will shape places for people to live, work and enjoy.

3.2 Our Vision recognises the area's unique strengths and opportunities that have contributed to its success and which will underpin its future. Our city, our coast and our countryside continue to prosper and attract people to live, visit, shop and do business. This Vision embraces our whole community and allows everyone to share in our achievements as the area develops.

Our Vision

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

- Are able to find a range of jobs that match different skills and pay levels and provide opportunities to meet their aspirations for employment;
- Can use their entrepreneurial flair to start and grow creative, innovative and competitive businesses;
- Are socially responsible and are able to follow a more environmentally friendly way of life;
- Can pursue a healthy lifestyle and benefit from a sense of well-being supported by good access to education, health, leisure, open space, sports and other essential facilities;
- Are able to enjoy a busy and vibrant city, thriving towns and villages and areas of attractive, accessible and unspoilt coast and countryside;
- Have a quality of life that is enriched through opportunities to enjoy our local culture, arts and heritage;
- Are able to afford good quality homes to suit their incomes, needs and lifestyles;
- Feel safe and secure;
- Can move around safely and conveniently with opportunities to choose alternatives to car travel;
- Can take advantage of new communication and information technologies; and
- Feel a sense of community, and feel able and willing to help shape its future.

3 . The Vision and Objectives

Our Vision for Places - The East-West Corridor

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

3.4 Chichester city will maintain its special significance as an economic and cultural centre serving a wide catchment area beyond the District. The city's employment base will adapt and evolve from an emphasis on public administration, to a base which is more diverse and reflects its highly regarded professional services and cultural offer. The city will enhance its reputation as a university city and centre of excellence for higher and further education and the arts with a range of opportunities for business, shopping, leisure and entertainment. New sustainable neighbourhoods at 'Graylingwell Park' and 'Roussillon Park' as well as other sites in the north of the city and around its fringe will provide homes, jobs and community facilities with good public transport, pedestrian and cycle links to other parts of the city. As an historic walled cathedral city dating back to Roman times, its rich cultural and architectural heritage will be protected and promoted together with the views and landscape value afforded by its setting.

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

3.6 Southbourne and Tangmere will grow and develop their role as 'settlement hubs' providing a wider range of facilities for their respective local areas west and east of the city. For Southbourne, the aim is to take advantage of the village's good transport links and proximity to the growth area of urban south Hampshire to deliver new employment and enhance its existing range of local facilities, whilst also looking to further strengthen transport links east to Chichester and west to Havant and Portsmouth.

3.7 For Tangmere, the vision is to significantly enhance the village's range of facilities to the benefit of the local community through the development of new homes and workspace. At the same time, improved bus services and cycleways will provide better connections to Chichester city and east to Barnham and the 'Five Villages' area in Arun District. At both Southbourne and Tangmere, opportunities will be taken to improve the range and quality of public open space, leisure and community facilities for all residents.

Our Vision for Places - Manhood Peninsula

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

3.9 The relatively self-contained coastal settlements of Selsey and The Witterings will thrive as centres for commercial and social activities that meet the needs of local residents and visitors alike. This will include the revitalisation of Selsey town centre and seafront and the village centre of East Wittering, in order to enhance their role as tourist resorts supported by a range of beach and water based recreational activities. The local visitor economy will develop niche markets reflecting the area's natural assets and shift from a day trip destination to one which encourages short stay breaks.

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

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

3 . The Vision and Objectives

Our Vision for Places - North of Plan Area

3.12 For the North of the Plan area, the emphasis will be primarily upon maintaining the rural character of the existing villages, whilst enabling the local communities to become more self-reliant in meeting their local needs. The conservation and enhancement of the high quality landscape and the agricultural and land-based activities that support it will remain a key objective.

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

3.14 Some limited development will take place balancing the need to retain the rural character of the area and address the issues of local housing needs and affordability. New housing and employment will be focused mainly on the larger villages in order to help support local facilities and sustainable settlements. It will remain an area popular with self-employment and jobs created through tourism and the influence of the South Downs National Park.

Our Objectives for Realising the Vision

3.15 Having regard to the Sustainable Community Strategy and the key issues arising from the evidence base and stakeholder involvement, the following strategic objectives have been identified as central to the delivery of the Vision in partnership, where appropriate, with other bodies:

Economy

A strong local economy where businesses can thrive and grow.

3.16 Help businesses to thrive and grow by encouraging and supporting creativity, diversification and adaptability. Provide a range of good quality sites and premises, especially in and around Chichester city and in locations with good access to the A27.

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

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

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

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

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

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

3 . The Vision and Objectives

Housing and Neighbourhoods

Increased housing supply

3.20 Make provision for new homes of the right quality, location, type, size and tenure. Facilitate the supply of affordable homes to meet identified needs as far as possible, in particular, high quality rental and intermediate rental units. Allow new homes in or adjacent to settlements with good access to employment, services and facilities and, in appropriate circumstances, where the new development will contribute to the provision of enhanced employment, services and facilities.

Vibrant safe and clean neighbourhoods

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

Housing fit for purpose

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

Environment

Managing a changing environment

3.23 Achieve a sensitive balance that protects and enhances the distinctive character, quality and importance of the built heritage, local landscapes and habitats, whilst accommodating the development needs of the community. Maintain and enhance clean, safe and attractive streets and places. Support measures for managing the coastal environment including managed realignment.

Greener living

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

Environmental resources

3.25 Minimise the shorter term disruption that is caused by mineral workings, whilst maximising the long term benefits that may follow, for example, from the creation of additional water retention areas and new wildlife habitats. Encourage the recycling of construction waste to minimise the amount of new material that is required. Encourage an increase in energy from renewable sources.

3 . The Vision and Objectives

Health and Well-Being

Encourage healthy and active lifestyles for all

3.26 Encourage the development of accessible environments and services which support individuals to make improvements to their health and well-being. Develop quality, accessible and affordable sport and leisure facilities, parks and green spaces and community halls where people can pursue a healthy and active lifestyle with information and support.

A culturally enriched and empowered community

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

The needs of an older population

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

Accessible health and wellbeing services

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

Health Protection

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

Strategic Infrastructure

Traffic management to mitigate congestion

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

Improved cycling networks and links to public transport

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

Traffic calming and parking

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

Telecommunications

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

Wastewater Treatment and Water Supply

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

Water Resource and Flood Risk Management

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

4 . Overall Strategy

4.1 These are policies and a key diagram that set out the overall strategy for the future development and will affect the whole area.

Sustainable Development Principles

4.2 The Government encourages local planning authorities to ensure sustainable development is at the forefront when considering planning applications.

4.3 The National Planning Policy Framework states that "there is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan making and decision taking"⁽⁸⁾. New development must achieve sustainable development principles and must not adversely affect the character, quality, amenity or safety of the built environment, wherever it occurs.

Policy 1

Presumption in Favour of Sustainable Development

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

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

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

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

Links to Strategic Objectives

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

Evidence Base

- National Planning Policy Framework (2012)

Strategy for Growth

4.4 In keeping with the Principles of Sustainable Development set out above, the Local Plan aims to consider the wider needs of places and communities across the Plan area. The Local Plan strategy sets out the broad approach to locating new development, infrastructure and facilities in the Plan area to 2029. It seeks to deliver the vision and objectives set out in Part 3 of the Plan, and it has been shaped through consultation and the sustainability appraisal of options and policies.

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

- The overall vision and objectives for the Plan area and for the different sub-areas and settlements within it;
- The pattern of need and demand for housing and employment across the area;
- Infrastructure capacity and constraints, in particular relating to wastewater treatment, roads and transport;
- Environmental constraints – avoiding flood risk areas, protecting environmental designations, landscape quality and settlement character;
- The availability of potential housing sites, their deliverability and phasing.

4.6 Following the Vision for Places in Section 3, the Plan seeks to direct most new housing and employment development towards Chichester City and the East-West Corridor. This includes identifying strategic locations to develop new neighbourhoods to the West of Chichester city and at Shopwyke, and providing for the expansion of Tangmere, Westhampnett and Southbourne. These locations will be developed through a masterplanning approach aimed at creating well planned new communities, offering a range of housing, and providing local employment opportunities, open space and local neighbourhood facilities. These larger

4 . Overall Strategy

developments also present opportunities to deliver major enhancements to community facilities, green infrastructure and transport networks for existing local communities, the city and the Plan area as a whole.

4.7 More limited new development is proposed for the Manhood Peninsula, in recognition of the significant transport and environmental constraints (including flood risk), affecting the area. Following the principles of Integrated Coastal Zone Management (ICZM), policies for the Peninsula focus on the need for an integrated planning approach seeking to protect the sensitive environment of the area and adapt to climate change, whilst addressing local needs and promoting regeneration. Strategic allocations proposed at Selsey and East Wittering/Bracklesham will help facilitate the economic and social well-being of the area.

4.8 In the remaining settlements in the south of the District and in the north of the Plan area, development will be restricted to small scale housing and employment to meet local needs, whilst seeking to protect and enhance local services and facilities. Development will be primarily directed towards the larger and more sustainable settlements. Neighbourhood plans prepared at the local parish level will provide the main mechanism for identifying sites and bringing forward local facilities.

Phasing and Delivery

4.9 The proposed phasing and delivery of development in the south of the Plan area reflects a number of key constraints relating to infrastructure capacity and environmental impacts. Particular constraints relate to wastewater treatment capacity; traffic congestion at Chichester city and on the A27 Chichester Bypass; and the impact of recreational disturbance on bird populations at Chichester and Pagham Harbours, which are protected conservation sites under the Habitats Regulations.

4.10 Wastewater capacity is constrained at several treatment works due to lack of physical capacity and/or requirements to meet water quality standards. There are particular restrictions affecting the Apuldrum Wastewater Treatment Works (WwTW), which serves Chichester city and discharges into Chichester Harbour. As a result, there is no potential to expand capacity at Apuldrum WwTW and in addition the Environment Agency has advised that its existing wastewater headroom should not be used until a solution is found to the issue of groundwater infiltration.

4.11 The Wastewater Treatment Options Study for Chichester District in 2010 considered alternative options to increase wastewater capacity to accommodate future development needs. Following its recommendations, the preferred solution is to upgrade Tangmere WwTW to enable future strategic growth in the south of the District. Work undertaken by the Wastewater Quality Group⁽⁹⁾ has demonstrated that an upgrade to the Tangmere WwTW sufficient to meet Local Plan development requirements is technically, environmentally and financially feasible. However, the proposed upgrade is subject to Southern Water gaining

⁹ The Wastewater Quality Group comprises Chichester District Council, Environment Agency, Natural England, Southern Water and Chichester Harbour Conservancy. Its terms of reference are to influence development of the Chichester Local Plan to ensure long term transparent decision making for development; to ensure development does not compromise water quality standards; and to protect and, where possible enhance, Chichester Harbour. An Information Paper was prepared jointly at the end of 2012.

Ofwat (the Water Services Regulation Authority) approval for the scheme through the Periodic Review in 2014. Assuming that Ofwat approval is secured, the Tangmere WwTW upgrade could be operational from 2019.

4.12 For this reason, the proposed strategic allocations in the Chichester/Tangmere area are not expected to be deliverable until after 2019. To compensate for this, the Plan strategy seeks the early release of housing land in areas where wastewater capacity is available, in particular at the settlement hubs of Southbourne, Selsey and East Wittering/Bracklesham. Particular emphasis will be placed on the need to bring forward these sites for development at the earliest opportunity, working with the landowners, developers and relevant parish councils.

4.13 Development over the Plan period is also constrained by issues of traffic congestion in and around Chichester city, linked to the junctions on the A27 Bypass. Following the 2010 Spending Review, Government proposals to improve the A27 Bypass have been suspended and it is therefore not possible to rely on a publicly funded solution coming forward during the Plan period.

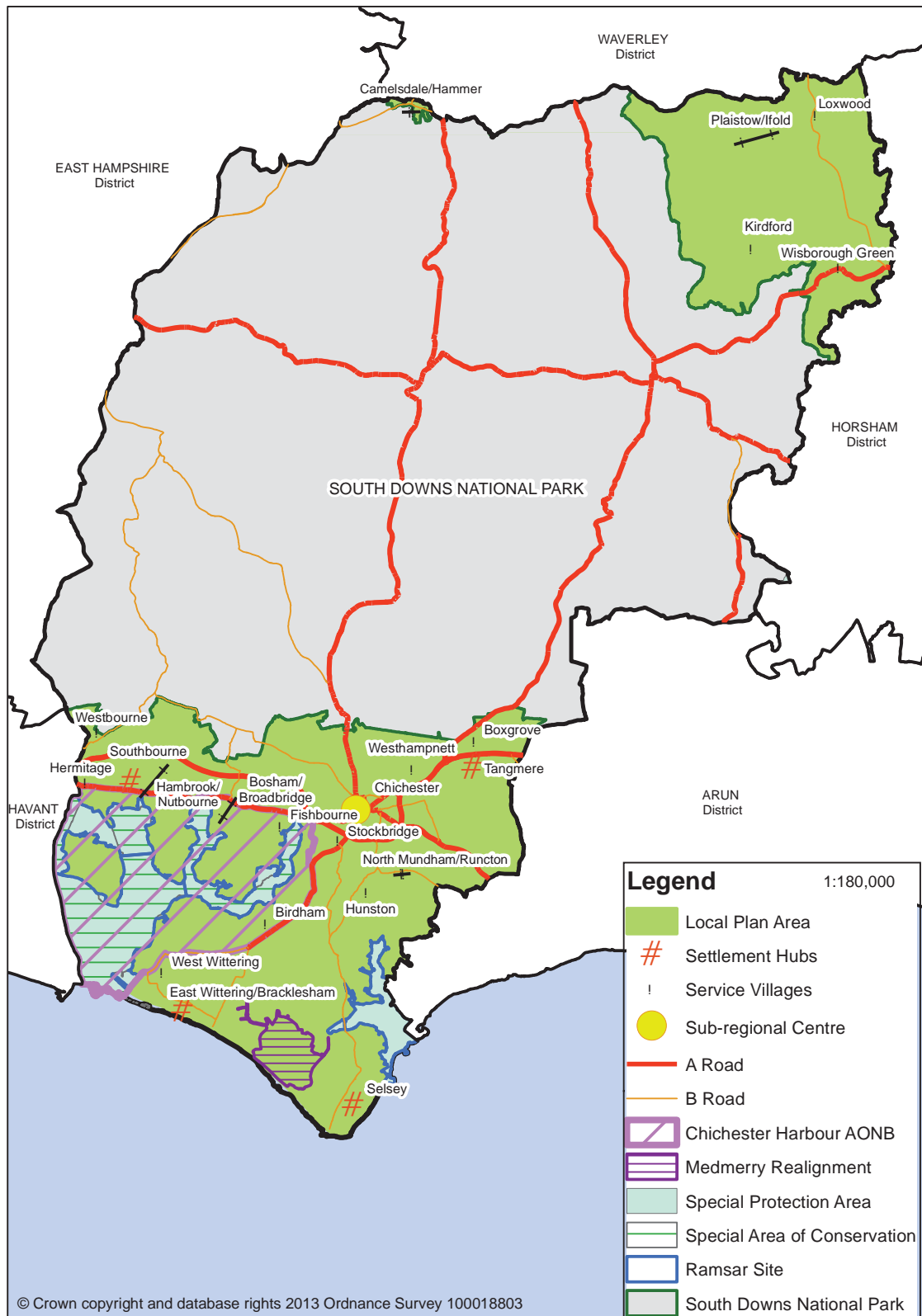
4.14 To address this position, development will be required to provide financial contributions towards coordinated transport measures to mitigate projected traffic impacts resulting from proposed housing and other development planned. Development contributions will be used to fund a package of proposed improvements to the six junctions on the A27 Chichester Bypass, linked to further measures to reduce congestion and promote sustainable modes of travel in and around Chichester city. Phasing of development in and around Chichester city will need to be coordinated in conjunction with delivery of these proposed transport improvements.

4.15 The third key constraint relates to the effects of recreational pressures on bird populations at Chichester and Pagham Harbours. Evidence from the Solent Recreation and Disturbance Project (and from visitor surveys at both Chichester and Pagham Harbours) points to potentially damaging impacts on over-wintering birds resulting from recreational activity. These impacts could potentially be increased by further major development.

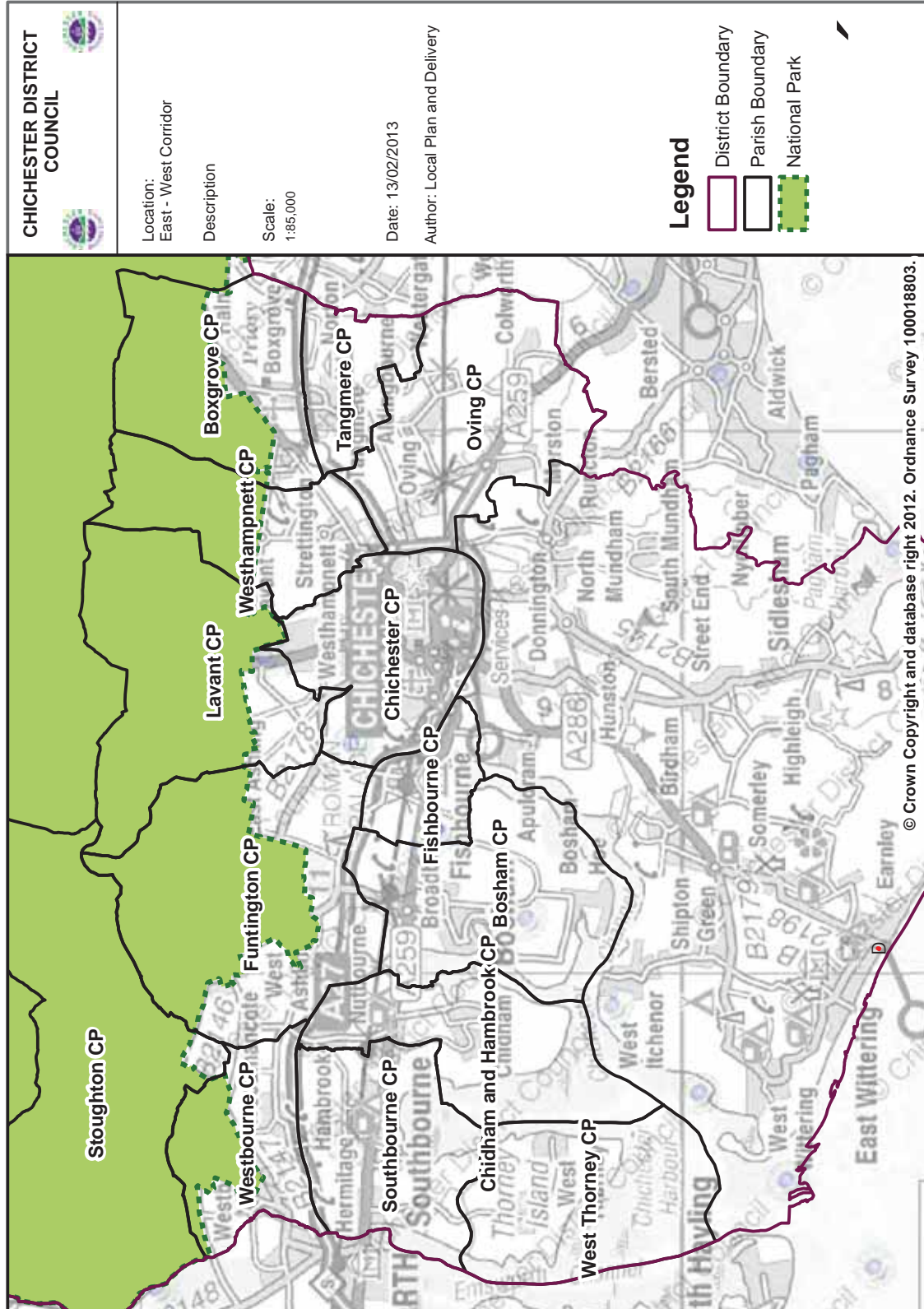
4.16 To avoid this, it is anticipated that development proposals will need to provide or contribute towards mitigation/ avoidance measures, subject to the outcomes of an Appropriate Assessment. This will apply particularly to the strategic development locations and sites close to the harbours. Measures may include access management at the harbours such as increased wardening, and creation/enhancement of appropriate green infrastructure to improve local access in less sensitive areas and provide a similar quality experience to that found at the harbours.

4 . Overall Strategy

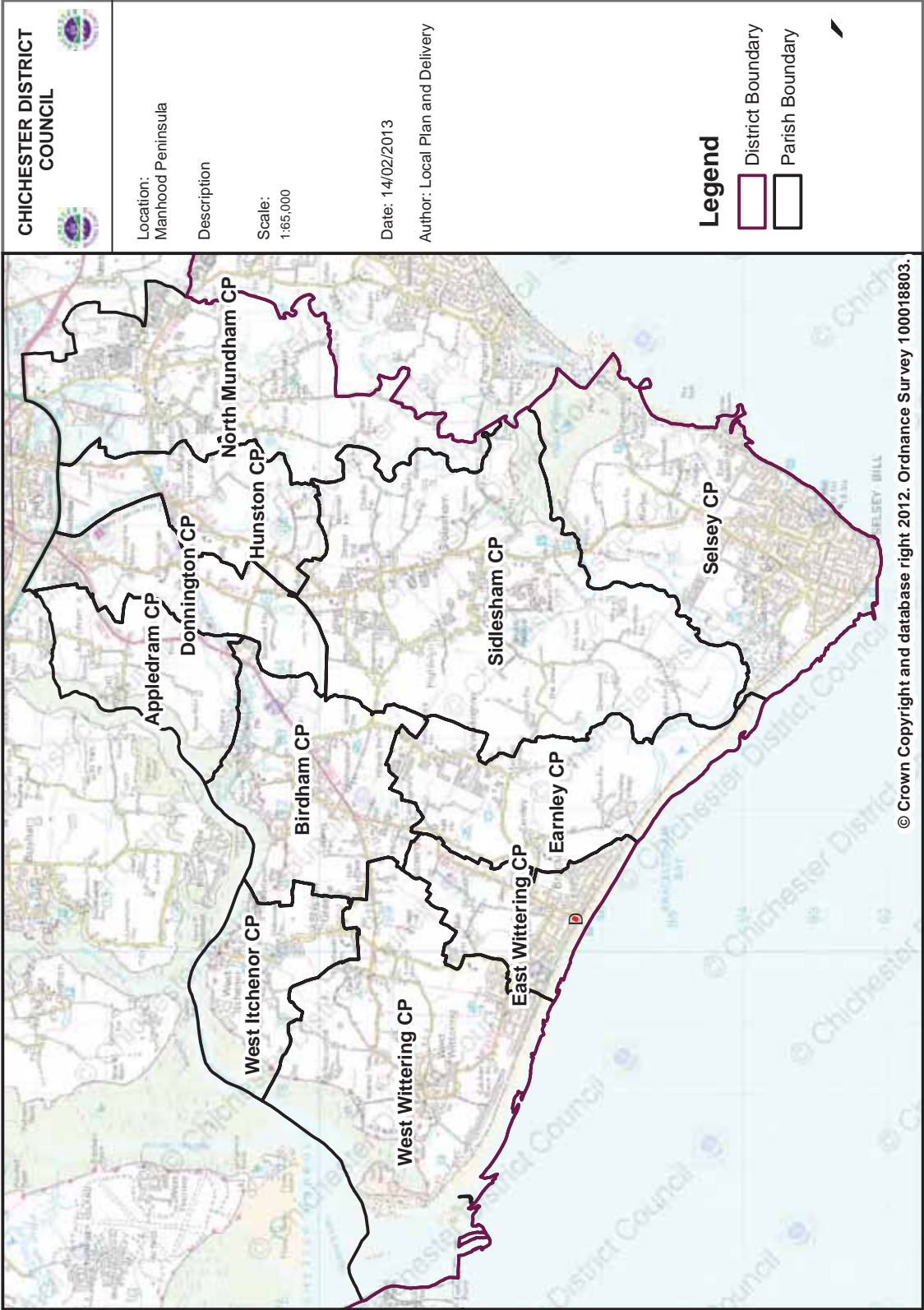
Map 4.1 Key Diagram



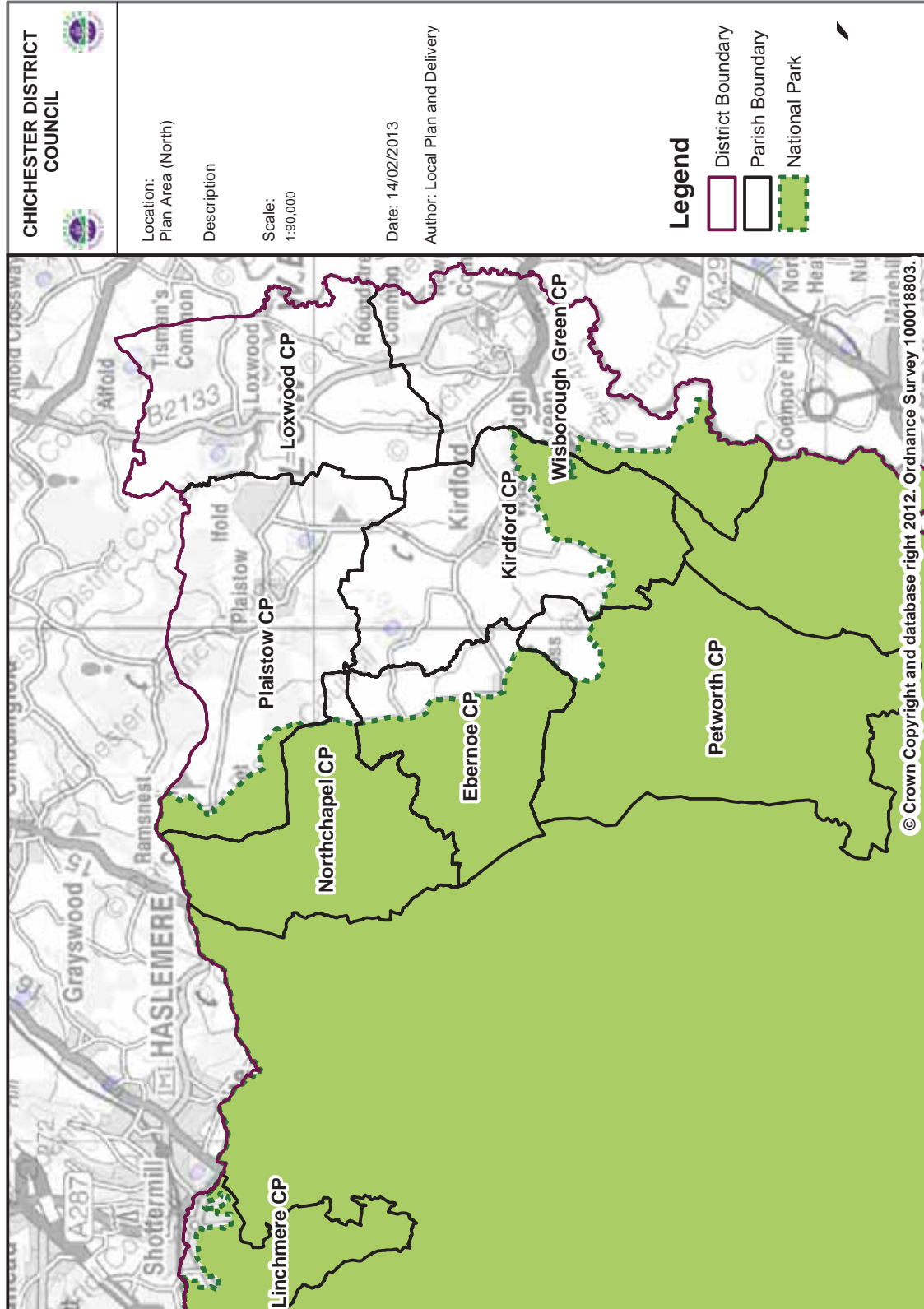
Map 4.2 East-West Corridor



Map 4.3 Manhood Peninsula



Map 4.4 Plan Area (North)



5 . Settlement and Town Centre Hierarchies

Development Strategy and Settlement Hierarchy

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

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

5.2 The majority of development is focused on Chichester city and the Settlement Hubs of East Wittering/Bracklesham, Selsey, Southbourne and Tangmere. Development in these key settlements will maintain and enhance their respective roles in the settlement hierarchy whilst minimising the need to travel and optimising the use of alternative modes of transport. It will also help to deliver facilities and services needed by their communities and enable an integrated approach to the provision of homes, jobs and leisure. Settlement Boundaries are defined on the Policies Map for these settlements, which may be reviewed through the preparation of Neighbourhood Plans or Site Allocations Documents. The focus for new development will be within the Settlement Boundaries.

5.3 The development strategy also allows for more limited growth in identified Service Villages to sustain rural communities and meet local needs for housing, employment and community facilities in a village or nearby village. Service Villages will be identified on the Policies Map as places where small scale growth may be acceptable. Settlement Boundaries for the Service Villages are not defined on the Policies Map; however these may be defined through the preparation of Neighbourhood Plans or Site Allocations Documents. Development

5 . Settlement and Town Centre Hierarchies

in the Service Centres will need to be consistent with the indicative housing numbers identified in Policy 5: Parish Housing Sites and satisfy the criteria in Policy 2: Development Strategy and Settlement Hierarchy.

5.4 The Rest of the Plan Area, defined as the areas as outside of Chichester city, the Settlement Hubs and Service Villages, is rural in character with many smaller villages, hamlets and scattered development along with open countryside. Therefore, development in the Rest of the Plan Area is subject to greater restrictions and limited to that primarily that requires a countryside location or meets an essential local rural need, supports rural diversification and sustainability of the countryside (see Policies 44-46).

5.5 Policy 2 sets out the settlement hierarchy for the Plan Area and indicates how the development strategy will be applied to the defined hierarchy. The settlement hierarchy and proposed strategic locations are illustrated on the Key Diagram. The development strategy is expanded further in the other Strategic and Area Based Policies contained within Sections 4 and 5 of this Plan.

5 . Settlement and Town Centre Hierarchies

Policy 2

Development Strategy and Settlement Hierarchy

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

Sub-regional Centre: Chichester City

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

- Shopwyke Lakes and West of Chichester in the form of mixed use urban extensions to the city (see Policies 16 and 17) and
- North-east of Chichester at Westhampnett in the form of an integrated extension of the village well linked to the city and its facilities (see Policy 18)

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

New development to meet identified local needs will reinforce the role of the Settlement Hubs as centres providing a range of homes, workplaces, social and community facilities (See Policies 19-25). Retail development of an appropriate scale will be supported to promote the vitality and viability of East Wittering and Selsey town centres and enhance provision at Southbourne and Tangmere centres.

Strategic development locations are identified at:

- Tangmere in the form of a managed well integrated expansion of the village and its facilities (See Area Strategy Policies 19 and 20):
- Southbourne, Selsey and East Wittering/Bracklesham in the form of medium-scale extensions (See Policies 20 and 23-25).

There is a presumption in favour of development within the Settlement Boundaries defined on the Policies Map for Chichester city and the Settlement Hubs. Settlement Boundaries may be reviewed through the preparation of Neighbourhood Plans or Site Allocations Documents.

5 . Settlement and Town Centre Hierarchies

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

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

Provision will be made for the following:

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

Settlement Boundaries are not defined on the Policies Map for the Service Villages. Settlement Boundaries may be defined through the preparation of Neighbourhood Plans or Site Allocations Documents.

Development in the Service Villages will be granted where it can be demonstrated that **all the following criteria have been considered:**

1. The proposed development is of an appropriate scale, relates well to the size of the settlement and would respect the setting, form and character of the settlement and the surrounding landscape;
2. The site is well related to existing residential development and does not consolidate isolated or scattered areas of development unrelated to the settlement;
3. The likely impact of the development individually, or cumulatively, would not result in the actual or perceived coalescence of settlements; and
4. Accessibility to local facilities and services by sustainable transport methods is maximised. In locating new development, preference will be given to sites easily accessible by walking or cycling to local facilities and/or easily accessible by public transport to services in nearby settlements.

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

Development in the Rest of the Plan Area outside the settlements listed above is restricted to that which requires a countryside location or meets an essential local rural need or supports rural diversification in accordance with Policies 44-46.

5 . Settlement and Town Centre Hierarchies

Links to Strategic Objectives

- This policy has links to all strategic objectives.

Evidence Base

- Settlement Character Profiles (2013)
- Strategic Housing Land Availability Assessment (SHLAA)

The Economy

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

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

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

6.4 To meet these requirements, the Area-Based Policies identify and allocate a number of sites around Chichester city and at the settlement hubs. This includes sites already assessed in the ELR Update, together with other sites which may have potential for employment and will be investigated further. Where possible, the Plan aims to provide new employment land in conjunction with, or close to, proposed new housing. This is both for reasons of sustainability and to ensure that identified employment sites are brought forward for development. Specific provision is made to deliver employment land and floorspace in conjunction with the strategic housing allocations at Chichester city and Tangmere. In addition, in conjunction with the Council's work to identify strategic housing allocations at the settlement hubs, further investigation will be carried out to identify potential employment sites at Southbourne and East Wittering/Bracklesham and also to secure development on the existing outstanding employment allocation at Ellis Square, Selsey.

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

6 . The Economy

6.6 As well as providing new sites, the Plan seeks to safeguard the existing stock of employment sites and premises and encourage their refurbishment and upgrading to meet modern business needs. This includes strong policy protection against the loss of existing employment land and premises to other uses, where sites are well located and have a realistic prospect of re-use for employment purposes (see Policy 27).

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

Policy 3

The Economy and Employment Provision

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

- Planning to provide a wider range of local employment opportunities and bring forward new business premises on allocated and identified employment sites;
- Protecting and enhancing existing employment sites and premises to meet the needs of modern business (see Policies 12 and 27);
- Protecting and promoting Chichester city as the main focus, and the Settlement Hubs as other locations for retail, office, leisure and cultural activities (see Policies 11 and 28);
- Supporting and promoting a high quality tourism economy (see Policy 31);
- Planning to accommodate the development and other needs of key local employment sectors, including the horticultural industry (see Policy 33);
- Planning to provide a wider range of local employment opportunities in the rural parts of the Plan area; and
- Supporting and facilitating proposals and initiatives which contribute to implementing the priorities identified in the Economic Development Strategy for Chichester District.

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

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

Links to Strategic Objectives:

- This policy has links to strategic objectives 3.16 - 3.19

Evidence Base:

- Chichester Employment Land Review 2009
- Chichester Employment Land Review Update 2013
- Creating a Prosperous and Sustainable Economy: An Economic Strategy for Chichester 2013-2019

7 . Housing and Neighbourhoods

Housing and Neighbourhoods

Housing Provision

7.1 The Local Plan seeks to meet the likely demand for additional homes from projected household growth, whilst also providing a wider range of affordable housing for local residents. The strategy seeks to plan for a level of housing that can be realistically delivered within the Plan period, having regard to environmental and infrastructure constraints and potential development capacity.

7.2 Future housing requirements for Chichester District (including the South Downs National Park) have been assessed in the Coastal West Sussex Strategic Housing Market Assessment (SHMA) 2012. This indicates that on the basis of past demographic trends there is a requirement across the District for between 438 to 497 net additional homes per year. These figures are based on demographic and household projections that assume continuation of recent trends in levels of in-migration to the District. However, the SHMA indicates that higher levels of housing growth would benefit the local economy and deliver more affordable housing to meet the current high levels of local housing need.

7.3 The housing requirements identified in the SHMA have been assessed against the capacity for housing delivery across the Local Plan area⁽¹⁰⁾ over the Plan period taking account of potential land availability and identified environmental and infrastructure constraints. Based on this evidence, the Local Plan makes provision to deliver a total of 6,973 homes over the period to 2029. An element of this housing provision (258 homes) is required to make up the outstanding shortfall against the South East Plan district housing targets since 2006. Beyond this, the housing numbers would allow for an average housing delivery of approximately 395 homes per year, comprising 376 homes per year in the Plan Area (South) and 19 homes per year in the Plan Area (North).

7.4 A significant element of the Local Plan housing provision is already identified through outstanding planning permissions. In addition, it is considered appropriate to make allowance for 'windfall' housing likely to come forward in small developments of less than 6 dwellings (arising mainly through change of use, conversions, and small infill sites). Following these adjustments, there remains an outstanding requirement to identify further sites to provide 4,125 homes in the Plan Area (South) and 200 homes in the Plan Area (North) by the end of the Plan period. Table 7.1 shows the breakdown of planned housing provision over the period to 2029 from each of the different sources of housing supply.

¹⁰ It is assumed that a proportion of the total district housing requirement identified in the SHMA will be provided within the South Downs National Park, which falls outside the Local Plan area. The level of housing to be planned for in the National Park will be determined by the National Park Authority which is preparing a separate Local Plan

7 . Housing and Neighbourhoods

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

	East-West Corridor	Manhood Peninsula	Plan Area (South) total	Plan Area (North)	Plan Area Total
Existing housing commitments & windfall allowance					
Planning permissions & identified housing sites	1,796	169	1,965	19	1,984
Small sites windfall allowance	350	194	544	120	664
Total housing yield from existing sources	2,146	363	2,509	139	2,648
Sites to be identified in the Local Plan					
Strategic allocations	3,300	250	3,550	0	3,550
Parish housing sites	375	200	575	200	775
Total Strategic & Parish housing	3,675	450	4,125	200	4,325
Total housing 2012-2029	5,821	813	6,634	339	6,973

7.5 In the Plan Area (South), identified infrastructure and environmental constraints are expected to limit the potential for housing delivery in the early part of the Plan period. This applies particularly to the wastewater capacity constraints affecting the Apuldram and Tangmere treatment works which serve Chichester city and the area to the east of the city. The Plan makes provision to address this through a planned expansion/upgrade of Tangmere Wastewater Treatment Works (WwTW); however this is not expected to be completed until 2019/20.

7.6 For this reason, the proposed strategic allocations in the Chichester city and Tangmere area are not expected to come forward for development until after 2019 (with the possible exception of Shopwyke where there may be scope for utilising existing capacity at Tangmere WwTW). To compensate for this, the Plan strategy seeks the early release of housing land in areas where wastewater capacity is less of a constraint, in particular at the settlement hubs of Southbourne, Selsey and East Wittering/Bracklesham. Particular emphasis will be placed on the need to bring forward these sites for development at the earliest opportunity, working with the landowners, developers and relevant parish councils.

7.7 In the Plan Area (North), no strategic allocations are planned and housing provision will be limited to parish housing sites, windfall allowance and existing planning permissions.

7 . Housing and Neighbourhoods

Policy 4

Housing Provision

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

Sub-Area	Total housing provision 2012-2029
East-West Corridor	5,821
Manhood Peninsula	813
Plan Area (South) total	6,634
Plan Area (North)	339
Plan Area total	6,973

Strategic development sites are identified in this Plan to accommodate 3,550 homes over the Plan period (see Policies 16-19, 21 and 24-25). Additional parish housing sites will be allocated in subsequent Development Plan Documents and neighbourhood plans in accordance with Policy 5.

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

7.8 Table 7.2 indicates how the outstanding requirement for housing will be met from the strategic allocations identified in the Local Plan, together with the proposed contribution from parish housing sites. Specific policies relating to the strategic development sites are included in the Area Based Policies section of the Plan.

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

Location	Number of homes (approximate)	Projected phasing	Comments	Local Plan policy
Strategic Allocations				
Shopwyke	500	Pre-2019	Development could potentially utilise existing headroom at Tangmere WwTW, so could commence before 2019	Policy 17

7 . Housing and Neighbourhoods

Location	Number of homes (approximate)	Projected phasing	Comments	Local Plan policy
West of Chichester city	1,000	Post-2019	Development to follow expansion/upgrade of Tangmere WwTW so would commence after 2019.	Policy 16
Westhampnett	500	Post-2019	Development to follow expansion/upgrade of Tangmere WwTW and completion of Shopwyke development	Policy 18
Tangmere	1,000	Post-2019	Development requires expansion/upgrade of Tangmere WwTW	Policy 19
Southbourne village	300	Pre-2019	Locations not constrained by wastewater treatment capacity, so proposed for delivery early in the Plan period, subject to identification of sites	Policy 21
Selsey	150			Policy 24
East Wittering/ Bracklesham	100			Policy 25
S t r a t e g i c allocations total	3,550			
Parish housing sites	775	Varies by location	Sites to be identified in neighbourhood plans to be prepared by parish councils or in Site Allocations DPD.	Policy 5
Total sites to be identified	4,325			

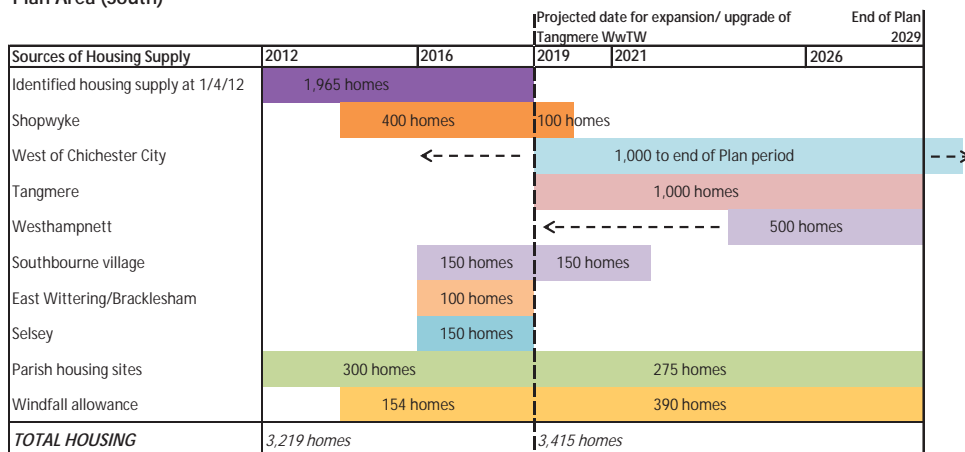
7.9 Figure 7.1 shows the indicative phasing of housing development at different sites and locations across the Plan area. A more detailed housing trajectory is presented in Appendix 1c. The Plan seeks to ensure a continuing five year supply of housing sites, subject to the constraints referred to above. Sites may be brought forward earlier than shown if this will help address any outstanding housing supply shortfall.

7 . Housing and Neighbourhoods

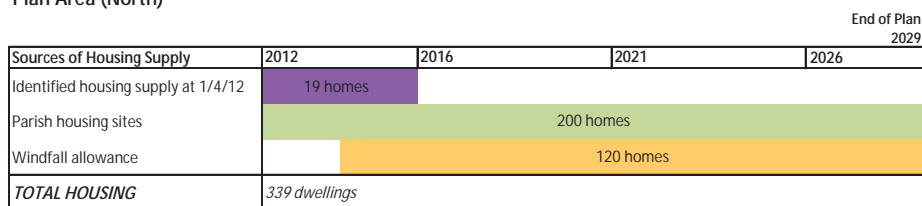
Figure 7.1 Housing Strategy Options

Local Plan Housing Distribution & Phasing

Plan Area (South)



Plan Area (North)



Links to Strategic Objectives:

- This policy has links to strategic objectives 3.20 - 3.23

Evidence Base:

- Coastal West Sussex Strategic Housing Market Assessment - Update 2012
- Settlement Capacity Profiles (2013)
- Strategic Housing Land Availability Assessment (SHLAA)
- Sussex Coast Housing Requirements & Constraints Study (2013 forthcoming)
- Infrastructure Delivery Plan (2013 forthcoming)

Parish Housing Sites

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

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

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

7.13 Suitable sites and locations for development will be identified meeting the criteria set in Policy 2(Development Strategy and Settlement Hierarchy) and other policies in the Plan. It is intended that the identification of sites and phasing of delivery will be determined primarily by local communities through a neighbourhood planning process. In areas where parish councils do not wish to prepare their own neighbourhood plan, the Council will work with the parishes to identify sites in the Site Allocations DPD which will be prepared following adoption of the Local Plan.

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

7 . Housing and Neighbourhoods

Policy 5

Parish Housing Sites to 2029

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

Parish	Indicative Housing Numbers
East-West Corridor	
Bosham	50
Boxgrove	25
Chichester city ^{#(1)}	150
Chidham & Hambrook	25
Fishbourne	50
Oving [#]	0*
Southbourne (excluding Southbourne village) [#]	50
West Thorney	0*
Westbourne	25
Westhampnett [#]	0*
Manhood Peninsula	
Apuldram	0*
Birdham	50
Donnington	50
Earnley	0*
Hunston	25
North Mundham	25
Sidlesham	0*
West Itchenor	0*
West Wittering	50

7 . Housing and Neighbourhoods

Parish	Indicative Housing Numbers
Plan Area (North)	
Kirdford	60
Lynchmere	10
Loxwood	60
Plaistow & Ifold	10
Wisborough Green	60

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

Figures exclude strategic housing allocations identified in these parishes.

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

Links to Strategic Objectives:

- This policy has links to strategic objectives 3.20 - 3.23

Evidence Base:

- Coastal West Sussex Strategic Housing Market Assessment - Update 2012
- Settlement Capacity Profiles (2013)
- Strategic Housing Land Availability Assessment (SHLAA)
- Sussex Coast Housing Requirements & Constraints Study (2013 forthcoming)
- Infrastructure Delivery Plan (2013 forthcoming)

7 . Housing and Neighbourhoods

Neighbourhood Planning

7.15 The Government has introduced a number of planning tools for local communities to influence what is built in their area and deliver development. The introduction of neighbourhood development plans, neighbourhood development orders and community right to build orders has the potential to allow communities, landowners, developers and service providers to build consensus and shape their area.

7.16 A neighbourhood development plan forms part of the development plan for Chichester District, and its policies will work alongside, and where appropriate, replace the policies in the Local Plan where they overlap. Neighbourhood development orders and community right to build orders will give permitted development rights to the types of development specified in that order, allowing developments that are consistent with the development plan to proceed without unnecessary delay. The policies will only apply to the specific area covered by that neighbourhood development plan or order (rather than the Local Plan area).

7.17 Neighbourhood development plans have the potential to deliver a step-change in the level of growth in the plan area. The Council will support communities that wish to use these new planning tools, by providing advice and assistance. As a minimum this will include advice on the area that the plan or order should cover (as this will need to be approved), and help identify the extent to which proposals are in general conformity with national planning policy and the strategic objectives and approach of the Local Plan.

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

7.19 In order to demonstrate delivery of housing numbers, if work on the neighbourhood plan stalls or is turned down by the community at the referendum stage, the Council may identify sites in the Site Allocation Document or subsequent development plan documents.

Policy 6

Neighbourhood Development Plans

Neighbourhood Development Plans should:

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

Links to Strategic Objectives

- This policy links to all the strategic objectives

Evidence Base

- National Planning Policy Framework (2012)

Masterplanning Strategic Development

7.20 The strategic development locations will be planned as well-designed and sustainable mixed communities, well integrated with existing settlements and communities. The strategic developments also offer opportunities to expand and enhance local infrastructure and facilities for the wider Plan area.

7.21 To achieve these objectives, it is intended that development at each of the strategic development sites should be planned in a coordinated way through a comprehensive masterplanning process. This will involve a process of consultation and dialogue with the local community, as well as input from the Council and other key stakeholders.

7.22 In broad terms, the masterplans will describe and map the overall vision and concept for each proposed strategic development location, including present and future land use, urban design and landscaping, built form, infrastructure, circulation and service provision. They will be based upon an understanding of place, informed by the available evidence of

7 . Housing and Neighbourhoods

the historic environment and provide a clear and consistent framework for development. They will also include a delivery strategy which sets out the intended implementation and phasing of development, identifies responsibilities for delivery and sources of funding. Important considerations to be included in masterplans are outlined below.

Important considerations for inclusion in masterplans

- a thorough assessment of the site, what is needed, and how this should be achieved;
- commitment to produce a high quality development;
- appointment of a multi-disciplinary team who all recognise the benefit of masterplanning;
- accurate interpretation of the social, environmental and economic context of the site and its surroundings;
- appreciation of planning policies, transport, utility and service requirements;
- collaboration with communities, and organisations, with either a stake or an interest in the area;
- communication of ideas without jargon, using plain English and simple illustrations;
- awareness of the market and economic conditions to ensure proposals are realistic and deliverable;
- investigation of the potential for including large scale renewable energy schemes such as CHP;
- delivery of required infrastructure in an appropriate phased manner;
- include comprehensive analysis of the qualities which contribute to local character;
- creation of socially inclusive and safe public realm that brings people together and provides opportunities for interaction, physical activity and recreation;
- creation of a permeable and interconnected street network with a clear and legible hierarchy defining the relationship between buildings and spaces, and the development as a whole and adjacent areas; and
- understanding of local and national policies in respect of design, landscape, townscape and historic environment.

7 . Housing and Neighbourhoods

7.23 Well-planned green infrastructure should be incorporated into major development proposals integrating and building upon the existing green network. It should contribute to high quality development and economic prosperity by making places attractive to residents and businesses and improving the health and well-being of the local and wider community. The strategic sites are identified in Policies 16-19, 21 and 23-25; **(maps of the strategic sites including green infrastructure links will be included when the sites are confirmed).**

7.24 Masterplans will need to be consistent with national and local planning policy and guidance, including this Local Plan. It is intended that masterplans will be prepared by development promoters and local communities, with on-going input from the Council and other relevant stakeholders. Masterplans will have to be agreed and approved by the Council prior to preparation and approval of detailed plans for the development site.

7 . Housing and Neighbourhoods

Policy 7

Masterplanning Strategic Development

Development of the strategic locations identified in the Local Plan will be planned through a comprehensive masterplanning process. Preparation of masterplans will involve the active participation and input of all relevant stakeholders, including the Council, landowners, developers, the local community, service providers and other interested parties. Masterplans will be agreed and approved by the Council prior to approval of detailed plans for the development site.

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

1. Include an indicative development layout and phasing and implementation plan;
2. Design the development to take account of and respect the character of the landscape, heritage, adjacent and nearby settlements and built development, reflecting the urban to rural transition and providing appropriate boundary treatment;
3. Incorporate high standards of urban design and architecture that respects the area's unique characteristics and contributes to local distinctiveness and sense of place;
4. Make effective use of the site through the application of appropriate densities in terms of scale, height and massing, and its relationship to adjoining buildings and landscape;
5. Create a strong sense of place, ensuring the proposed development makes a positive contribution to local character and distinctiveness, including the provision of public art;
6. Plan for integrated development, providing for a mix of housing that addresses the range of local housing needs, and encourages community cohesion;
7. Design development to reduce the need for car use and encourage sustainable modes of travel, including provision for public transport, cycle routes, footpaths and bridleways;
8. Show how the development will contribute to a permeable and interconnected street network, recognising the relationship between buildings and spaces;
9. Include details of measures to mitigate the traffic impacts of the proposed development on the strategic and local road networks;
10. Provide for timely delivery of physical infrastructure, including sewage connections and fibre optic broadband;

7 . Housing and Neighbourhoods

11. Provide for appropriate employment provision and community facilities to serve the new development (e.g. local shops, community halls, schools and health facilities);
12. Provide for accessible open space to meet identified local needs and/or increase accessibility to existing open spaces;
13. Incorporate a green infrastructure strategy, providing an integrated network of green spaces, taking advantage of opportunities for off-site links to the Coast, South Downs National Park and wider green network, and where necessary providing suitable alternative natural green space (SANGs) to mitigate potential environmental impacts of development on EU designated sites;
14. Provide appropriate measures to mitigate flood risk and ensure that the development is resilient to the potential impacts of climate change;
15. Investigation of the potential for including large scale renewable energy schemes such as CHP; and
16. Demonstrate a good understanding of the historic environment and its setting both within the site and in the wider locality, whether designated or not and include details of how potential impacts on the historic environment will be managed.

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

7 . Housing and Neighbourhoods

Links to Strategic Objectives:

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

Evidence Base:

- Coastal West Sussex Strategic Housing Market Assessment - Update 2012
- Employment Land Review - Update 2012
- Infrastructure Delivery Plan (2013 forthcoming)
- Landscape Capacity Assessment
- Open Space Study
- Solent Recreational Disturbance and Mitigation Study
- Strategic Flood Risk Assessment
- Strategic Growth Study - Wastewater Treatment Options
- Historic Environment Record
- Historic Landscape Characterisation of Sussex
- Conservation Area Appraisals

8 . Transport, Access and Communications

Transport, Access and Communications

8.1 The Local Plan strategy for transport, access and communications aims to promote a more integrated and sustainable local transport network and to facilitate improved access to local services and facilities. In addition, the strategy seeks to deliver specific improvements to transport infrastructure necessary to support and mitigate the impact of planned housing and employment development over the Plan period.

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

8.3 Road congestion is a particular issue across parts of the Plan area, particularly within Chichester city and related to the junctions on the A27 Chichester Bypass. The problems are most acute during peak travel periods, and this causes knock-on effects in terms of delays and diversion onto other unsuitable roads, and road safety issues. The A27 also acts as a significant barrier to movement between the city and the Manhood Peninsula to the south. Congestion also occurs in connection with the level crossings on the West Coastway rail line. In addition to causing delays and unreliable journey times, the transport movements and traffic congestion have a detrimental impact on air quality in the city, which has resulted in the designation of three Air Quality Management Areas (AQMAs) as detailed below.

8.4 The more rural parts of the Plan area face different transport challenges. In particular, there is a high reliance on car travel to access key services and facilities, with very limited public transport, which has been further reduced following recent cuts in bus services. These issues particularly affect the Plan Area (North) and also, to some degree, parts of the Plan Area (South).

8.5 Projected growth in road journeys, together with new housing, employment and other development proposed over the Plan period, will place additional pressure on the local road network. The Chichester Transport Study 2012 indicates that, even without additional new development, there is likely to be just over 20% growth in trip rates by 2031 compared to the 2009 base. Without mitigation, new housing and employment proposed in the Local Plan would increase this further, leading to further congestion and increased queuing times around the A27 junctions and within Chichester city.

8 . Transport, Access and Communications

8.6 The A27 has trunk road status and falls under the responsibility of the Highways Agency. Proposals for improvements to the A27 Chichester Bypass and surrounding road network have been under consideration for a number of years. However, following the 2010 Government Spending Review, the A27 Chichester Bypass is now listed in the Department for Transport programme as a scheme to be prepared for potential construction in a future spending review (i.e. after 2015). In these circumstances, it is not possible to rely on a Government-funded solution for the A27 coming forward during the Plan period.

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

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

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

8.10 These proposed improvements to transport infrastructure coupled with the measures to control travel demand and promote sustainable modes of travel are considered sufficient to accommodate the levels of growth and development proposed in the Local Plan. However, the effectiveness of these measures in controlling traffic growth and congestion in and around Chichester city will need to be carefully monitored. The Car Park Strategy indicates that if spare capacity in the city's car parks falls below a specified level, the need to introduce Park and Ride should be considered. Should the need to introduce Park and Ride arise, a review of the Local Plan would be required in order to revise the transport strategy for the city and identify potential park and ride sites.

Policy 8

Transport and Accessibility

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

This will include:

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

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

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

Funding from the Community Infrastructure Levy (CIL) will be used to help deliver these transport measures, supplemented by other available sources where available. New development may also be required to deliver or contribute towards specific transport improvements directly related to the development (see Policy 9).

8 . Transport, Access and Communications

Links to Strategic Objectives:

- This policy has links to strategic objectives 3.31 - 3.33

Evidence Base:

- Chichester Transport Study (2013 forthcoming)
- West Sussex Transport Plan (2011-2026)
- Chichester District Car Park Strategy 2010-2020
- Infrastructure Delivery Plan (2013 forthcoming)

Air Quality

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

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

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

8 . Transport, Access and Communications

Communications Infrastructure

8.14 Advanced, high quality communications infrastructure is essential for economic growth⁽¹¹⁾. The development of high-speed broadband technology and other communication networks also plays a vital role in enhancing the provision of local community facilities and services. The Council's Plan recognises the importance of delivering Super-Fast Broadband to rural areas, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services (see Policy 8).

9 . Strategic Infrastructure

Strategic Infrastructure

9.1 'Infrastructure' means the facilities and services that help local people to live their everyday lives. It can range from strategic provision, such as a new road or school, to the creation of a local play-space. A key element of the Local Plan is for new development to be co-ordinated with the infrastructure it demands and to take into account the capacity of existing infrastructure.

9.2 Delivery of infrastructure will be dependent upon maximising the contribution from the development process whilst recognising that a contribution from both the public and private sector will be necessary. This includes the Government's role in providing the necessary investment to achieve sustainable growth including appropriate revenue support to those agencies required to manage or serve such development.

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

9.4 The Council intends to develop a Community Infrastructure Levy (CIL) scheme to secure funding for infrastructure, facilities and services necessary to support development and meet the Local Plan objectives.

Policy 9

Development and Infrastructure Provision

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

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

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

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

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

9 . Strategic Infrastructure

Links to Strategic Objectives:

- This policy has links to strategic objectives 3.31 - 3.36

Evidence Base:

- Infrastructure Delivery Plan (2013 forthcoming)
- Development Viability Study (2013 forthcoming)
- Chichester Transport Study (2013 forthcoming)
- Strategic Growth Study - Wastewater Treatment Options (2010)
- Open Space Study (2013)

The Environment

10.1 Evidence indicates that the quality of the built, historic and natural environment is a key factor in terms of attracting residents, investment and tourism to the area. The Local Plan seeks to protect the most important parts of the local environment, whilst allowing development in areas where potential environmental harm is minimal or can be adequately mitigated. The proposed strategy for the environment therefore seeks to protect and enhance the Plan area's environmental assets, ensuring that new development does not erode the qualities that make the District attractive to residents and visitors.

10.2 The Plan area includes parts of four national landscape areas: Low Weald, Wealden Greensand, South Downs and South Coast Plain. A Strategy for the West Sussex Landscape has been developed by West Sussex County Council, which sets a vision for each of the character areas, and landscape guidelines relating to development. Further evidence is also contained within background studies commissioned as part of developing the Local Plan.

10.3 The use of countryside protection policies will help to protect the separate identity and distinct character of individual settlements. In addition, the development of green infrastructure will provide links for both wildlife and residents as well as minimising the coalescence of settlements. Where new development is required, the Local Plan seeks to ensure that the quality of the local environment is enhanced if possible. All future housing developments may be required to provide an evidence based approach to defining the potential impacts associated with the respective schemes, if this is not possible, any harm will need to be reduced through appropriate mitigation measures.

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

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

10.6 Other key environmental assets within the Plan area include a very high quality historic environment, coastline, countryside, landscape and biodiversity, along with high environmental building standards, quality design and cultural heritage.

10 . The Environment

10.7 It is important that water is used efficiently in order to conserve water resources in the face of increased demands from new development and the potential impacts of future climate change.

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

10.9 A theme running through the Local Plan is the protection and enhancement of the built, historic and natural environment and the areas heritage. Good design is crucial to achieving attractive and durable places to live. It is also an important element in achieving sustainable development and reducing our impact on climate change. The Local Plan therefore encourages development to be of high quality. This principle relates to new buildings and their setting in the built and rural landscape, including the development of green spaces.

10.10 There are many areas and buildings of special architectural and historic importance, which add significantly to the character and quality of the district. Historic parks and gardens are also an important part of the heritage of the District. Development is required to safeguard and enhance the special qualities of these important assets, wherever possible.

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

10.12 Given the broad ranging nature of climate change it is a theme which runs throughout the Local Plan particularly in relation to the location of new housing and employment, reducing the need to travel by car, the aspiration of providing high speed broadband and the promotion of more sustainable modes of transport. All development should achieve high environmental standards, be appropriately designed for the site and its setting, and adaptable for long-term use. Developers will be encouraged to implement appropriate mitigation and adaptation initiatives to address the potential impact of climate change. Development should utilise sustainable design and construction methods by, for example, energy conservation and efficiency, reducing waste, re-using materials and recycling materials.

Policy 10

Environment Strategy

The overall strategy will contribute to protecting and enhancing our natural, built and historic environment by:

- Protecting and enhancing the landscape character of the countryside in accordance with Policies 45-48;
- Providing and improving green infrastructure in accordance with Policy 51;
- Helping to protect and enhance priority habitats, ecological networks and biodiversity in accordance with Policy 49;
- Preserving and enhancing areas designated as Areas of Outstanding Natural Beauty, Sites of Special Scientific Interest, Special Protection Areas, Special Areas of Conservation, Ramsar Sites and Sites of Nature Conservation Importance minimising the impact of development, including appropriate mitigation in accordance with Policies 48 and 50;
- Preserving and enhancing the historic environment including Conservation Areas, listed buildings, Historic Parks and Gardens and other heritage assets in accordance with Policy 47;
- Using natural resources prudently in accordance with Policy 41;
- Minimising waste and pollution in accordance with Policies 41-42; and
- Mitigating and adapting to climate change in accordance with Policies 8, 41-43.

10 . The Environment

Links to Strategic Objectives

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

Evidence Base

- Coastal Defence Strategy
- Destination Management Plan (Visit Chichester)
- Landscape Capacity Assessment (2011)
- Open Space Study (2013)
- Pagham Harbour Visitor Study (2012)
- RSPB Pagham Harbour Local Nature Reserve Management Plan (2013-2018)
- RSPB Medmerry draft Management Plan (April 2013 - March 2018)
- Solent Recreational Disturbance and Mitigation Study (2012)
- Strategic Flood Risk Assessment (2008)
- Strategy for the West Sussex Landscape (West Sussex County Council)

11 . Area Based Strategic Policies

Area Based Strategic Policies

11.1 This section sets out geographically specific policies and proposals relating to each of the three sub-areas within the Plan area. It includes broad strategic policies setting out the main priorities for development and infrastructure in each area, and also development policies and allocations for the identified strategic locations.

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

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

12 . The East-West Corridor

The East-West Corridor

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

Policies for Chichester City

12.1 Chichester city is the main employment and commercial centre and accounts for a high proportion of the area's local housing need. It is also the most accessible location in the Plan area and offers the widest range of services and facilities. For these reasons, the Local Plan directs a significant level of new development to the city and its surrounding area. In addition to providing for local needs, it is intended that new development will contribute to improving the city's infrastructure and enhancing its range of facilities. At the same time, it is acknowledged that new development within and surrounding the city needs to be planned sensitively to ensure that it does not detract from the city's unique historic character and heritage.

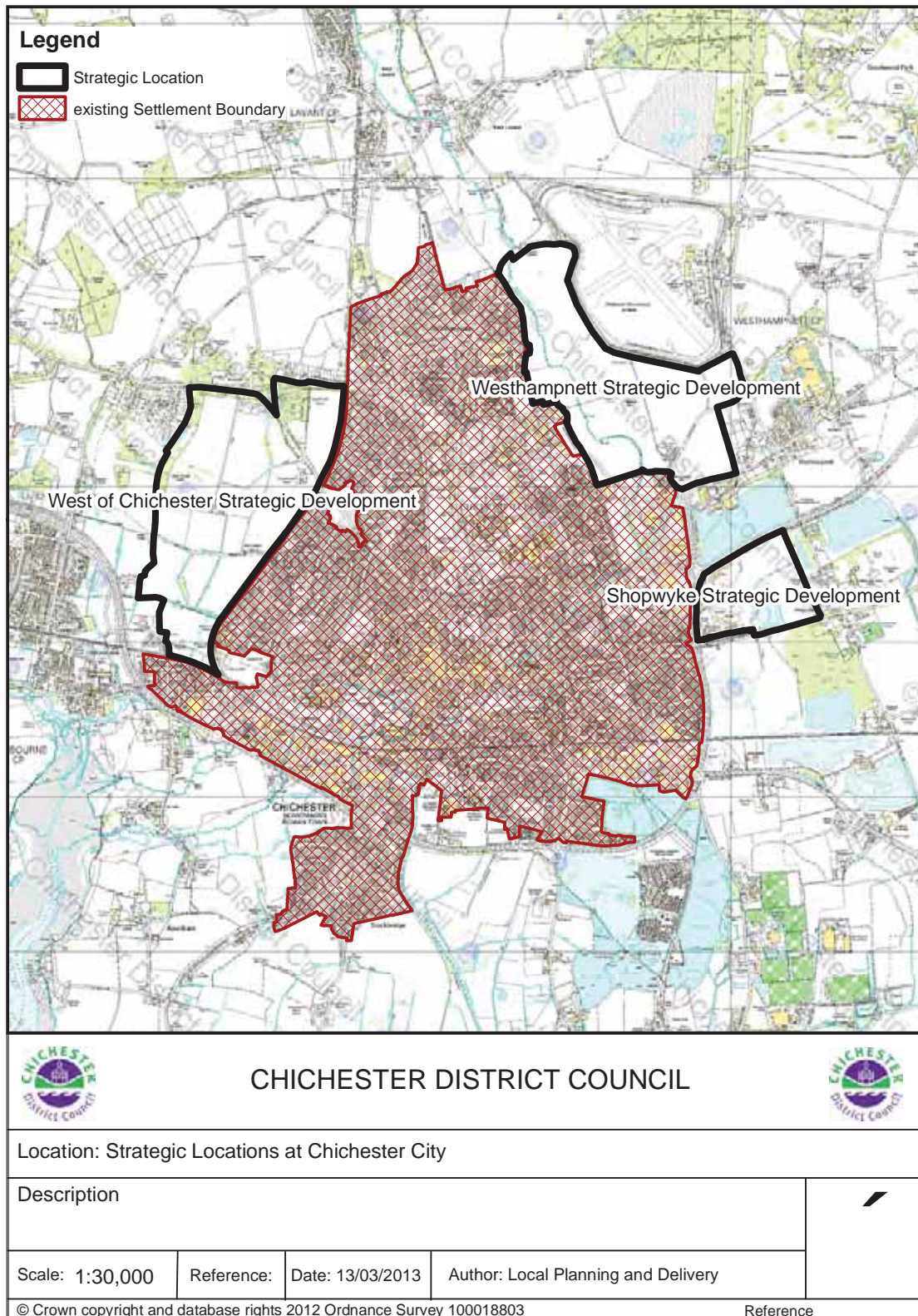
Chichester City Development Principles

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

12.3 Outside the city centre, there are a number of sites and locations which may have potential for redevelopment in the future, subject to the relocation or rationalisation of existing uses. One such area is the north of the city which is covered in Policy 15.

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

Map 12.1 Setting of Chichester City



12 . The East-West Corridor

12.5 Detailed proposals for the city centre and other areas of the change in the city will be brought forward through Area Action Plan(s) or Development Brief(s).

12.6 All development, particularly within and close to the city centre, will need to be planned sensitively with regard to the city's historic character and heritage, and should be underpinned by historic characterisation assessments. The City Council is undertaking a Historic Impact Study for Chichester which will help inform detailed plans and proposals for the city. Development should also take account of, and contribute towards, the transport strategy for the city (see Policy 14) and have particular regard to parking policies (Policy 40).

12.7 Development at the edge of the built area provides opportunities to achieve additional green infrastructure in and around the city, particularly linking to the South Downs National Park.

12.8 Policy 11 sets out general principles that will be used to guide future planning and development within the city, including preparation of Area Action Plans and Development Briefs.

Policy 11

Chichester City Development Principles

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

- i. Support and strengthen the vitality and viability of the city centre and its role as a shopping destination;
- ii. Support and enhance the city's heritage, arts and cultural facilities;
- iii. Enhance the city's entertainment and leisure offer, including the 'evening economy';
- iv. Provide or contribute towards improved facilities for education, health and other social and community uses;
- v. Enhance the character and distinctiveness of the city's local neighbourhoods;
- vi. Provide or contribute towards an enhanced network of green infrastructure, including additional parks and amenity open space, outdoor sport pitches, recreational routes and access to natural green space;
- vii. Support and promote improved access to the city and sustainable modes of travel in accordance with the transport strategy for the city (see Policy 14); and
- viii. Enhance the public realm, especially within the city centre and key routes in and out of the city.

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

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

12 . The East-West Corridor

Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

- Chichester Retail Study Update 2010
- Strategic Housing Land Availability Assessment (SHLAA)
- Coastal West Sussex Strategic Housing Market Assessment - Update 2012
- Employment Land Review - Update 2013
- Landscape Capacity Assessment
- Open Space Study
- Settlement Capacity Profile
- Strategic Flood Risk Assessment
- Sussex Coast Housing Requirements and Constraints Study
- Strategic Growth Study - Wastewater Treatment Options

Chichester City Employment Sites

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

12.10 Chichester city is the primary focus for the local office market, providing a range of accommodation, mainly geared towards smaller office suites. Recent new-build activity has been focused around the Terminus Road area. The ELR Update indicates that the local office market has suffered in the recent recession, leading to an increase in vacant floorspace and unimplemented development schemes, which will contribute to meeting demand in the short to medium term. However, in the longer term the study recommends allocation of additional

office space in the east-west corridor, focused mainly at Chichester city. It identifies an opportunity to consolidate on the presence of business and professional services in Chichester, and capitalise on local growth sectors such as creative media and IT/digital services.

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

12.12 Following the recommendations of the ELR Update, the Local Plan seeks to allocate or identify additional employment land and floorspace within or close to the city, totalling up to 5 hectares of land suitable for office uses (B1a and B1b) and up to 15 hectares of land for industrial/warehousing uses (Use Classes B1c, B2 and B8), subject to further investigation of potential sites (see Policy 3). It is envisaged that it may be possible to meet some of this requirement, particularly new office floorspace, through development of vacant plots and redevelopment/intensification on the city's existing industrial estates (primarily in the Southern Gateway/Terminus Road area). There is also potential to deliver some new employment land in conjunction with the proposed strategic housing allocations West of Chichester City and north-east of the city at Westhampnett (see Policies 16 and 18).

12.13 In addition, the ELR Update considered a number of additional sites close to the city and the A27 Bypass that may have potential for employment development in the future. These include the former MOD Fuel Depot Site off the A27 Bognor Road junction, which is identified in the draft County Waste Local Plan as a proposed allocation for a single built waste facility, but which the Study considered has potential for industrial floorspace (Use Classes B2/B8) as part of a dual use. The study also identified other sites which may have potential for future employment allocation, subject to further investigation. The Council intends to undertake further work to assess the deliverability, viability and commercial attractiveness of potential employment sites within the city and surrounding area, with a view to allocating suitable sites in the Local Plan Core strategy or a subsequent Area Action Plan.

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

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

12 . The East-West Corridor

Policy 12

Chichester City Employment Sites

Up to 15 hectares of new employment land suitable for Business Class (B1-B8) uses will be brought forward in Chichester city and the surrounding area, of up to 5 hectares should be suitable for B1 Office uses. This will include employment land provided as part of the strategic development allocations West of Chichester City (Policy 16) and at Westhampnett (Policy 18).

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

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

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

Links to Strategic Objectives:

- This policy has links to strategic objectives 3.16 - 3.19

Evidence Base:

- Employment Land Review - Update 2013
- Landscape Capacity Assessment
- Settlement Capacity Profiles
- Strategic Flood Risk Assessment

Water Resources in the Apuldram Wastewater Treatment Catchment

12.16 The Apuldram Wastewater Treatment Works (WwTW) which serves Chichester city (and also Fishbourne and Donnington) is subject to environmental constraints which restrict its capacity to accommodate future development. The Wastewater Treatment Options for Chichester District Study 2010 considered these issues, including options to reduce the amount of water entering the treatment works. The Study recommended that to limit increases in wastewater discharge to Apuldram WwTW, water efficiency and reduction techniques should be applied both to existing housing and new development. Relevant measures should be embedded within future planning policy relating to development within the Apuldram WwTW catchment area. These measures include:

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

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

12 . The East-West Corridor

Policy 13

Water Resources in the Apuldram Wastewater Treatment Catchment

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

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

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

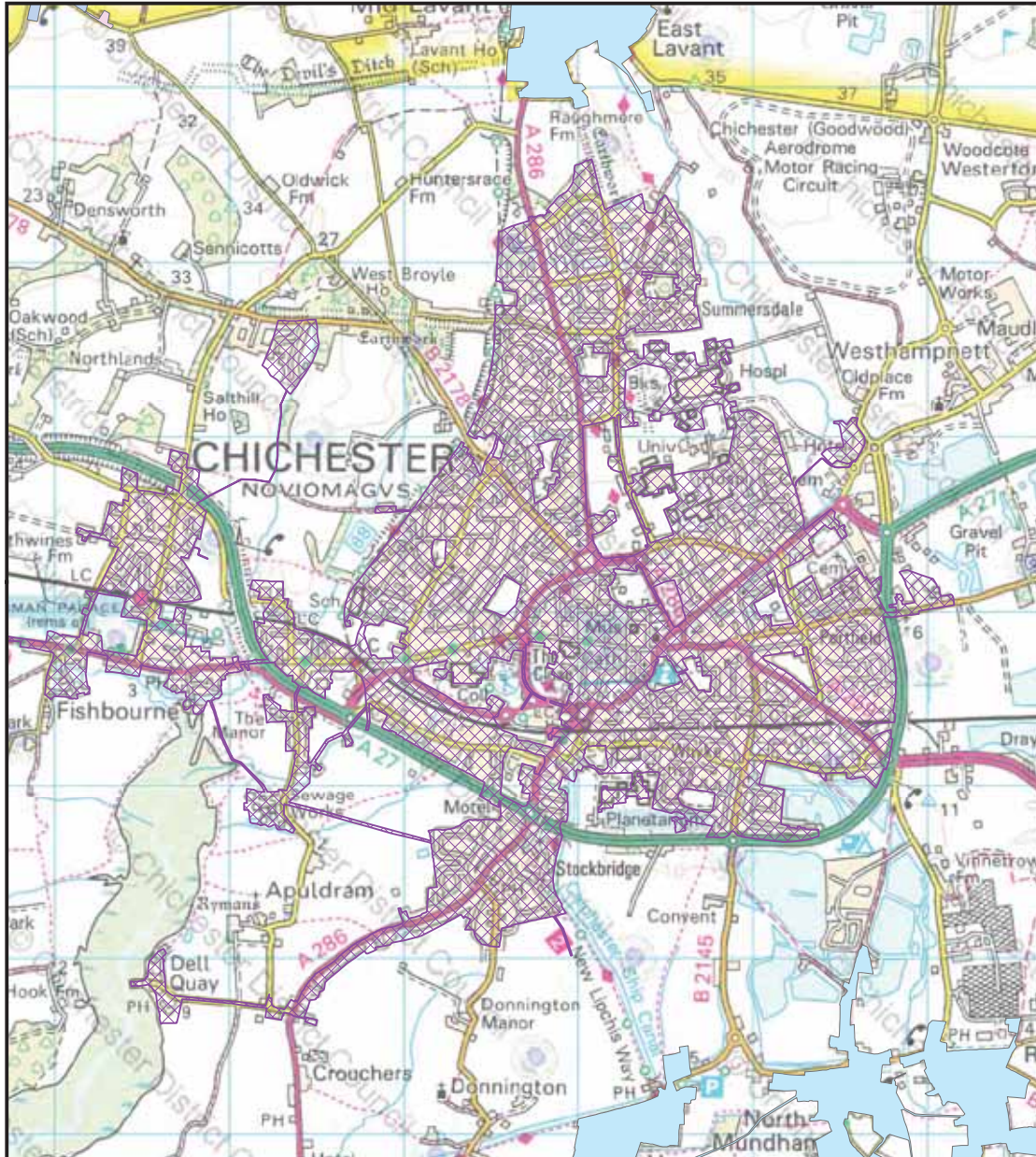
Links to Strategic Objectives:

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

Evidence Base:

- Strategic Growth Study - Wastewater Treatment Options 2010
- Chichester Water Quality Group Update Paper (November 2012)

Map 12.2 Apuldrum Wastewater Treatment Works catchment



CHICHESTER DISTRICT COUNCIL



Location: Apuldrum WwTW

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

Scale: 1:30,000

Reference:

Date: 12/02/2013

Author: Local Planning and Delivery Team

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Reference

12 . The East-West Corridor

Chichester City Transport Strategy

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

12.19 Parts of the city also suffer problems of poor air quality related to transport movements and traffic congestion, with Air Quality Management Areas (AQMAs) covering parts of Orchard Street, St Pancras and the A27 Stockbridge roundabout junction.

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

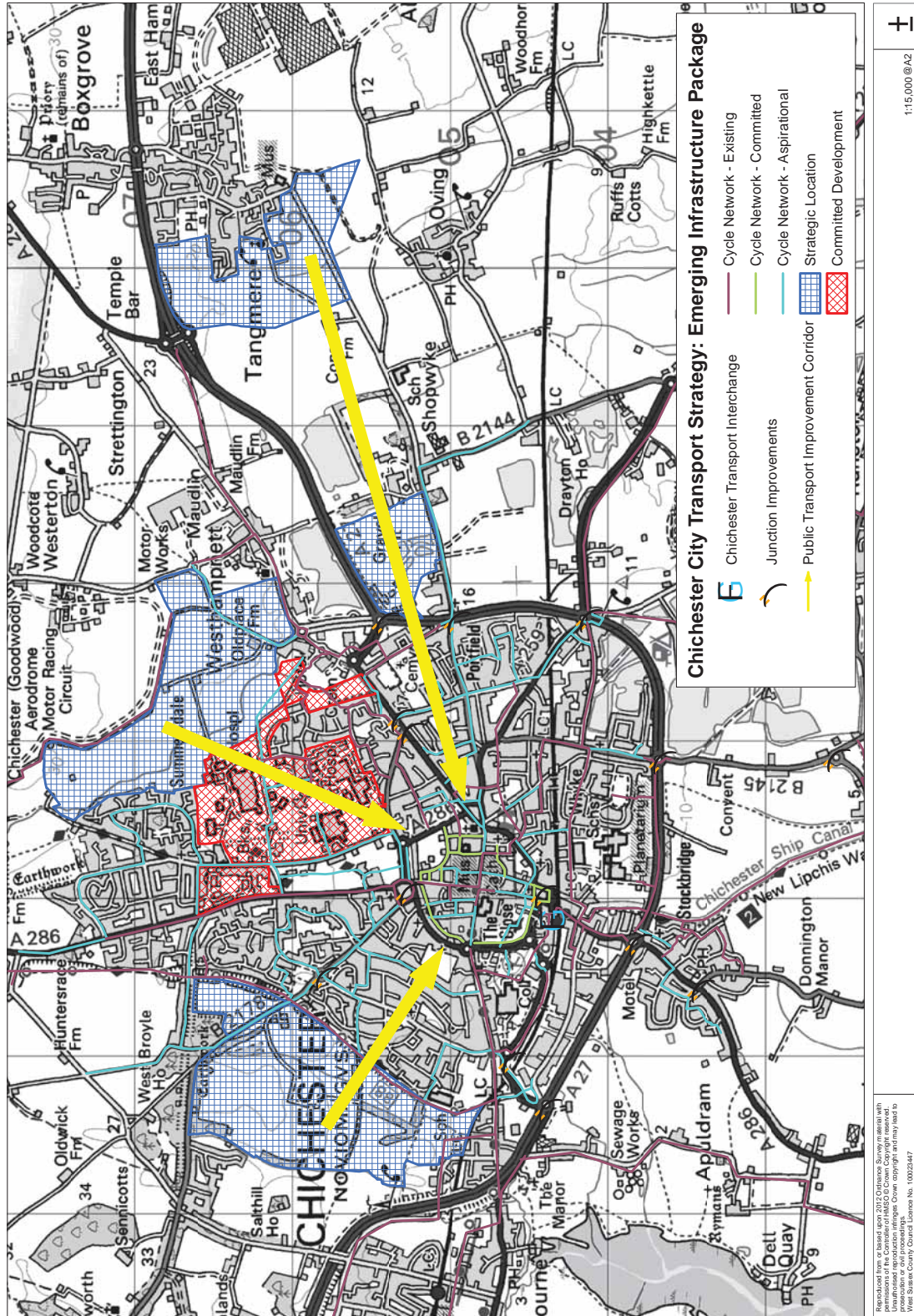
12.21 As set out in Policy 8, it is intended to implement a package of improvements to the junctions on the Chichester Bypass which will help to improve access to the city from the surrounding areas. Map 12.3 shows key elements of the emerging infrastructure package for the city and surrounding area, showing how proposed transport improvements will link with committed and proposed development locations in and around the city⁽¹²⁾.

12.22 Car parking policy currently set out in the Chichester District Car Park Strategy 2010-2020 will play a key role in helping to manage car use and highways capacity in the city. The current strategy seeks to manage car parking demand in the city through a package of measures, including the provision of variable messaging signing to key car parks, minor increases in parking capacity and reductions in car use through the County Council's 'Smarter Choices' initiative. The introduction of a Park and Ride scheme is not considered necessary at the present time; however the Parking Strategy makes provision for this to be reviewed if spare capacity in the city's car parks falls below a specified level.

12.23 As set out in Policy 9, funding for these transport measures will primarily be drawn from development contributions through the Community Infrastructure Levy (CIL), to be supplemented by funding from other sources where opportunities arise. Additionally, a number of linked transport and access improvements will be delivered directly by proposed strategic developments (see Policies 16-19, 21 and 24-25).

12 Map 12.3 shows the emerging transport infrastructure package and is subject to further detailed work to determine specific highways and transport improvement schemes

Map 12.3 Chichester City Transport Strategy - Emerging Infrastructure Package



12 . The East-West Corridor

Policy 14

Chichester City Transport Strategy

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

Proposed measures will include:

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

Links to Strategic Objectives:

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

Evidence Base

- Chichester Transport Study (2013 forthcoming)
- Chichester District Car Park Strategy 2010-2020

Development at Chichester City North

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

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

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

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

12 . The East-West Corridor

12.28 The Council considers that the coordinated vision and planning principles set out in the 'Sites at Chichester City North Development Brief' should be extended further to encompass other potential sites in the north-east of the city. In particular, there is potential to link future development in the area with the Westhampnett Strategic Development Location (Policy 18) which extends directly east from the city boundary and incorporates proposals for a linear Lavant Valley Country Park and linked transport and access improvements on the east side of the city. There is also the opportunity to link with potential development opportunities across the city. To facilitate this, the Council proposes to prepare an Area Action Plan, which will set out a coordinated planning framework to guide future proposals and development in the area and the rest of the city.

Policy 15

Development at Chichester City North

New development, facilities and infrastructure improvements will be brought forward at Chichester City North (within the area shown on the Policies Map) that support and contribute to the following principles:

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

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

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

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

12 . The East-West Corridor

the rest of the city, including proposed development, green infrastructure, transport and access improvements associated with the Westhampnett Strategic Development Location (see Policy 18).

Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

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

West of Chichester Strategic Development Location

12.29 The proposed development location lies directly to the west of Chichester city, adjacent to the existing settlement boundary. The site is bounded by Centurion Way to the east, the railway line to the south and Old Broyle Road to the north. The total site area is about 120 hectares.

12.30 The proposed site offers a number of advantages as a location for development. It is directly adjacent to the existing built area and only around 2 km from the city centre. It therefore offers good potential accessibility to the city by sustainable modes of travel, as well

as providing direct road access to the city without the need to use or cross the A27. For these reasons, the site is considered to have potential for development as a sustainable urban extension of Chichester city.

12.31 The site does not present any major issues of flood risk and is relatively self-contained in landscape terms with no long distance views into the site from the South Downs or areas to the south and west. However, there are views of Chichester cathedral spire from parts of the site. Other site constraints include the Brandy Hole Copse Local Nature Reserve (LNR) directly adjacent to the north of the site and the Chichester Entrenchments Scheduled Ancient Monument (SAM) in the centre of the site. A further major consideration is the proximity of the site to Chichester Harbour, with associated potential for adverse impacts from recreational disturbance, particularly in terms of the Fishbourne Channel which is less than 1 km from the southern edge of the site. Proposals to develop the site will have to demonstrate satisfactory mitigation in order for development to proceed.

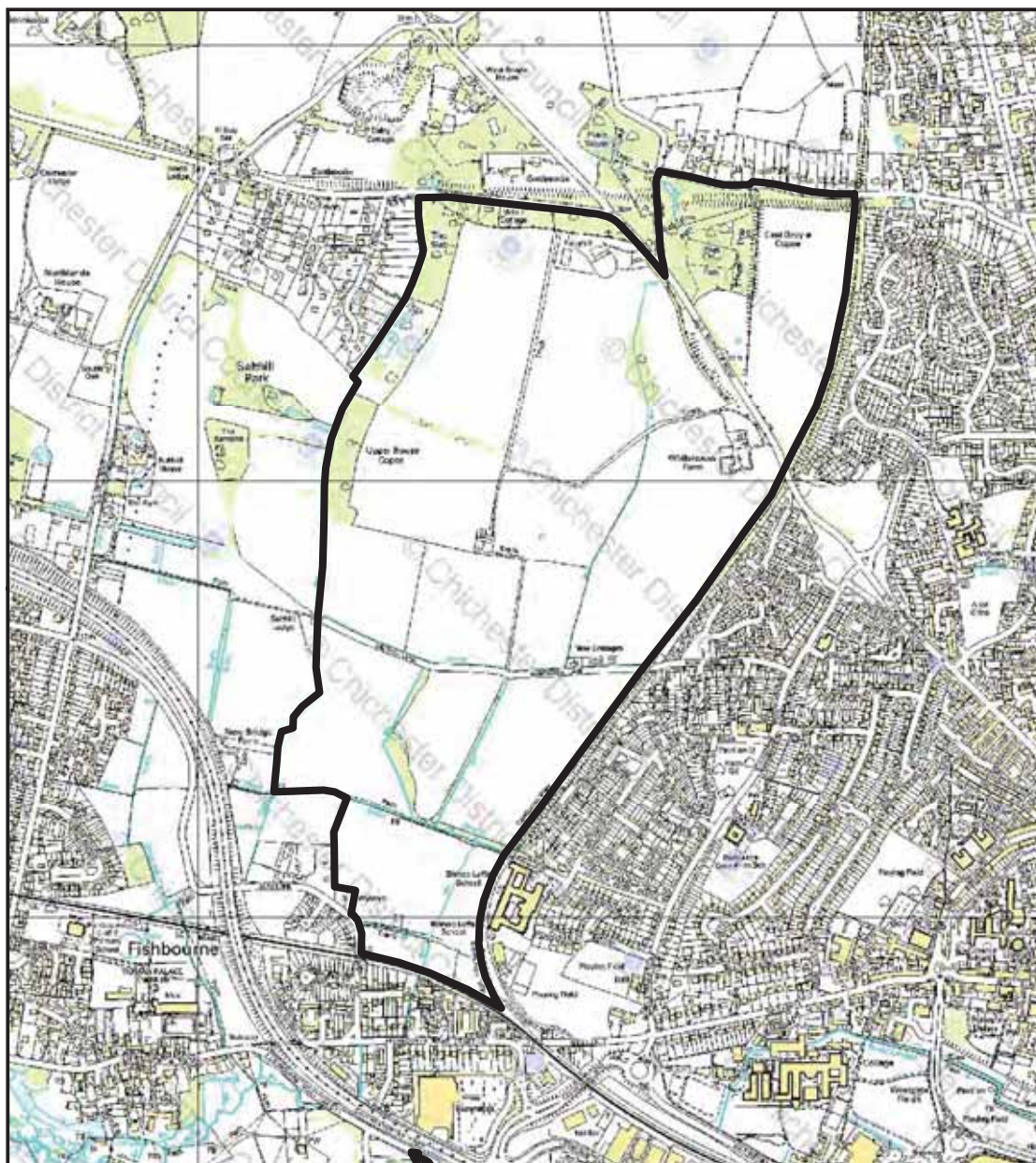
12.32 The site has the potential to deliver a large strategic development of up to 1,600 homes. The promoter proposals envisage that the site would be delivered in two phases. The initial phase of development would be focused towards the north of the site, accessed off Old Broyle Road, and would deliver up to 750 homes, a new Country Park, and the first phase of a neighbourhood centre ('community hub'), which would provide facilities such as a community centre, local shops, small offices and primary school.

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

12.34 It is envisaged that the development should be planned as an extension to the city, taking the form of a new neighbourhood. The site should therefore be planned to maximise the potential for integration with existing land uses and communities on the western side of the city. This will involve considering opportunities to provide new facilities that serve the wider local community and providing good off-site access to existing development and local facilities (especially by walking and cycling). The development should also be planned to provide good access to the city centre and key facilities elsewhere in the city.

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Map 12.4 West of Chichester Strategic Development Location



CHICHESTER DISTRICT COUNCIL



Location: West of Chichester Strategic Development Location

Description



Scale: 1:12,000

Reference:

Date: 13/02/2013

Author: Local Planning and Delivery

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Reference

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

- The need to ensure that the layout and development of the site protects existing views of Chichester Cathedral spire and the Chichester Entrenchments Scheduled Ancient Monument (SAM);
- The need to protect the Brandy Hole Copse Local Nature Reserve (LNR) and potential to enhance its setting;
- Maximising the potential for sustainable travel links with the city, Fishbourne and the National Park, through improved public transport, cycling and pedestrian routes;
- Provision of adequate mitigation for potential off-site traffic impacts, including improved access to the A27 and improvements to the St Paul's Road / Sherborne Road junction;
- The need to plan development to reduce and mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar. Acceptable mitigation measures will need to be agreed with Natural England, following completion of the Solent Mitigation Study. Potential measures are likely to include provision of a high proportion of on-site natural greenspace, potentially including a water feature and could include off-site measures to control and manage dog walkers visiting Chichester Harbour.

12.36 Following the conclusions of the Employment Land Review Update 2013, provision is made for the allocation of around 6 hectares of employment land (suitable for B1 uses). Employment development will require the provision of suitable road access from the south of the site to the A27. There is also potential to provide small scale employment uses elsewhere within the development, for example small office units as part of the 'community hub'.

12.37 As for other locations around the city, development of the site is currently constrained by the environmental restrictions on Apuldrum WwTW. Consequently, the development will be reliant on additional wastewater capacity at Tangmere WwTW following its proposed expansion/upgrade in 2019. The development will be required to fund the necessary wastewater infrastructure linking the site to Tangmere WwTW and development will not commence until these measures are in place.

12.38 Policy 16 sets out specific requirements relating to the proposed development.

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Policy 16

West of Chichester Strategic Development Location

Land at West of Chichester (within the area shown on the Policies Map) is allocated for mixed use development, comprising:

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

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

- Development should be planned as a sustainable urban extension of Chichester city, that is well integrated with neighbouring areas of the city, and provides good access to the city centre and key facilities in the city;
- Development proposals should protect existing views of Chichester Cathedral spire, the Chichester Entrenchments Scheduled Ancient Monument (SAM), and protect and enhance the setting of Brandy Hole Copse Local Nature Reserve (LNR);
- Subject to detailed transport assessment, it is envisaged that road access to the site will be provided from Old Broyle Road to the north (serving the first phase of development) and via a new link to Westgate from the south of the site. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (Policy 14), including improved access to the A27 and improvements to the St Paul's Road / Sherborne Road junction;
- Provision should be made for regular bus services linking the site with Chichester city centre, and new and improved cycle and pedestrian routes linking the site with the city, Fishbourne and the South Downs National Park;
- The site layout, land uses and development of the site should be planned with special regard to the need to mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar;

Development will be dependent on the availability of the necessary additional capacity at the Tangmere WwTW and provision of wastewater infrastructure linking the development to the Tangmere treatment works.

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

Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

- Strategic Housing Land Availability Assessment (SHLAA)
- Coastal West Sussex Strategic Housing Market Assessment - Update 2012
- Employment Land Review - Update 2013
- Landscape Capacity Assessment
- Open Space Study
- Settlement Capacity Profiles
- Strategic Flood Risk Assessment
- Strategic Growth Study - Wastewater Treatment Options
- Chichester Water Quality Group Update Paper (November 2012)

12 . The East-West Corridor

Shopwyke Strategic Development Location

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

12.40 The majority of the proposed allocation is covered by the Shopwyke Lakes planning application which was submitted in December 2011. However, the allocation also covers adjacent land to the north at Portfield Quarry which was allocated in the 1999 Local Plan for B2 Business uses and now has permission for nearly 17,500 sq.m B8 warehousing. It also includes some land directly adjacent to the south west of the Shopwyke Lakes application.

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

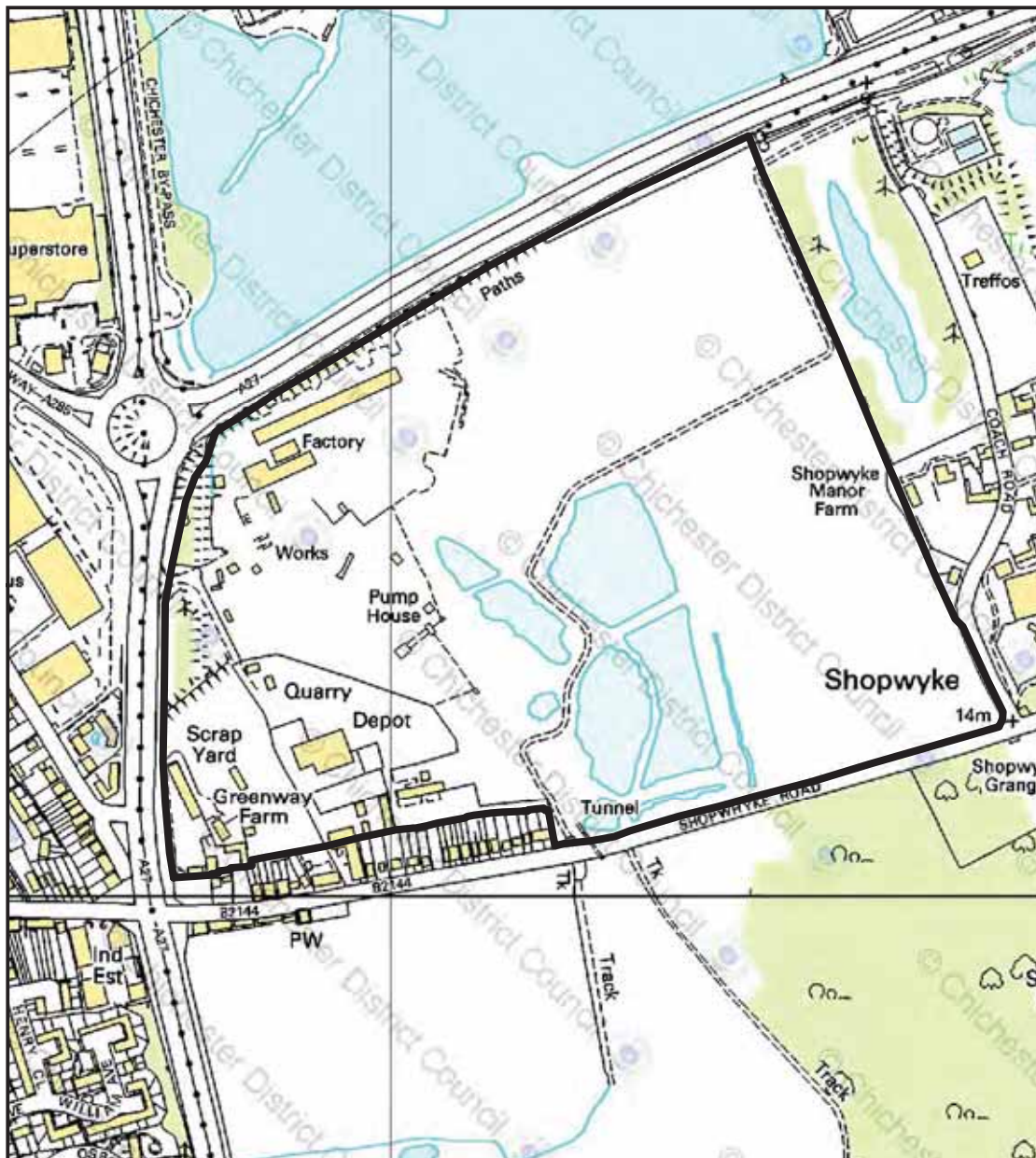
12.42 There are no water courses on site. However, roads around the Portfield roundabout are subject to flooding during heavy rain, which is due to a fluctuating water table in the underlying gravels. The Chichester flood relief channel passes to the east of the site which has helped reduce flooding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

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

12.44 Although the site is physically separated from the city by the A27 Bypass, it is envisaged that the development should be planned as an extension to the city, forming a new neighbourhood. Development should therefore be planned to maximise the potential for integration with the city and surrounding communities. This will involve considering opportunities to provide new facilities that serve the wider local community on the east side of the city and surrounding villages, particularly Westhampnett, and providing good off-site access especially by walking and cycling. The development should also be planned to provide good access to the city centre and its facilities.

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Map 12.5 Shopwyke Strategic Development Location



CHICHESTER DISTRICT COUNCIL



Location: Shopwyke Strategic Development Location

Description

Scale: 1:5,000

Reference:

Date: 13/02/2013

Author: Local Planning and Delivery

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Reference

12 . The East-West Corridor

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

- The need to ensure that the layout and development of the site protects existing views of Chichester Cathedral spire, and creates new public views of the cathedral as an integral part of development;
- The location of the A27 on two sides of the site may give rise to noise, so consideration should be given to the sensitive use of acoustic screening;
- The creation of a new parkland setting through planting including maintenance and enhancement of perimeter landscaping to screen development from neighbours;
- The existing lake at the eastern end of the site offers an opportunity to create a variety of habitats and the introduction of reed beds. The retained water feature should fit into the heart of the development and the provision of green infrastructure links in the area;
- Respecting the setting of the listed barn at Greenway Farm and the listed farm house and lodge at Shopwyke;
- Provision of adequate mitigation for potential off-site traffic impacts on the A27, in particular the Portfield and Oving Road junctions,
- Maximising the potential for sustainable travel links to the city and towards Westhampnett, Tangmere and the National Park, through improved public transport, cycling and pedestrian routes. This should include an enhanced bus route across the A27 to the city centre, an improved cycle and pedestrian crossing at the A27/Oving Road junction, and a new footbridge connection across the A27 via Coach Road to Westhampnett village;
- The opportunity to provide off-site green links with the South Downs National Park and Chichester city, and the potential to develop strategic green infrastructure in conjunction with other planned development to the north east of Chichester city and Tangmere.

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

12.47 Potentially development of the site could be brought forward early in the Local Plan period, utilising the existing wastewater capacity at Tangmere WwTW which can accommodate a further 500 homes. However, if the existing wastewater capacity is used to serve other new housing, development will require expansion/upgrade of Tangmere WwTW in order to proceed.

Policy 17

Shopwyke Strategic Development Location

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

- approximately 500 homes;
- at least 4 hectares of employment land (suitable for B1 and/or B2 Business uses);
- a neighbourhood centre / community hub, incorporating local shops and a community centre ; and
- open space and green infrastructure, with the enhancement of the existing lakes for biodiversity improvements and safer access.

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

- Development should be planned as a sustainable urban extension of Chichester city, that is well integrated with neighbourhoods on the east side of the city, providing good access to the city centre and key facilities;
- Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the north east of the city and Tangmere;
- Development proposals should protect existing views of Chichester Cathedral spire;
- New and improved road access to the site will be provided from the A27. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (Policy 14), including improved access to the A27 and changes to the A27 Oving Road and Portfield junctions;
- Provision should be made for regular bus services linking the site with Chichester city centre, and new and improved cycle and pedestrian routes linking the site with the city, Westhampnett, Oving and Tangmere, the South Downs National Park.

Development will be dependent on the availability of sufficient at the Tangmere WwTW and provision of wastewater infrastructure linking the development to the Tangmere treatment works.

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

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Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

- Strategic Housing Land Availability Assessment (SHLAA)
- Coastal West Sussex Strategic Housing Market Assessment - Update 2012
- Employment Land Review - Update 2013
- Landscape Capacity Assessment
- Open Space Study
- Settlement Capacity Profile
- Strategic Flood Risk Assessment
- Strategic Growth Study - Wastewater Treatment Options
- Chichester Water Quality Group Update Paper (November 2012)

Westhampnett Strategic Development Location

12.48 The proposed development location, as indicated on the Plan below, lies to the north east of Chichester city, directly adjacent to Westhampnett village. The site is located primarily in Westhampnett Parish between the city and the Goodwood Motor Racing Circuit/Aerodrome, extending south to Madgwick Lane and Westhampnett Church. The identified location covers approximately **** hectares**.

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

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

12.51 Taking account of the development constraints, the site has potential to deliver a strategic development of up to 500 homes. It is envisaged that the site would be planned and designed as an integrated extension to Westhampnett village. The proposed development offers the opportunity to provide or contribute towards new village facilities such as a village hall and recreational facilities for children and young people.

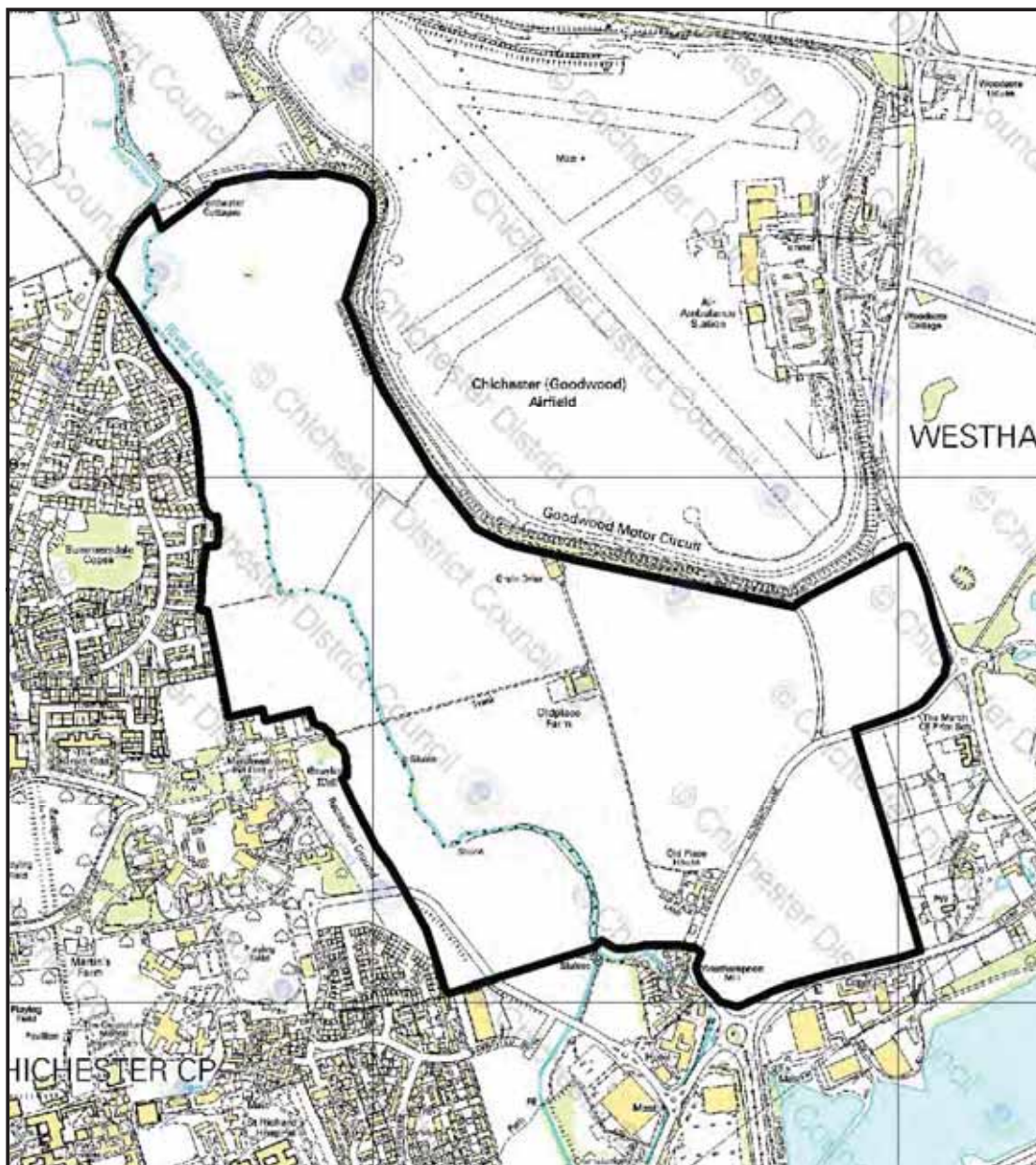
12.52 The development should also be planned to provide improved access and transport links to the city, particularly by sustainable forms of travel such as public transport, cycling and walking.

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

- The proximity of the site to the Goodwood Motor Circuit and Airfield requires some screening of the site for visual amenity and noise attenuation, together with careful layout of new buildings, housing development should not be within 400m of the boundary of Goodwood Airfield and Motor Circuit;
- Landscape sensitivity, particularly in terms of views towards and from within the South Downs National Park to the north. The site lies within 1 km of the National Park boundary and is open to views from Goodwood and The Trundle to the north;
- The River Lavant floodplain offers the opportunity to plan for green infrastructure that will serve both the new development and the wider area, including Westhampnett and Chichester city as a whole. This area could be planned as a new linear country park, that will provide a green corridor linking northwards to the South Downs National Park, with potential to provide links to the city and towards Tangmere;
- The need to adopt a comprehensive approach to flood risk management on the site. It is essential that surface water drainage for the site is considered at an early stage of masterplanning;
- Maximising the potential for sustainable travel links with the city, through improved public transport, cycling and pedestrian routes, including bus and cycle routes linking the development with the Graylingwell area. There is also potential for improved bus, cycle and walking routes to Tangmere and the National Park;
- Provision of adequate mitigation for potential off-site traffic impacts on the A27 and roads into the city centre.

12 . The East-West Corridor

Map 12.6 Westhampnett Strategic Development Location



CHICHESTER DISTRICT COUNCIL



Location: Westhampnett Strategic Development Location

Description

Scale: 1:10,000

Reference:

Date: 13/02/2013

Author:

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Reference

12 . The East-West Corridor

12.54 The Employment Land Review Update 2013 identifies the southern part of the site between Madgwick Lane and Stane Street as well located for employment development. However, there may also be potential for planning employment on land close to the Goodwood Aerodrome/Motor Circuit which is unsuitable for residential development.

12.55 Development of the site will need to be integrated with the proposed Area Action Plan for the north of Chichester city (see Policy 15), particularly in terms of the proposed Country Park and linked transport and access improvements on the east side of the city.

12.56 As with the other strategic developments, the proposal will be required to provide a wastewater connection to Tangmere WwTW and phasing will therefore be dependent on necessary expansion and upgrading of the Tangmere treatment works.

12.57 Policy 18 sets out specific requirements relating to the proposed development.

12 . The East-West Corridor

Policy 18

Westhampnett Strategic Development Location

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

- up to 500 homes;
- at least 3 hectares of employment land;
- community facilities;
- open space and green infrastructure, including a riverside Country Park along the Lavant Valley.

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

- Development should be planned as an extension to Westhampnett village, that is well integrated with the village and provides good access to existing facilities;
- Development should provide or contribute to local community facilities serving the village, including a new local village centre/hall, pre-school facilities, and primary education. The potential for relocating all or some of the facilities from the March School onto the new site should be investigated;
- Consideration should be given to locating strategic employment uses towards the perimeter of the Goodwood Airfield and Motor Circuit to help mitigate noise and impact on the businesses there as well as air safety issues. Uses which link the development to the city and existing retail area should be investigated as should any opportunity to link employment uses with the Airfield, Motor Circuit and/or Rolls Royce;
- Provision should be made for green links to the South Downs National Park and Chichester city. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city, including Tangmere;
- Development should be designed with special regard to the landscape sensitivity of the site (especially to views towards and from within the South Downs National Park), and to reduce the impact of noise and light pollution associated with the Goodwood Motor Circuit. Major new structural planting will be required to soften the impact of development on views from the north and around the Motor Circuit;

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- Adoption of a comprehensive approach to flood risk management on the site, including consideration of surface water drainage as part of the masterplanning process;
- Subject to detailed transport assessment, it is envisaged that road access to the site will be provided from Madgwick Lane. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (Policy 14);
- Provision should be made for regular bus services linking the site with Chichester city centre, and new and improved cycle and pedestrian routes linking the site with Chichester city the South Downs National Park and other strategic developments to the east of Chichester city including Tangmere, including exploring the potential for a bus only route linking the development with the Graylingwell area; and
- Development in the Airfield Flight Safety Zone should be strictly controlled and limited to that which can be justified as causing no hazard to the operational needs of the Airfield.

Development will be dependent on the availability of the necessary additional capacity at the Tangmere WwTW and provision of wastewater infrastructure linking the development to the Tangmere treatment works.

12 . The East-West Corridor

Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

- Strategic Housing Land Availability Assessment (SHLAA)
- Coastal West Sussex Strategic Housing Market Assessment - Update 2012
- Employment Land Review - Update 2013
- Landscape Capacity Assessment
- Open Space Study
- Settlement Capacity Profile
- Strategic Flood Risk Assessment
- Strategic Growth Study - Wastewater Treatment Options
- Chichester Water Quality Group Update Paper (November 2012)

Tangmere Strategic Development Location

12.58 Tangmere is the largest village in the area to the east of Chichester city and has a reasonable range of local facilities (including a village shop, primary school, GP surgery and village hall). It is an important focus for employment with the Chichester Business Park located at City Fields Way immediately to the east of the village, and Tangmere Airfield Nurseries, which is designated as a Horticultural Development Area (HDA). The village has good road accessibility via the A27; however public transport is quite limited with no late evening buses and very sparse Sunday service.

12.59 The Local Plan identifies the village as having potential for a carefully planned expansion of the village that will deliver housing, employment, open space and improved community facilities. This would enhance Tangmere's role as a settlement hub and deliver a range of housing types, including for local people who cannot afford to buy in Chichester city.

12 . The East-West Corridor

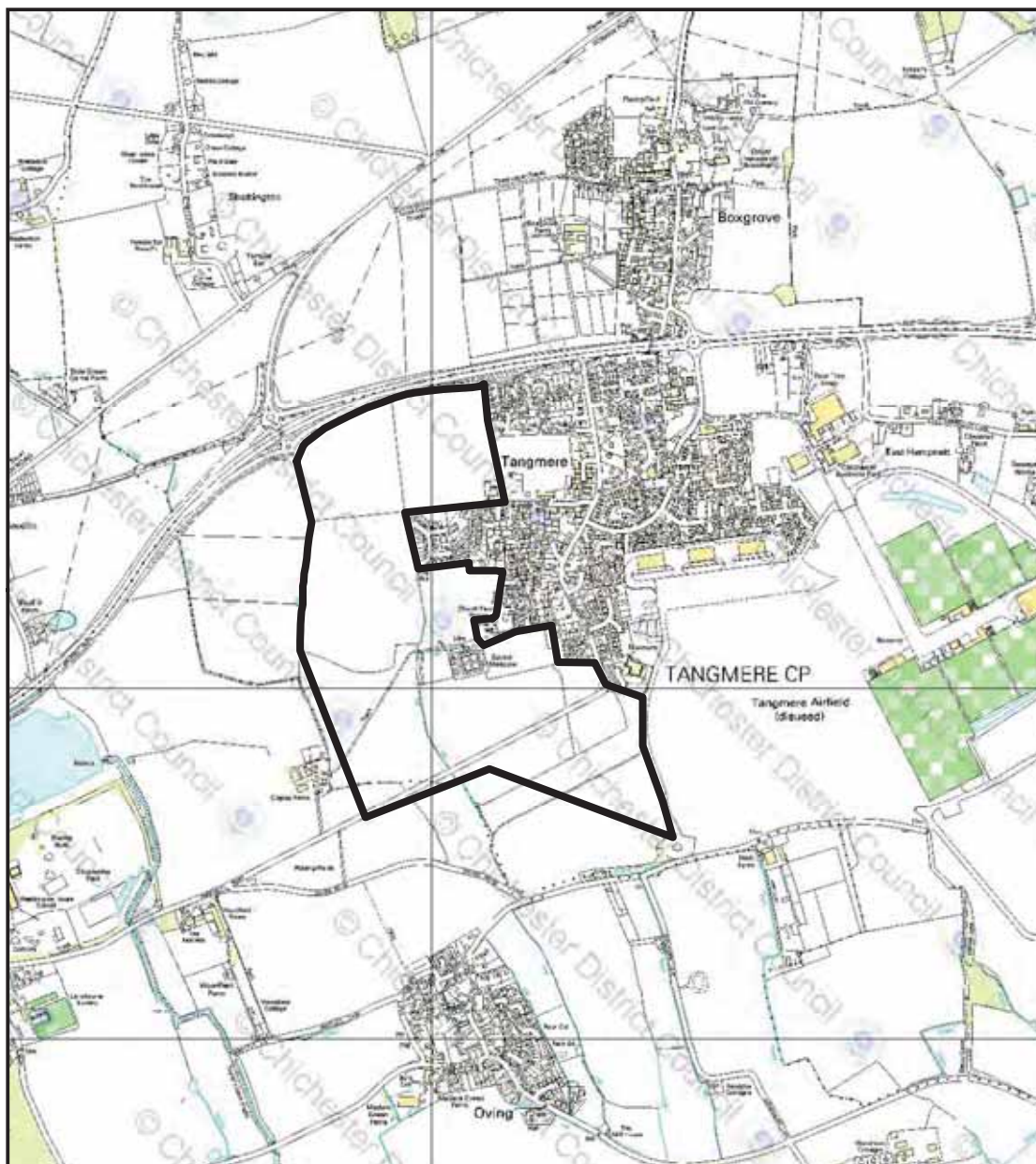
12.60 The indicative location for development shown on the map below would provide direct access to the A27 and is relatively unconstrained in physical terms. There are few identified issues in terms of flooding, although part of the land on the southern edge has high groundwater levels. However, regard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

12.61 A carefully planned expansion at Tangmere can deliver a number of benefits for the existing community, including providing additional social and community facilities, local employment and training opportunities, and improved public transport services. Tangmere currently has a relatively high proportion of social housing and it may be appropriate to diversify housing tenures, including by providing low cost ownership options. However, it is important to ensure that new development is well integrated with the existing village, both physically and in terms of the community.

12.62 The proposed development location lies primarily to the west of Tangmere. There are opportunities for new development mainly located around the western and southern edges of the village. This area includes a large part of the disused airfield (west of the designated Horticultural Development Area), while the remainder is agricultural land. The location covers approximately **** hectares** and will deliver up to 1,000 homes, together with supporting community facilities, employment, open space and recreation, and infrastructure. The primary access will be provided from the existing grade separated junction on the A27 to the west of the village.

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Map 12.7 Tangmere Strategic Development Location



CHICHESTER DISTRICT COUNCIL



Location: Tangmere Strategic Development Location

Description



Scale: 1:15,000

Reference:

Date: 13/02/2013

Author: Local Planning and Delivery

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Reference

12.63 A number of specific issues need to be taken into account in planning development at Tangmere. These include:

- Local community aspirations for existing facilities serving the village, including improved/expanded local convenience shopping and enhanced social, community, recreation, primary education and healthcare facilities;
- The need to plan the development and associated green infrastructure to take account of potential landscape sensitivities, particularly in terms of external views of the site from the surrounding area, including the South Downs National Park;
- The potential to provide off-site green links with the South Downs National Park and Chichester city, and potential to develop strategic green infrastructure in conjunction with other planned development to the east of Chichester city;
- The potential to develop links with existing and planned employment development at Tangmere (the Chichester Business Park and Horticultural Development Area);
- Opportunities to provide substantially improved public transport services linking the village with Chichester city, to improve cycle route(s) to the city, and to provide better transport links to Barnham rail station and the 'Five Villages' area in Arun District;
- The need to preserve and enhance the setting of the historic village (particularly the Conservation Area) and the heritage of the World War II airfield, including provision for the expansion or relocation of the Tangmere Military Aviation Museum;
- The availability of minerals in the vicinity and the need to take account of the minerals safeguarding area.

12.64 Following recommendations in the Chichester Employment Land Review Update 2013, the Local Plan allocates land for further expansion of the existing Business Park at City Fields Way to the east of Tangmere village (see Policy 20). For this reason, it is not envisaged that the strategic development location will incorporate anything other than possible small scale business uses. However, new residential development will be expected to contribute towards delivery of employment floorspace at the expanded Business Park.

12.65 Development will be dependent on the expansion / upgrading of the Tangmere WwTW and is therefore not expected to commence until 2019/20.

12.66 Policy 19 sets out specific requirements relating to the proposed development.

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Policy 19

Tangmere Strategic Development Location

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

- up to 1,000 homes;
- community facilities;
- open space and green infrastructure.

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

- Development should be planned as an extension to Tangmere village, that is well integrated with the village and provides good access to existing facilities;
- Development should incorporate new or expanded community facilities (possibly including a new village centre) providing local convenience shopping. Opportunities will be sought to deliver enhanced recreation, primary education and healthcare facilities;
- Provision should be made for green links to the South Downs National Park and Chichester city. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city;
- Development should be designed to reduce any impact on views from within the South Downs National Park;
- Subject to detailed transport assessment, it is envisaged that primary road access to the site will be provided from the slip-road roundabout at the A27/A285 junction to the west of Tangmere village. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (Policy 14);
- Provision should be made for improved, more direct and frequent bus services between Tangmere and Chichester city, and improved cycle route(s) linking Tangmere with Chichester city. Opportunities should also be explored for improving transport links with the 'Five Villages' area and Barnham rail station in Arun District;
- Provision should be made to conserve and enhance the heritage of the village and World War II airfield, including the expansion or relocation of the Tangmere Military Aviation Museum;

- Development will be required to either provide for or contribute financially towards provision of employment development on allocated land adjacent to Chichester Business Park at Tangmere (see Policy 20).

Development will be dependent on the availability of the necessary additional capacity at the Tangmere WwTW and provision of wastewater infrastructure linking the development to the Tangmere treatment works.

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

Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

- Strategic Housing Land Availability Assessment (SHLAA)
- Coastal West Sussex Strategic Housing Market Assessment - Update 2012
- Employment Land Review - Update 2013
- Landscape Capacity Assessment
- Open Space Study
- Settlement Capacity Profile
- Strategic Flood Risk Assessment
- Strategic Growth Study - Wastewater Treatment Options
- Chichester Water Quality Group Update Paper (November 2012)

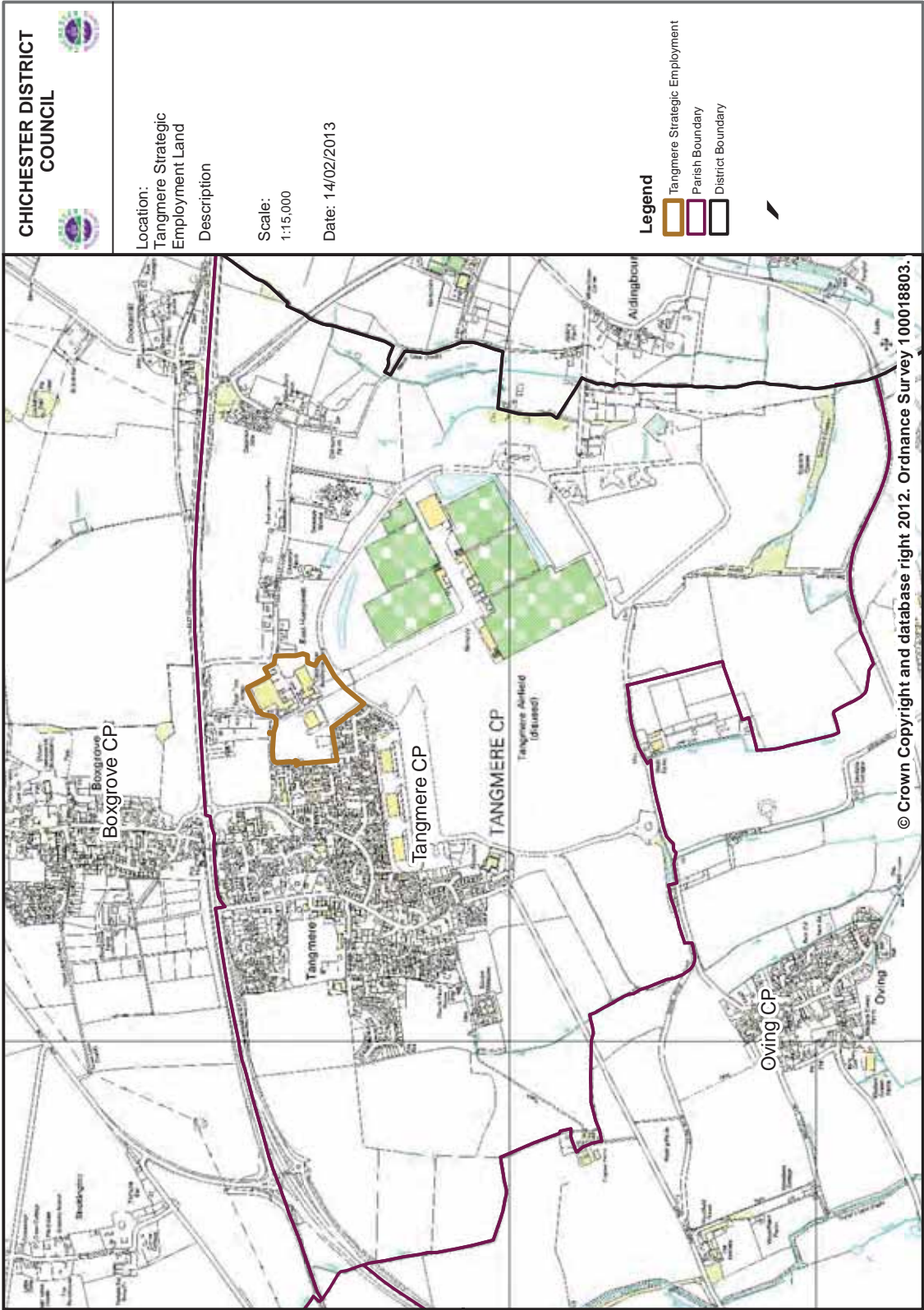
12 . The East-West Corridor

Tangmere Strategic Employment Land

12.67 There is potential for further expansion of the Chichester Business Park at Tangmere, through development of up to 4.5 hectares of land, comprising a combination of sites with existing planning permission, undeveloped land allocated in the 1999 Local Plan and other land currently being marketed. The Employment Land Review Update 2013 recommended that consolidating and expanding the existing business park would be preferable to seeking to deliver new employment sites in conjunction with residential development to the west of the village. This would have the benefit of delivering a greater critical mass as a business location and also enable commercial traffic movements to access the A27 directly from Meadow Way, rather than through residential areas.

12.68 For this reason, it is not envisaged that proposed development to the west of the village will incorporate anything other than possible small scale business uses within the new village centre. However, new residential development will be expected to contribute towards delivery of employment floorspace at the expanded Business Park.

Map 12.8 Tangmere strategic employment land



12 . The East-West Corridor

Policy 20

Tangmere Strategic Employment Land

Up to 4.5 hectares of employment land (within the area shown on the Policies Map) is allocated for B1-B8 Business uses in the form of an extension to the Chichester Business Park to the east of Tangmere village, with access to the A27 via City Fields Way/Meadow Way. Strategic housing development at Tangmere will be required to provide financial contributions to assist in bringing forward employment development.

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

Links to Strategic Objectives:

- This policy has links to strategic objectives 3.16 - 3.19

Evidence Base:

- Employment Land Review - Update 2013
- Settlement Capacity Profiles

Southbourne Strategic Development

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

12.70 Southbourne is located close to Chichester Harbour and consideration must be given to the potential impact of development in terms of recreational disturbance on the Chichester Harbour SPA/SAC/Ramsar, particularly for the area to the south of the A259

which also falls within the AONB. The village is less affected by other constraints, although regard will need to be had to landscape considerations, particularly with regard to the setting of the AONB and avoiding coalescence with neighbouring settlements along the A259.

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

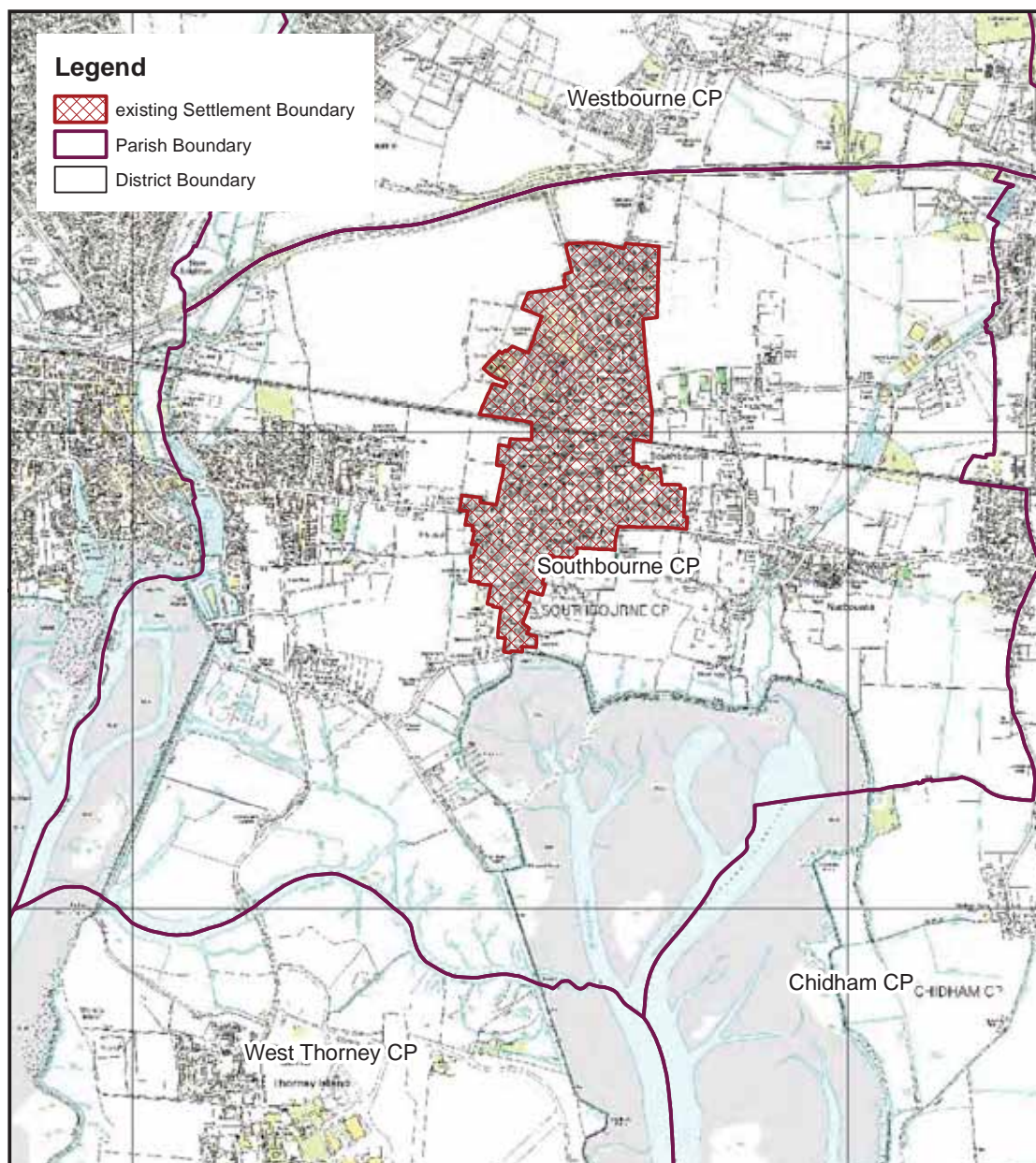
12.72 The Open Space Study 2012 has identified that Southbourne has a deficit in accessible open space including allotments. In addition existing facilities will require up grading in line with its recommendations. The study has highlighted the need for improved facilities for young people for example the provision of additional artificial pitches. There is an opportunity therefore for development to provide access to open space and facilities and open up the area for improved green links. Reference should be made to Policy 53 Open Space, Sport and Recreation.

12.73 Although there is good access to employment elsewhere (for example at Chichester city and Havant), opportunities in Southbourne itself are currently very limited. The existing industrial estate at Clovelly Road is severely constrained and some units may benefit from refurbishment. The 2009 Employment Land Review concluded that its potential for continued employment use should be kept under review and that further investment would be needed to attract occupiers. One option may be to seek a suitable alternative site for employment development on the edge of the village. This may take the form of employment land or floorspace delivered as part of allocated strategic housing site(s). Alternatively financial contributions could be sought from new housing development to help bring forward a separate employment site.

12.74 Policy 21 sets out specific requirements relating to the proposed development.

12 . The East-West Corridor

Map 12.9 Southbourne Strategic Development



CHICHESTER DISTRICT COUNCIL



Location: Parish and Settlement of Southbourne

Description

Scale: 1:22,000

Reference:

Date: 14/02/2013

Author: Local Planning and Delivery

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Reference

Policy 21

Southbourne Strategic Development

Land at Southbourne will be allocated for development in the Southbourne Neighbourhood Plan and shown on its Policies Map. Development which is required to be planned for will include:

- approximately 300 homes;
- employment land (subject to investigation of potential sites);
- supporting local facilities and community uses; and
- open space and green infrastructure.

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

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

12 . The East-West Corridor

Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

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

Thorney Island

12.75 Thorney Island is currently in Ministry of Defence use as a military base and airfield occupied by the Royal Artillery. Should the existing military use of Thorney Island cease, any future use will need to be planned sensitively, as the island lies within Chichester Harbour and is subject to and affected by extensive environmental designations and flood risk. Development would need to be compatible with the Chichester Harbour AONB and avoid or mitigate any impact on the adjoining SPA/SAC/Ramsar designations. The more visually intrusive buildings will need to be removed and significant landscaping will need to take place. This would preclude the use of the airfield for civil or general aviation purposes and preclude land and sea based noisy sports.

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

Policy 22

Thorney Island

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

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

Aviation and noisy sports would not be considered appropriate and planning applications for such uses will be refused.

Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

- Chichester Harbour AONB Landscape Character Assessment
- Solent Recreational Disturbance and Mitigation Study
- Landscape Capacity Assessment
- Strategic Flood Risk Assessment
- Coastal Defence Strategy

13 . Manhood Peninsula

The Manhood Peninsula

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

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

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

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

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

Policy 23

Integrated Coastal Zone Management for the Manhood Peninsula

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

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

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

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

13 . Manhood Peninsula

Links to Strategic Objectives

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

Evidence Base

- RSPB Pagham Harbour Local Nature Reserve Management Plan (2013-2018)
- RSPB Medmerry draft Management Plan (April 2013 - March 2018)
- Towards ICZM on the Manhood Peninsula (2011)

Selsey Strategic Development

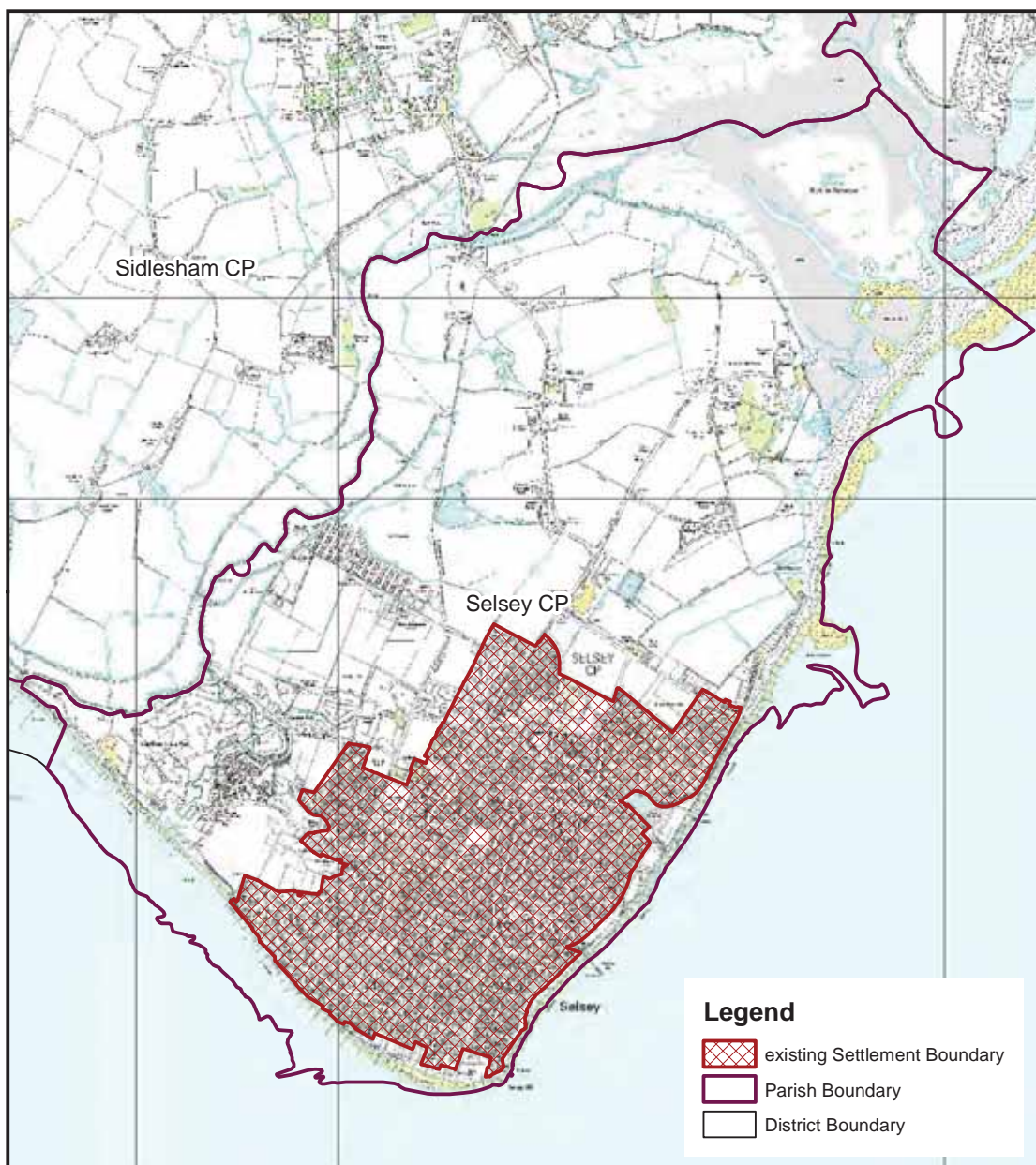
13.5 Selsey is the largest settlement in the Manhood Peninsula and the second largest in the Plan area after Chichester city. It is a defined 'settlement hub' located at the southern end of the Manhood Peninsula (Selsey Bill). The town centre provides a reasonable range of shops, and the town also has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

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

13.7 Selsey's location imposes significant constraints on potential expansion. Large areas of the town and its surroundings are at risk of coastal flooding. There are also issues relating to environmental impacts on Pagham Harbour to the north of the town and the Medmerry Realignment to the west.

13.8 In addition, poor accessibility is a major issue for Selsey, as the B2145 is the only road connecting the town to the north. The town's only public transport is a bus service link with Chichester city, with limited service frequency in the evenings and at weekends.

Map 13.1 Selsey Strategic Development



CHICHESTER DISTRICT COUNCIL



Location: Parish and Settlement of Selsey

Description



Scale: 1:26,000

Reference:

Date: 14/02/2013

Author: Local Planning and Delivery

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Reference

13 . Manhood Peninsula

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

13.10 At the same time, it is intended that planned housing development should help deliver new employment opportunities for the local area. As noted, there is remaining undeveloped land at Ellis Square which was allocated in the previous 1999 Local Plan; however take-up of this land has been slow. The Employment Land Review 2013 concludes that the access and environmental quality of the site is good, but attributes the slow development to the relatively weak commercial market locally. It recommends reducing the existing employment land allocation and allowing a greater range of uses on the remainder of the site.

13.11 However, in view of the Council's commitment to promoting economic regeneration for Selsey and the Manhood Peninsula, the Local Plan seeks to encourage a more proactive strategy for bringing forward employment development on the site, including through financial contributions from planned housing development at Selsey.

Policy 24

Selsey Strategic Development

Land at Selsey will be allocated for development in Selsey Neighbourhood Plan and shown on its Proposals Map. Development which is required to be planned for will include:

- Approximately 150 homes; and
- supporting community facilities and open space.

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

- Development should be planned as an extension(s) to Selsey, that is well integrated with the town and provides good access to existing facilities in the town;
- A comprehensive approach should be taken to the provision and design of open space and green infrastructure, taking account of the needs of the parish, and with special regard to the need to mitigate potential impacts of recreational disturbance on the Pagham Harbour SAC/SPA/Ramsar and the Medmerry Realignment; and
- Residential development will be required to contribute financially towards provision of employment development on the remaining allocated land at Ellis Square.

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

13 . Manhood Peninsula

Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

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

East Wittering and Bracklesham Strategic Development

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

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

13 . Manhood Peninsula

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

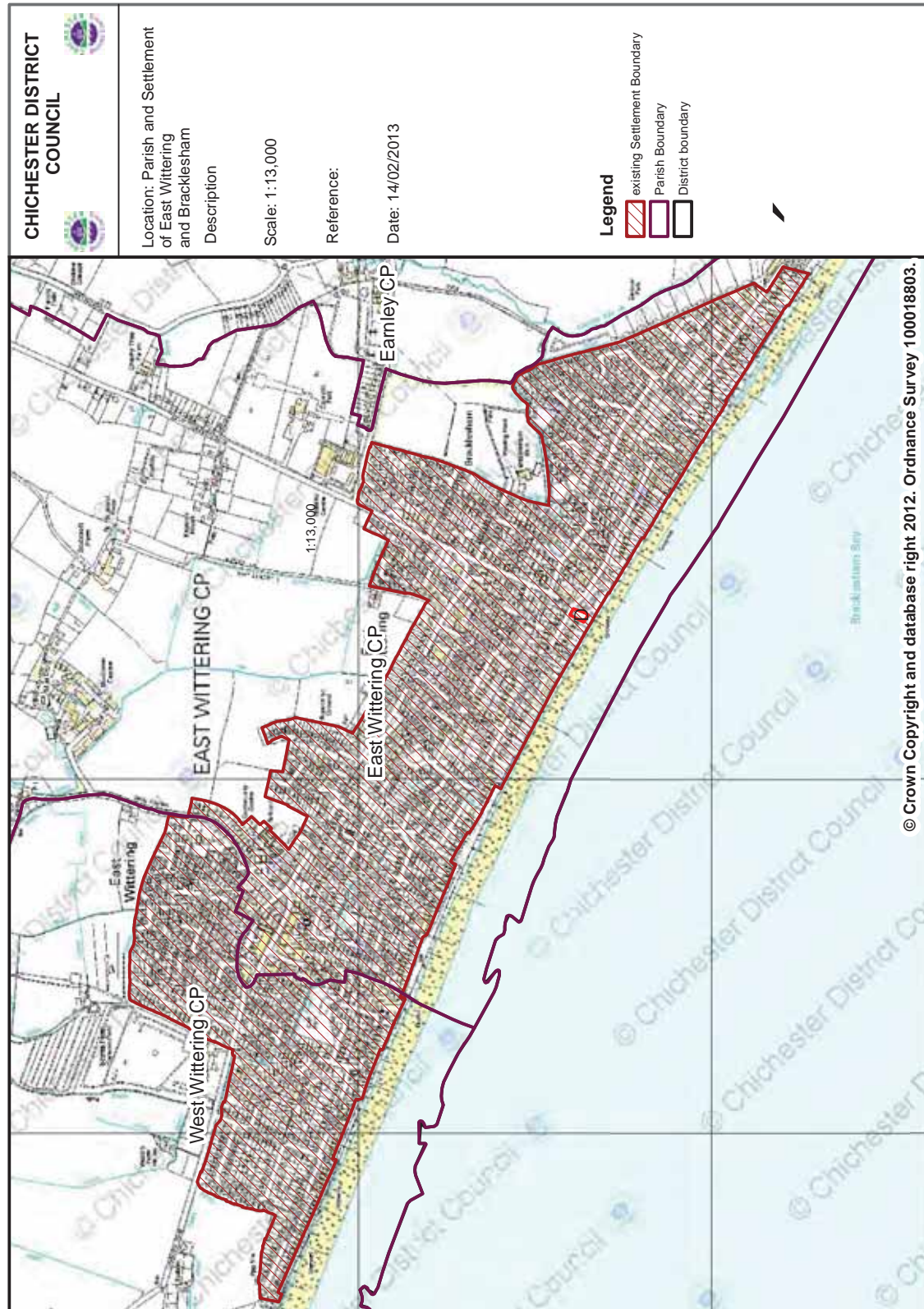
13.15 The Local Plan proposes to identify land for a strategic housing allocation of approximately 100 homes at East Wittering / Bracklesham. This modest scale of development takes account of the traffic and transport issues affecting the Peninsula, capacity constraints at the Sidlesham WwTW, and potential impacts on local designated sites. To date the Parish Council has not indicated that it will be producing a neighbourhood plan, the Council will therefore seek to identify suitable site(s) through a site selection process which will be subject to public consultation in June/July 2013. Following which a site(s) will be included in the Pre-Submission Local Plan. The Council will work with the parish council to ensure the most acceptable site(s) for the community is identified and mastepanned.

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

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

13 . Manhood Peninsula

Map 13.2 East Wittering and Bracklesham Strategic Development



Policy 25

East Wittering and Bracklesham Strategic Development

Land at East Wittering / Bracklesham following consultation, will be shown on the Submission Local Plan Policies Map and will comprise:

- Approximately 100 homes;
- employment land (subject to investigation of potential sites); and
- supporting community facilities and open space.

Development will be masterplanned in accordance with Policy 7, at a level proportionate to the scale of development. Any masterplanning should take account of the following site-specific requirements:

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

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

13 . Manhood Peninsula

Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

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

Plan Area (North)

North East of the District, Camelsdale and Hammer

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

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

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

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

14.5 All the Parish Councils in the Plan Area (North) are committed to producing Neighbourhood Plans, which it is envisaged will provide the main vehicle for identifying sites for small scale housing, employment and other local facilities. In the event that the neighbourhood plans do not progress, sites will be identified in the proposed Small Site Allocations Development Plan Document.

14 . Plan Area (North)

Policy 26

Development in Plan Area (North)

Provision will be made for small scale development in the Plan Area (North) through Neighbourhood Plans and/or the Small Site Allocations DPD, in accordance with Policy 2 (Settlement Hierarchy) and Policy 5 (Parish Housing Sites).

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

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

Links to Strategic Objectives:

- This policy has links to all strategic objectives.

Evidence Base:

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

Strategic Delivery Policies

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

The Economy

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

Existing Employment Sites

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

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

16.4 The Local Plan therefore seeks to protect existing employment sites where these continue to remain suitable for business and related employment uses. The Proposals Map identifies Primary Employment Areas which will be safeguarded for Business Class (B1-B8) and related Sui Generis uses. The Council will particularly encourage the refurbishment or upgrading of these sites to make them more commercially attractive for business uses.

16.5 On existing employment sites elsewhere, it may sometimes be appropriate to allow for alternative non-employment uses, subject to clear evidence that the site is no longer required for business uses or that provision has been made for alternative employment land/premises and/or the relocation of existing business uses. To demonstrate that an employment site is no longer required, planning applicants will be required to provide supporting evidence (guidance is set out in Appendix 2) regarding the availability of employment land/floorspace in the local area, and demonstrating that genuine attempts have been made over an extended period to market the site for business or similar uses.

Policy 27

Existing Employment Sites

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

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

Sites identified on the Proposals Map as Primary Employment Areas will be retained for Business (B1-B8) or similar Sui Generis uses to safeguard their contribution to the local economy.

Outside Primary Employment Areas, planning permission will be granted for alternative uses on land or floorspace currently or previously in Business (B1-B8) or similar Sui Generis uses where **one of the following criteria is met:**

1. it has been demonstrated (in terms of the evidence requirements accompanying this policy) that the site is no longer required and is unlikely to be re-used or redeveloped for Business (B1-B8) or similar uses; or
2. the application makes provision for relocation to suitable alternative land/premises to enable the existing business uses to operate elsewhere.

Links to Strategic Objectives:

- This policy links to the strategic objectives 3.16 - 3.19

Evidence Base:

- Employment Land Review - Update 2013

Town and Retail Centres

16.6 Shopping acts as a draw for people and helps to underpin other activities. The traditional role of town centres as the main focus for retail activity has been challenged by 'out-of-town' retailing and, more recently, internet shopping. In addition, increased mobility means that people are prepared to travel further afield to shop in larger centres. This has created a very competitive environment, which needs to be constantly improving and changing to retain existing market share and attract new trade.

16.7 The Council should actively plan for growth and manage change, taking into account its existing and intended future role within the retail network and hierarchy of centres. The Council commissioned consultants DTZ in 2010 to update the 2005 Retail and Town Centre Study to review retailing provision across the District, including health checks for local centres in order to assess demand for additional retail facilities.

16.8 The vitality of Chichester city centre depends strongly on its attraction as a high quality shopping destination and it is important that the city continues to develop and enhance its retail offer. However, the historic character of the city centre imposes some constraints on potential future retail development.

16.9 The existing hierarchy of centres will be maintained by supporting and promoting measures which reinforce their role in meeting community needs, and acting as the focus for a range of activities, including retail, business, leisure, cultural and residential uses.

16.10 Primary Shopping Frontage - the most important retail frontages of Chichester shopping centre have been defined as Primary Shopping Frontages because it is important that the retail frontages in those streets be retained and enhanced. In order to minimise the disruption of these shopping frontages the introduction of new non-retail uses will be restricted, through Policy 29, at ground floor level to 25% of the sum total of the Primary Shopping Frontages. The Primary Shopping areas are outlined in Appendix 3.

16.11 Other non-retail uses will not be permitted within these street frontages. It is recognised that most of these uses provide essential services and need to be located in town centres but some of the other uses which fall within these Classes do not attract casual visitors and others have blank facades, i.e. dead frontages, factors which can threaten the vitality of a shopping centre, particularly if such uses are grouped together. To ensure that non-retail uses which are allowable in the City Centre do not become overly dominant by being concentrated in one area, no more than two non-retail uses may be adjacent to each other and non-retail uses must not have more than a 15 metre continuous frontage. In addition, a window display should be provided and permanently maintained.

16.12 Secondary Shopping Frontages - a number of outer shopping streets have been defined as Secondary Shopping Frontages and within these street frontages non-retail uses will be restricted to a maximum of 75% of the street frontage. New non-retail uses will be permitted providing that they do not result in the loss of existing residential accommodation and do not result in the loss of amenity in terms of noise, disturbance, smell, litter, traffic

generation and opening hours. Within these secondary frontages other non-retail uses, such as offices, hotels and medical practitioners, may be permitted. The Secondary Shopping areas are outlined in Appendix 3.

Policy 28

Chichester Centre Retail Policy

Primary shopping frontages

Within the primary shopping frontages, as defined on the Proposals Map, in Chichester Shopping Centre additional non-retail uses will be granted at ground floor level where **all the following criteria are met:**

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

Secondary shopping frontages

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

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

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

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

3. the proposal relates appropriately to the existing shopping frontage

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

Links to Strategic Objectives:

- This policy links to the strategic objectives 3.16 and 3.18

Evidence Base:

- Retail Study
- National Planning Policy Framework 2012

Edge and Out of Centre Sites – Chichester

16.13 Following the conclusions of the Chichester Retail Study Update 2010, the Plan accepts that larger scale retail development may have to be accommodated on edge or out-of-centre locations, provided that such development does not harm the vitality and viability of the city centre. All out of town retail development will be required to consider the sequential approach as set out in national policy (NPPF paragraphs 24-27). Applications over 2,500 sq.m should be accompanied by an impact assessment. The first choice for alternative development sites should be 'edge of centre' i.e. sites which directly adjoin or can be reasonably related to the existing retail area. In Chichester city this is considered to be North, South and West Streets within the inner ring road; and East Street beyond Eastgate Square.

16.14 If such sites cannot meet the demand for additional floorspace, then 'out-of-centre' developments can be considered for appropriate types of retailing i.e. superstores, retail warehouses. These may be acceptable on peripheral sites away from the central shopping centre and where possible still within the built-up area boundary. It is essential that retail facilities complement rather than compete with those provided within the city centre, and the type of goods sold and the form of the shopping unit developed, could not be accommodated within the existing shopping centre.

16.15 If such sites cannot meet the demand for additional floorspace for the environmental reasons referred to, then 'out-of-centre' developments can be considered for appropriate types of retailing. This type of development, which includes superstores and retail warehouses may be acceptable on peripheral sites away from the central shopping area but still within

16 . The Economy

Chichester Settlement Policy Area, providing that such developments do not adversely affect the vitality and viability of the existing shopping centre as a whole, taking into account the cumulative effects of such existing and proposed development.

16.16 It is essential that retail facilities on such sites complement, rather than compete with, those provided within the city centre, and that the type of goods sold and the form of the shopping unit developed could not be conveniently accommodated within the existing shopping centre. Such units will be restricted to a minimum size of 1000m² and to the type of goods sold, i.e. bulky goods which require large units. These units are restricted to limit their potential impact on the smaller retail units which are predominant within the City centre.

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

Policy 29

Edge and Out of Centre Sites – Chichester Policy

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

1. the proposal does not adversely affect the vitality and viability of the central shopping area, either as an individual development or cumulatively with similar existing or proposed developments;
2. the proposed retail development on out of centre sites will need to demonstrate that no suitable site can be found, firstly within the existing town centre or, secondly, on the edge of the centre
3. proposals over 2,500 sq.m are accompanied by a full assessment of the potential impact on town centres and nearby centres;
4. the type of goods sold and the form of shopping unit proposed could not be conveniently accommodated within the existing shopping centre or where suitable sites and premises are not available within the centre or edge of centre sites;
5. the shopping units (including any created by the subdivision of existing units) are of a minimum size of 1000 square metres gross floorspace;
6. the types of goods sold and the facilities provided complement those provided in the existing retail centre;
7. servicing and customer traffic can be safely and conveniently accommodated by the surrounding road network and does not add to traffic generation in the town centre;
8. the proposal is easily accessible by the highway network and public transport and includes provision for access by cycle and on foot; and
9. the design of the buildings will not detract from the character or appearance of the site.

16 . The Economy

Links to Strategic Objectives:

- This policy links to the strategic objectives 3.16 and 3.18

Evidence Base:

- Retail Study
- National Planning Policy Framework 2012

Settlement Hubs and Village Centres

16.18 East Wittering and Bracklesham, and Selsey have a good mix of smaller independent comparison goods retailers, and include a good range of facilities catering for visitors, particularly cafes, bars and restaurants. Although proposals which provide quality places to eat and drink and fashion retailing, would enhance their roles.

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

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

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

16.22 For change of use, and evidence required please refer to Appendix 2.

Policy 30

Settlement Hubs and Village Centres Policy

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

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

1. the proposal does not result in the reduction of shopping facilities;
2. the proposal does not have a significant adverse effect on the amenity of existing residents; and
3. there is no demand for continued retail use and the site has been marketed effectively for such use or no local need has been identified.

Links to Strategic Objectives:

- This policy links to the strategic objectives 3.18

Evidence Base:

- Retail Study
- National Planning Policy Framework 2012

Built Tourist Accommodation

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

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

16 . The Economy

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

16.25 The general approach of the Local Plan is to encourage tourist facilities in areas that can accommodate development most readily. Chichester city and the Settlement Hubs are the preferred locations in order that new facilities are accessible to existing visitors and that new accommodation is provided where visitors can access a range of services. Within smaller villages and the countryside, proposals should fully assess the potential to re-use existing buildings and extend current businesses, in preference to new build. A more restrictive line will be taken where development would be more intrusive and environmentally damaging. However, there may occasionally be circumstances where larger scale facilities may be appropriate where they are associated with enhancing visitor use or appreciation of a specific feature or location.

16.26 If there are no other alternative sites or buildings in some locations, new tourism buildings and serviced accommodation may be permitted if sensitively designed, which will enable development that could extend the tourist season and provide benefit to the local community. Proposals will need to demonstrate the requirement for and compatibility with a countryside location.

16.27 To demonstrate that a tourist or leisure development is no longer required, planning applicants will be required to provide supporting evidence (guidance is set out in Appendix 2) demonstrating that genuine attempts have been made over an extended period to market the site for similar uses.

Policy 31

Built Tourist Accommodation

Proposals for tourism and leisure development, including tourist accommodation, will be granted where **all the following criteria are met:**

1. are located in sustainable and accessible locations;
2. are sensitively designed to maintain the tranquillity and character of the area;
3. are located so as to minimise impact on the environment, including that of visitors or users of the facility, particularly avoiding increasing recreational pressures on Chichester Harbour AONB and Pagham Harbour and other designated sites;
4. provide a high quality attraction or accommodation; and
5. encourage an extended tourist season.

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

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

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

Links to Strategic Objectives:

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

Evidence Base:

- Retail Study
- National Planning Policy Framework 2012

Caravan and Camping Sites

16.28 Camping and caravanning provides a high level of tourist activity and can have an impact on the landscape. Therefore proposals for touring accommodation should be directed towards sustainable locations and it is essential that any proposals do not have an adverse impact on the special qualities and tranquillity of the landscape for example the Area of Outstanding Natural Beauty, and the setting of the South Downs National Park or the undeveloped coast.

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

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

16.31 The Council will use seasonal occupancy conditions and/or holiday occupancy conditions to prevent the permanent occupation of the site. The holiday season will not be unnecessarily restricted but closure periods will continue to be necessary to prevent holiday accommodation becoming residential accommodation and also to protect occupants from potential flood risk; to protect wildlife habitats i.e. for over wintering birds; and because caravans are inefficient in terms of heating which means they are inappropriate to accommodate people in the winter months.

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

16.33 Applicants will be required to provide evidence of need to demonstrate a high demand on existing sites and justification for new sites (guidance is set out in Appendix 2).

Policy 32

Caravan and Camping Sites

Proposals for caravans, camping and chalet sites and associated facilities and alterations to existing sites will be granted where **all the following criteria are met:**

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

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

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

In order to retain touring caravan sites the change of use to static caravans will be refused in the interests of maintaining an adequate supply of touring pitches.

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

16 . The Economy

Links to Strategic Objectives:

- This policy links to the strategic objectives 3.16 and 3.23

Evidence Base:

- National Planning Policy Framework 2012

Horticultural Development

16.34 The horticultural industry provides a key contribution to the local economy and is an important source of employment, especially in the south of the District, which has more hours of sunlight and a longer growing season than anywhere else in the UK. This makes the area very popular for growing salad crops in open fields and major growers have established large scale greenhouse production of salad crops and flowers. The retail value of horticultural production in the Chichester and Arun coastal plain is £500 million per year, and employs approximately 4,300 permanent and 7,000 season workers.

16.35 To ensure that the District's horticultural industry remains nationally and internationally competitive, it is important to ensure that sufficient suitable sites are available. To support this activity, the Council has allowed glasshouses and related facilities, including packhouses, to be built in designated areas in the countryside, where their large size and bulk would not normally be allowed, but where their impact is minimised. These designations are known as Horticultural Development Areas (HDAs).

16.36 There are currently four designated HDAs in the District:

- to the south east of Tangmere, and north and east of Runcton, characterised by large scale horticultural operators; and
- between Sidlesham and Highleigh, and at Almodington, characterised by smaller scale operators on former Land Settlement Association (LSA) sites.

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

16.38 Smaller scale horticultural operations will be focused within the existing HDAs at Sidlesham and Almodington. This is due to the horticultural nature of the land as former Land Settlement Areas formed in the 1930s which were later designated as Horticultural Development Areas in 1992. A number of horticultural businesses are located in these areas; many are smaller scale, however the patchwork nature of the landholdings makes land assembly, and therefore expansion, difficult. The areas are less well served by the road network than the Tangmere and Runcton HDAs and they are further from the A27.

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

16.40 It is acknowledged that additional land may be required by the horticultural industry to expand further through the plan period. The preferred approach for horticultural development is for land within existing HDAs to be used first. Where it can be demonstrated that development within HDAs is hindered, particularly at Runcton and Tangmere, the Council will consider using its compulsory purchase powers where necessary to ensure that the expansion of the horticultural industry is not frustrated.

16.41 For all new horticultural development and extensions to existing HDAs the criteria included in the policy below would apply. When considering the expansion to HDAs and proposals for new development including packhouse and polytunnel, attention will be given to transport and accessibility to the strategic road network, visual impact on the landscape and the amenity of local residents. In addition that soil, water, air noise and light pollution levels are minimised and mitigated.

Policy 33

Horticultural Development

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

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

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

8. acceptable surface water drainage capacity exists or can be provided as part of the development including development of Sustainable Urban Drainage Systems or water retention areas.

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

1. there is a proven need for the development and it can be demonstrated that the proposal cannot be accommodated within existing HDAs;
2. the land is sufficiently well drained, level and of a quality to be suitable for horticultural development;
3. the site is has reasonable access to the strategic road network;
4. the proposal either individually or cumulatively does not damage the character or appearance to the locality through detailed planting with screening proposals which are in proportion to the scale of development and the site; and
5. essential infrastructure and services are available.

Links to Strategic Objectives:

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

Evidence Base:

- Employment Land Review - Update 2013
- Combined Horticultural Production & Energy Hubs (November 2012)
- Growing Together - A strategy for the West Sussex Growing Sector (March 2010)
- Viability of the horticultural glasshouse industry in West Sussex (March 2009)

17 . Housing and Neighbourhoods

Housing and Neighbourhoods

17.1 The National Planning Policy Framework places great importance on securing high standards of design in the built environment. It states that "good design is inseparable from good planning. One of the Government's prime objectives for the planning system is to promote good design that ensures attractive, usable and durable places. This is seen as a key element in securing sustainable development."

17.2 The policies in this section are aimed at promoting vibrant and healthy communities. This is achieved by providing an increased supply of housing to meet the needs of present and future generations; and by creating a good quality built environment, with accessible local services that reflect the community's needs and supports its health and well-being.

Design of New Homes and Residential Neighbourhoods

17.3 To ensure that the new homes are sustainable and relate well to the existing settlement, it is important that they take account of community aspirations and offer a high quality of living environment. This will require consideration of the balance between:

- public open space, recreation (see Policy 53) and community facilities (see Policy 39);
- the natural landscape and historic features;
- infrastructure provision, including: education, primary healthcare, and transport; and,
- the provision of an appropriate and sustainable mix of housing for the local area.

17.4 In providing new homes, it is important that they are designed to provide good standards of internal space and constructed to a high quality. This is particularly important in higher density and affordable rented housing, which is generally occupied to maximum capacity.

17.5 The quality of the public realm also helps to create a perception of a place, the provision of 'public art' can contribute to a sense of place. Public art is highly regarded and is an important aspect of the Council's commitment to developing and promoting the built and historic environment and enhancing the district. Commissioning of public art is most often undertaken in connection with new developments within the area. Wherever possible it is important to maximise any opportunities to invest and improve the public realm in and around development areas.

Density of New Homes and Neighbourhoods

17.6 The National Planning Policy Framework states that to boost the supply of new housing, Local Planning Authorities should ‘set their own approach to housing density to reflect local circumstances’.

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

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

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

Market Housing

17.10 Open market developments must provide affordable housing in line with Policy 35. The NPPF requires Local Planning Authorities to have a clear understanding of housing needs in their area, through the preparation of a Strategic Housing Market Assessment.

17.11 The Coastal West Sussex Strategic Housing Market Assessment 2012 (SHMA) provides an evidence base of the current housing market and need across the sub-market area. It recognises that the District’s current housing market is ‘strongly focused towards larger properties’ and that whilst there is currently a strong demand for larger homes (which provide economic benefits in terms of enterprise development and skills), ‘stronger delivery of two-bedroom properties in contrast may help to retain younger households’. This would ‘maintain a more balanced population’ and support ‘the local economy and business base’.

17.12 The SHMA concludes that to help overcome the unaffordability, new market housing should be ‘focused to a slightly greater degree on smaller properties’. The SHMA (or successor documents) will be used to inform the mix of market housing to be provided on new developments, in conjunction with any other local evidence relevant to the specific development proposal.

17 . Housing and Neighbourhoods

Policy 34

New Development

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

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

Links to Strategic Objectives

- This policy links to the strategic objectives 3.20 - 3.24

Evidence Base

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

Specialist housing

17.13 Older persons' housing: The growing older population (particularly in the oldest age groups) is likely to lead to a significant increase in the requirements for specialist accommodation. There is also evidence of under-occupation of larger homes in both the affordable and market sectors, particularly within the rural area. The Council will support the delivery of housing for older persons including Lifetime Homes, sheltered, and extra-care housing for older people where it meets identified needs and does not conflict with other priorities. Sheltered and extra-care housing will be expected to provide both market and affordable housing on-site in line with Policy 35.

17.14 West Sussex County Council supports the provision of extra-care housing rather than traditional care homes. Proposals for new care homes will be assessed against Use Class C2. The provision of extra-care accommodation on a mixed tenure basis will be encouraged.

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

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

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

Housing Need

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

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

17 . Housing and Neighbourhoods

17.20 The Local Plan seeks to maximise the provision of affordable housing across the District⁽¹³⁾, whilst taking into account the overall viability of the Plan. However, specific policy targets for affordable housing provision are also informed by the Local Plan Viability Assessment

Affordable Housing Threshold and Contributions

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

17.22 The NPPF encourages local authorities to meet their need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. In considering the affordable housing thresholds and contributions the Council must take account of the NPPF and the likely impact of the thresholds and proportions of the affordable housing proposed on housing delivery and the provision of infrastructure. The Local Plan Viability Report has considered the total level of developer contributions available to meet both the Community Infrastructure Levy, affordable housing contributions and to ensure deliverability of the plan. This study has informed the level of affordable housing contributions.

17.23 Policy 35 will apply to both allocated sites and unidentified windfall development. Neighbourhood Plans will need to take account of the provision of affordable housing as part of any development. Developers are encouraged to contact the Council as early as possible to engage in meaningful pre-application advice. This will ensure that the affordable housing requirements are designed into the scheme from the outset.

Affordable Housing Mix

17.24 The SHMA includes an analysis of household incomes, which has been used to consider levels of need for different types of affordable housing. It recommends that 70-75% of affordable housing should be delivered as affordable/social rented, with the remaining 25-30% provided as 'intermediate housing'. However, the tenure split will need to take account of the local housing market and the context of the site. This tenure split may be updated in line with any future updates to the SHMA (or successor documents) or in line with guidance from the Homes and Communities Agency (HCA) or government.

17.25 At the District-wide level, the SHMA recommends an appropriate mix, size and type of affordable rented housing required on new developments. This will be used as the basis for affordable housing requirements over the Local Plan period⁽¹⁴⁾. At the individual scheme

13 excluding the area within the South Downs National Park

14 Coastal West Sussex SHMA Update 2012

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

17.26 Based on affordability and current reduced access to mortgage finance, the Council will expect the majority of intermediate homes to be provided as 2-bedroom flats and/or houses. However, a small proportion of 1 and 3-bedroom intermediate homes may be considered on larger sites, subject to evidence of local need and demand.

Delivery

17.27 The Council expects that affordable housing would usually be provided by Registered Providers (RPs), and in most cases by one of its preferred development partners. This is because as a Local Housing Authority, the Council can advise of partnership arrangements that may relate to the availability of funding. However, in exceptional circumstances, the Council may use its discretion to allow other 'Approved Bodies' to deliver affordable housing units in circumstances where RPs are unable to do so. This will, at all times, be strictly in line with the NPPF and the Council's Housing Allocation Scheme, where appropriate.

17.28 The Council will require affordable housing to be provided on-site, unless there are exceptional circumstances that mean off-site provision or a financial contribution of broadly equivalent value can be robustly justified. However, where the proportion of affordable housing results in a requirement for a fraction of a unit, the fraction will be sought as a financial contribution (in the form of a commuted sum), which is equivalent to the proportion of a typical unit on the development.

17.29 In order to prevent social exclusion and to help establish a mixed, balanced and sustainable community within large developments, it is very important that the affordable housing is well integrated and distributed throughout the site; this can be aided through providing a range of affordable tenures.

17.30 The HCA⁽¹⁵⁾ requires that the affordable housing provision on market sites is delivered with no public subsidy. It assumes that for Affordable Rent, 'the price paid by the RP will be no more than the capitalised value of the net rental stream of the homes'. For affordable home ownership, the price paid should be based on reasonable assumptions regarding: the rent to be charged on the unsold equity; the likely value of the homes; and the initial average share to be offered. The Council expects affordable homes to be delivered on this basis; however this may be updated in line with any future guidance from the HCA in due course.

17 . Housing and Neighbourhoods

Policy 35

Affordable Housing

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

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

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

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

Links to Strategic Objectives

- This policy links to the strategic objectives 3.20 - 3.24

Evidence Base

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

Affordable Housing on Exception Sites

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

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

17.33 In assessing the suitability of proposed affordable housing exception sites, consideration will be given to the existing and potential supply of affordable housing from other sites within the settlement. For areas with a Settlement Boundary (or in areas defined as Service Villages in Policy 2), proposals will need to demonstrate that there are insufficient sites available within the settlement. They should also be located adjacent to the Settlement Boundary (where applicable) and in all circumstances be well related to the settlement, local services and facilities. Where suitable sites are unavailable, the local housing need may be met in another settlement within 5 miles or their local sub-area.

17.34 In the rest of the plan area (as defined in Policy 2), schemes will only be permitted if the Council is satisfied that the existing affordable housing stock will not meet the current local housing need, and where the scheme can be considered to be well-integrated within the settlement. Proposals for affordable housing exception sites will not be permitted in scattered or isolated locations.

17 . Housing and Neighbourhoods

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

17.36 Communities will be empowered to shape the future of their own areas, including the provision of affordable housing through Neighbourhood Planning and the Community Right to Build. Communities that develop a Neighbourhood Plan and produce their own Settlement Boundary, (or where a Settlement Boundary is defined in any subsequent Small Sites Allocation Document) may support the development of exception sites as additional growth over the plan period. Affordable housing provided under this policy will be in addition to the housing provided in Policy 35.

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

Policy 36

Affordable Housing Exception Sites

Affordable housing may be permitted on exception sites outside of Settlement Boundaries to meet a specific local need where **one of the two following criteria is met:**

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

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

1. the scheme provides 100% affordable housing (unless a robust justification is provided in line with paragraph 6.78);
2. the proposed development would help meet an identified local need by households with a 'local connection' to the parish, and the mix of dwelling sizes, types and tenures is supported by the local housing need;
3. there are insufficient sites available and deliverable within the Settlement Boundary (where applicable) to meet the local need for affordable housing;
4. the proposed scheme is economically viable and deliverable, and is able to be properly managed by a partner Registered Provider or other Approved Body in perpetuity;
5. the proposal does not result in the net loss of existing affordable housing; and,
6. the site is subject to an appropriate planning obligation to ensure that the affordable housing will be retained as affordable housing for households with a local connection in perpetuity.

17 . Housing and Neighbourhoods

For the purposes of this policy, 'local connection' is defined as a person who:

- is a permanent resident of the parish;
- is permanently employed within the parish;
- is a previous resident of the parish that has been forced to move away due to a lack of affordable housing; or,
- has a close family member that is currently and permanently resident within the parish.

The definition of local connection is updated from time to time to reflect changes in legislation, government guidance and local priorities.

The Council's current full definition is available at: www.chichester.gov.uk/affordablehousingto rent.

Links to Strategic Objectives

- This policy links to the strategic objectives 3.20 - 3.24

Evidence Base

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

Planning for Gypsies, Travellers and Travelling Showpeople

17.38 Gypsies, Travellers and Travelling Showpeople form a large ethnic minority group within the District, and there is a well-established and largely settled gypsy and traveller community with extensive family ties. This Core Policy sets out a criteria based approach to identifying sites for providing accommodation for gypsies, travellers and travelling showpeople within the District.

17.39 The purpose of this policy is to ensure that the needs of all existing and future Gypsy and Traveller communities in the district receive services that meet their needs, whilst not conflicting with the rights and needs of the resident community.

17 . Housing and Neighbourhoods

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

17.41 In partnership with the Coastal West Sussex Authorities a Coastal West Sussex Authority Gypsy and Traveller and Travelling Showpeople Assessment identified the need and set local targets for permanent and transit sites. Sufficient sites to accommodate any required pitches identified through the study will be allocated through the Small Site Allocations DPD.

17.42 The Assessment demonstrates the need for:

- *** permanent sites with *** pitches. In this context the term 'pitches' is used to describe pitches for Gypsies and Travellers as described in the glossary; and plots, or yards for Travelling Showpeople within the District; and
- *** transit sites located within the Coastal West Sussex area.

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

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

17.45 CLG publication 'Designing Gypsy and Traveller Sites: Good Practice Guide (2008) gives further detail on the specific design requirements of traveller sites.

17 . Housing and Neighbourhoods

Policy 37

Planning for Gypsies, Travellers and Travelling Showpeople

To meet the identified need for Gypsies and Travellers within the District (outside the South Downs National Park) for the period 2006 to 2029, *** permanent sites with *** pitches will be provided. Sites will be allocated within the Site Allocations Document to make up any shortfall. **To be completed on receipt of final study.**

In assessing the suitability of sites for allocation for permanent residential sites for Gypsies and Travellers, and for the purposes of considering planning applications for sites for Gypsies and Travellers and for Travelling Showpeople, proposals will be supported where **all the following criteria have been considered:**

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

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

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

Links to Strategic Objectives

- This policy links to the strategic objectives 3.20 - 3.23

Evidence Base

- Circular 01/2006 Planning for Gypsy and Traveller Caravan Sites highlights the need to make site specific provision to meet the needs of gypsies and travellers. <http://www.communities.gov.uk/publications/planningandbuilding/circulargypsytraveller>
- Circular 04/2007 Planning for Travelling Showpeople highlights the need to make site specific provision to meet the needs of travelling showpeople. <http://www.communities.gov.uk/publications/planningandbuilding/circulartravellingshow>
- CLG publication 'Designing Gypsy and Traveller Sites: Good Practice Guide (2008) gives further detail on the specific design requirements of traveller sites. http://www.gov.uk/government/uploads/system/uploads/attachment_data/file/11439/designinggypsiesites.pdf
- Coastal West Sussex Authorities (Adur, Arun, Chichester, Worthing, West Sussex County Council and the South Downs National Park Authority) Gypsy and Traveller and Travelling Showpeople Accommodation Assessment

Accommodation for Agricultural and Other Rural Workers

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

17.47 Planning permission for new occupational dwellings in the countryside will be assessed thoroughly with the aim of detecting attempts to abuse (e.g. through speculative proposals) the concession that the planning system makes for such dwellings. In particular, it is important to establish whether the stated intentions to engage in farming, forestry or any other rural based enterprise are genuine, are reasonably likely to materialise and are capable of being sustained for a reasonable period of time. The evidence required to be included is outlined in Appendix 2.

17 . Housing and Neighbourhoods

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

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

Policy 38

Housing for Agricultural and Other Rural Workers

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

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

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

Links to Strategic Objectives

- This policy links to the strategic objectives 3.20 - 3.24

Evidence Base

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

Local and Community Facilities

17.50 The provision of services and facilities is one of the factors in assessing the sustainability of a settlement. It is important that local services and community facilities aimed at meeting daily needs are available where people live, including in smaller towns and villages in order to minimise the need to travel.

17.51 Local services and community facilities include local shops, meeting places, sports venues, cultural buildings, public houses and places of worship although this list is not exhaustive. Many of these facilities are widely available in Chichester city and the larger 'settlements hubs', with the smaller settlements providing a limited number.

17.52 The local facilities in many of the District's smaller settlements are improving both in terms of quality and quantity. The District Council will seek the retention and protection of local and community facilities including those that serve the local residents outside Chichester city centre and encourage the provision of new facilities either in isolation or by merging with existing facilities.

17.53 The planning system itself will not be able to protect local facilities where these are no longer commercially viable. As local facilities also include businesses such as village shops, local convenience stores, pubs and farm shops, the District Council's Economic Development service can offer advice and support.

17.54 To ensure protection for community facilities this policy sets out specific criteria where the loss of local and community facilities may be acceptable. Additionally, with regard to commercial businesses, such as village shops and pubs, there is a requirement that the premises have been marketed for a reasonable period of time, please refer to Appendix 2.

17.55 All community uses should be examined and assessed and in the last instance conversion to residential may be acceptable.

17 . Housing and Neighbourhoods

17.56 Protection is easier in the case of publicly managed facilities such as schools and community halls, because the authorities can work with local service providers to determine the planning and funding of facilities. The loss of indoor sports facilities within community halls is covered by Policy 53. Support will also be given to the provision of new facilities where local communities identify a need, particularly in parish/neighbourhood plans.

Policy 39

Local and Community Facilities

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

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

Links to Strategic Objectives:

- This policy has links to strategic objectives 3.26 - 3.29

Evidence Base:

- Settlement Capacity Profiles (March 2013)

Transport, Access and Communications

Transport, Accessibility and Parking

18.1 The Local Plan seeks to direct most development towards sustainable and accessible locations. Chichester city and the settlement hubs are considered to have sustainable transport links however, owing to the nature of the rural area, access to some services is more difficult. Those without access to the private car are sometimes at a disadvantage.

18.2 There may be an opportunity for new development to deliver improvements to transport links. It is necessary to consider the impact of any new development on the existing transport network, how it links to the network, impacts on highway safety, the impact of parking and servicing, and with larger developments what provision for movement and parking for cars, bicycles.

18.3 A Transport Assessment and Travel Plan will be required where a development proposal will have a significant transport implication. Where it is not significant, relevant information on access and movement will be required within the Design and Access Statement.

Parking

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

18.5 For residential development a local car parking assessment, which is location specific, should be undertaken using the West Sussex Parking Calculator which can be found at www.westsussex.gov.uk/leisure/getting_around_west_sussex/parking. For 'other' use classes please refer to West Sussex County Council's website.

18 . Transport, Access and Communications

Policy 40

Transport, Accessibility and Parking

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

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

Developments with significant transport impacts must submit a travel plan including defined targets, implementation and funding, and monitoring regime.

The amount of car parking provided should be in accordance with the residential parking standards set out in the West Sussex County Council parking calculator. These, together with residential parking and the level of cycle parking, will be assessed on a flexible site by site basis depending on the provision of public transport and access to local facilities.

18 . Transport, Access and Communications

Links to Strategic Objectives

- This policy links to the strategic objectives 3.31 - 3.33

Evidence Base

- National Planning Policy Framework (2012)
- West Sussex Parking Calculator
http://www.westsussex.gov.uk/living/roads_and_transport/car_parking/parking_standards.aspx
- Infrastructure Delivery Plan (2013 forthcoming)

The Environment

19.1 A key issue for the District is accommodating the development needs within environmental and landscape limitations, whilst promoting more sustainable patterns of development through enabling improved accessibility to key services and facilities, public transport nodes and employment opportunities. Although there will be further development in the district, some of which will be on the edge of our towns and villages, in planning for this development the Local Plan takes account of and seeks to reduce the impact of development on the environment.

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

Climate Change and Air Quality

19.3 The National Planning Policy Framework shows how planning should contribute to reducing emissions, stabilising and adapting our environment to the unavoidable consequences of climate change. It states that the planning system should “support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources”.

19.4 The Local Plan will contribute to mitigating climate change by seeking to reduce carbon emissions and other greenhouse gases by

- allocating appropriate areas for growth;
- providing sustainable transport alternatives to the private motor vehicle;
- sustainable construction techniques; and
- use of renewable and low carbon energy sources.

19.5 Adapting to and mitigating climate change is also necessary, and can be achieved by avoiding inappropriate development in areas of high flood risk and supporting appropriate flood risk infrastructure; protecting the landscape; and planning for the future effects of climate change on biodiversity through green infrastructure.

Carbon Reduction and Resource Use

19.6 Concerns relating to energy efficiency, renewable energy, water efficiency, waste efficiency and sustainable construction techniques all relate to the need to make the most efficient use of limited resources. The Environment Strategy of the Local Plan encourages and incorporates the efficient use of resources into development to address climate change.

19.7 The Council seeks to secure sustainable patterns of development which will minimise the need for energy consumption and the use of resources, particularly non-renewable resources. Vacant or derelict land within urban areas should continue to be re-used providing that the development does not lead to town cramming. In addition, encouragement will be given to making the best use of the existing building and brownfield land within the District so as to reduce the demands for the development of greenfield sites.

19.8 The Government has acknowledged that domestic food production is of strategic importance. Emphasis is not just on increasing self-sufficiency but also taking advantage of the UK climate to produce more food for home and export markets. Chichester District has a good growing climate and the agricultural industry is important for the area. Consequently, it is important to protect the best and most versatile agricultural land and to minimise its loss to development in order to safeguard this resource. It is recognised therefore that while the protection of the best and most versatile is a priority there may sometimes be occasions when its loss may be necessary as there may be instances where there are no suitable, sustainable alternatives to development

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

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

19.11 It is recognised, however, that planning alone cannot ensure that development is sustainable or that energy is conserved. The Council will therefore work with other departments, as well as other agencies, to ensure that the principles of reducing our impact on the environment and climate change are followed.

Policy 41

Carbon Reduction Policy

For all developments of 1 or more new dwellings or for new non-domestic buildings, evidence will be required by the developer to demonstrate **(proportionate to the scale of development)**:

1. how the proposal aims to protect and enhance the environment, both built and natural. Where this is not possible, how any harm will be mitigated;
2. achieving a minimum of Level 4 from 2013 to 2016; and Level 5 from 2016 in the Code for Sustainable Homes;
3. compliance with Building for Life Standards for larger developments by ensuring new development is accessible to all and is flexible towards future adaptation in response to changing life needs, facilitate sustainable living/lifestyles by reducing need to travel, easy access to facilities and services, on site waste disposal, minimise demand for offsite energy;
4. that for commercial and industrial buildings BREEAM Level 'very good' can be delivered;
5. sound sustainable design, good environmental practices, sustainable building techniques, drainage, waste minimisation and technology, where appropriate;
6. how energy consumption will be minimised, and for energy that is still required, how to maximise the amount from renewable resources, including the promotion of car clubs and facilities for charging electric vehicles;
7. the utilisation of sustainable construction technologies and materials that reduce the embodied carbon of construction;
8. the re-use of materials and the use of recycled materials in construction;
9. inclusion of energy efficient passive solar design principles where possible;
10. Including measures to adapt to climate change including sustainable urban drainage systems; suitable shading of pedestrian routes and open spaces, drought resistant planting/landscaping schemes;
11. promotion of green infrastructure as means of planning for climate change, conserving natural resources and increasing biodiversity, and protecting and enhancing the District's outstanding landscape, coastline and historic built environment so reinforcing local character and identity;

12. how the District's heritage, historic, natural, and built environment, open space, landscape character, biodiversity will be respected and enhanced, and/or where appropriate make provision for improvements to biodiversity areas and green infrastructure;
13. the development is appropriate in terms of scale, height, appearance, form, siting and layout is appropriate and sympathetic and is sensitively designed to maintain the tranquillity and character of the area; and
14. how the reduction of the impacts associated with traffic or pollution (including air, water, noise and light pollution) will be achieved.

Flexibility

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

Links to Strategic Objectives

- This policy links to all the strategic objectives

Evidence Base

- National Planning Policy Framework (2012)

Off-site Renewable Energy

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

19.13 The broad criteria outlined in the policy will be used to assess all types of renewable energy proposals. Proposals should generally be accompanied by a landscape assessment, appropriate to the nature and scale of the proposal, and take account of its setting, especially near the South Downs National Park and designated areas such as the Chichester Harbour Area of Outstanding Natural Beauty.

Policy 42

Off-site Renewable Energy

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

1. there is no significant adverse effect on landscape or townscape character, wildlife, areas of historical significance or amenity value;
2. there is no adverse impact on local amenity as a result of noise, emissions to atmosphere, electronic interference or outlook through unacceptable visual intrusion; and
3. there is no adverse impact on highway safety.

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

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

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

Links to Strategic Objectives

- This policy links to the strategic objectives 3.24 - 3.25

Evidence Base

- National Planning Policy Framework (2012)

Flood Risk

19.14 As a consequence of climate change, parts of the District will be at increased risk as a result of the rise in sea levels, from coastal erosion, groundwater, fluvial and/or tidal flood risk. Hard defences may not be possible to maintain in the long term, therefore

development needs to be strongly restricted in areas at risk to flooding, whilst ensuring that existing towns and villages are protected by sustainable means that make space for water in suitable areas.

19.15 Inevitably, there are serious concerns about the impacts of flooding, both in respect of current properties at risk but also the long-term management of the area. These issues are therefore of public concern and are key factors in determining the scale and location of development. In considering new locations for development, to minimise future risks, it is important that inappropriate development is avoided in areas currently at risk from flooding, or likely to be at risk as a result of climate change, or in areas where development is likely to increase flooding elsewhere.

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

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

19.18 Where appropriate, Sustainable Urban Drainage Systems (SUDS) should be used to help cope with intense rainfall events. In determining the suitability of SUDS for individual development sites, developers should seek advice from the Environment Agency.

Policy 43

Flood Risk

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

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

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

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

In locations where strategic flood defence or adaptation measures are necessary within the site itself, proposals will be required to demonstrate how measures have been incorporated as an intrinsic part of the scheme in a manner, which meets the requirements and is compatible with the Environment Agency flood maps and the Council's Strategic Flood Risk Assessment.

In locations where strategic flood defence or resilient and resistant construction measures are necessary within the site itself, proposals will be required to demonstrate how measures have been incorporated as an intrinsic part of the scheme in a manner which is compatible with the Strategic Flood Risk Assessment.

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

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

Links to Strategic Objectives

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

Evidence Base

- Strategic Flood Risk Assessment

Development around the Coast

19.19 The Chichester Harbour Management Plan sets out how the Chichester Harbour Area of Outstanding Natural Beauty (AONB) should be managed. Its management principles include the need to preserve and enhance the natural beauty and retain the quiet, undeveloped parts of the AONB. The Management Plan sets out where landscape enhancement is appropriate, promotes the farming of the land in sympathy with the environment and will form a material consideration in the determining of planning applications.

19.20 The spatial requirements of the Management Plan will be used to guide spatial planning in the District. Where appropriate, development should support the economic and social well-being of the Harbour area and accord with the Management Plan. The general principle for any development or proposals for new or replacement intertidal structures, reclamation and dredging, increases in the resident fleet or moorings and dry berth transfers needs to address the criterion set out in the policy below.

19.21 Reference should also be made to the Integrated Coastal Zone Management Policy (Policy 23).

19 . The Environment

19.22 Essential to the efficient and effective maintenance and repair of storm damage to coast protection and sea defence works is the easy access for plant and vehicles from the highway to the sea wall/beach. There is provision within the Environment Agency's Land Drainage and Sea Defence Bye-laws for the consent of the Environment Agency to be obtained for any works between low water mark and a line 15 metres from the landward side of the defences it maintains. This 15 metre strip of land is required for access for maintenance and/or future improvement and normally development is not allowed therein.

19.23 The Council to will ensure land is safeguarded from obstruction which may be done by a condition on a planning approval removing permitted development rights, such as where the 15 metre strip of land is part of an existing garden, when redevelopment is proposed, or if necessary, by refusal of an application for safety and access relating to coastal defence.

19.24 Developments in close proximity to the sea suffer physical damage from wave and wind borne debris, egress of wind-blown salt water and spray, abrasion of brickwork and mortar joints caused by wave and wind borne sand, grit, shingle and chemical degradation of materials from salt spray. The Council will generally recommend a minimum of 25 metres setback in coastal locations to safeguard dwellings and residents.

Policy 44

Development around the Coast

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

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

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

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

19 . The Environment

Links to Strategic Objectives

- This policy links to the strategic objectives 3.23 - 3.25

Evidence Base

- Chichester Harbour Management Plan
- Integrated Coastal Zone Management Plan

Development in the Countryside

19.25 Outside settlement boundaries and service villages, the character of the District's countryside, small villages and hamlets should be protected and enhanced. At the same time, it is necessary to provide for the needs of small rural communities, and enable those who manage, live and work in the countryside to continue to do so. All areas outside settlement boundaries and service villages are defined as 'countryside' which includes villages, hamlets, farms and other buildings as well as undeveloped open land.

19.26 Within the District there is pressure for new development in the countryside. Some proposals could lead to unsustainable development, which, individually and cumulatively, change its rural character. In order to protect the landscape, character, quality and tranquillity of the countryside it is essential to prevent inappropriate development.

19.27 Some limited, carefully planned development in the countryside may be acceptable, to enable the countryside and local rural communities to evolve and thrive. Support is given to the local delivery of services and the retention of local shops, community facilities and pubs. In parts of the District's rural areas, there is a shortage of sites suitable to meet local social, community and economic development needs. The Council will support the growth and expansion of settlements in rural areas, both through conversion of existing buildings and well designed new buildings. For this reason, priority will be given to the re-use of previously developed sites for rural affordable housing, local community facilities and/or small scale employment generating uses which are accessible and well related to existing settlements.

19.28 Where development in the countryside is proposed the following process should be applied:

- Conversion of existing buildings worthy of retention; or

- Redevelopment of sustainably located existing previously developed sites; or
- Greenfield sites within or immediately adjacent to existing settlements will only be considered if no appropriately located and deliverable previously developed sites exist in the local area.

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

Policy 45

Development in the Countryside

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

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

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

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

Links to Strategic Objectives

- This policy links to the strategic objectives 3.23 - 3.25

Evidence Base

- National Planning Policy Framework (2012)

19 . The Environment

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

19.30 There has traditionally been a considerable stock of rural buildings converted for other uses. In order to maintain the character and appearance of the countryside, and promote sustainable rural communities, only appropriate buildings in sustainable locations should be converted and reused.

19.31 The conversion of rural buildings can help sustain the rural economy, increase employment opportunities and aid diversification of rural areas without creating a need for new buildings. Therefore there will be a preference for the reuse of buildings over new build, where these are well related to existing settlements and would contribute to the objectives of achieving a sustainable countryside. Proposals to convert rural buildings in the countryside for economic uses will be encouraged before residential uses are considered (guidance is set out in Appendix 2). For the purpose of the policy, economic re-use includes commercial, industrial and other employment development, tourism (including holiday accommodation).

19.32 Residential conversions generally have a more significant impact on the building and its setting. Where residential use is proposed, it will be necessary to demonstrate in detail what has been done to address these impacts and secure economic reuse before residential. It is unlikely that the conversion of remote or isolated rural buildings to residential use will be acceptable to the Council.

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

19.34 Not all buildings in the countryside will be suitable for reuse. Buildings that are of a poor design or scale, or do not respect the landscape character or surroundings, should not be reused. Many buildings in the countryside are listed or are of listable quality; many may form part of important farmstead groups or contribute to landscape and/or settlement character. Additionally, the buildings must be capable of conversion and/or re-use without significant alteration or rebuilding or an increase in the use of surrounding land for ancillary purposes. In considering what is 'significant' the overall aim will be to conserve and enhance the character of the landscape, whilst retaining as far as possible the rural character and appearance of the building itself and the setting within which it is located.

19.35 The fact a building is not listed does not mean it is not of historic significance. Where the significance of a building is revealed as part of the planning process it may be treated as an undesignated heritage asset and proposals to alter or replace these buildings will be assessed on this basis.

19.36 Live/work units and other mixed use development (defined as primarily employment generating uses and residential uses) can make a valuable contribution to the sustainability of the rural economy. This has benefits in providing rural businesses with employment premises, increasing employment opportunities, encouraging appropriate diversification,

while also breathing life into old derelict buildings and importantly retaining their character. However, it is important that the proportion of employment is appropriately controlled and this will be assessed on a site-by-site basis. Where residential conversion is a subordinate part of a mixed use scheme the residential element should not be implemented ahead of other elements of the scheme. The conversion will have to take account of the existence of any protected species and an initial site survey will be required to establish the presence of any protected species.

Policy 46

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

Proposals for the conversion or reuse of a building in the countryside will be granted where **all the following criteria have been considered:**

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

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

19 . The Environment

Links to Strategic Objectives

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

Evidence Base

- National Planning Policy Framework (2012)

Heritage

19.37 The District has a large number of “Heritage Assets”, both designated and undesignated, including Scheduled Ancient Monuments, Historic Parks and Gardens, Listed Buildings and Conservation Areas. There are also a number of other buildings, which have been identified for inclusion on a 'local building list'. Outside statutorily designated areas a diversity of townscapes and landscapes make up the remainder, containing buildings of historic and architectural value. In the rural areas, there are a number of estates, villages, farmsteads and historic houses of exceptional conservation importance and some highly valued landscapes. These different character areas warrant protection in their own right.

19.38 The historic environment is important for its potential to increase knowledge and for its value as a leisure, education and tourism resource and can represent a key economic driver. The historic environment is a non-renewable resource and if lost cannot be replaced, therefore every effort should be made to ensure appropriate protection and enhancement.

19.39 Wherever possible the Council will seek to encourage awareness of the heritage assets and promote investigation of archaeological records. This may include joint action with organisations such as English Heritage, as buildings and areas of architectural and historic interest contribute to the character of the built environment. The protection and enhancement of the historic and architectural features is a key priority.

19.40 Settlements in the district have considerable individual character because of the variations in the physical form and the use of traditional materials. The Local Plan aims to maintain the general settlement pattern by reducing the coalescence of settlements through green infrastructure in maintaining or enhancing the gaps. Any development should respect the character and scale of the existing settlements and make a positive contribution to the quality of the built environment.

19.41 The form and appearance of the built environment combine with elements of the natural environment to give the area its unique character. Buildings of particular merit are listed and other buildings of architectural or historic interest, or which contribute to the quality of the landscape, may also be worthy of protection. It is imperative that key buildings which contribute most to the character of the area should be protected.

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

19.43 Local distinctiveness in the built environment is founded on the understanding of the characteristics and influences of the locality. Understanding this can help to shape our modern communities, giving them a sense of history and distinct local identity whilst supporting sustainable development. It is important to maintain the separate individual identity and character of different settlements and a clear transition between the urban areas and the countryside. Development will be expected to complement and enhance the varied built environment, creating interesting and attractive buildings and places. It is important that new developments are designed to a high standard to ensure an attractive and functional place for people to live, work and visit to deliver prosperity and help attract inward investment.

19.44 Where development proposals are required to be accompanied by a Design and Access Statement, it should be used to explain how the principles of good design have been incorporated into the development. This should include a Heritage Assessment detailing any impact on heritage assets, whether designated or not, such as Listed Buildings, monuments, archaeological remains and Conservation Areas.

19.45 Design should be based on an understanding of the characteristics of the local area, in terms of character, built form, architecture, heritage and landscape. Well designed attractive places improve the quality of life for all, minimising the opportunity for crime and the perception or fear of crime and enhance the environment; at the same time it contributes to the development of safer, stronger and sustainable communities that can adapt to the challenges of a changing climate.

19.46 Chichester District can be divided into four locally distinctive character areas⁽¹⁶⁾:

1. The predominantly agricultural and woodland areas of the Low Weald to the north of the District. Characterised by small and medium sized villages, hamlets and farmsteads linked by a network of narrow roads and lanes.
2. The intimate character of the Wealden Greensand, most of which lies within the South Downs National Park. Characterised by distinctive steep woodland hangers, open heathland, irregular fields defined by hedgerows, low ridges and narrow vales drained by streams and rivers.
3. The South Downs, also mainly within the National Park rising gently from the flat south coast plain then falling away to the Wealden Greensand to the north and characterised by a combination of open and wooded landscapes.
4. The flat, open more exposed landscape of the Coastal Plain with remnants of woodland and small villages connected by a network of narrow winding lanes and minor roads, framed with the backdrop of the South Downs to the north.

19 . The Environment

19.47 Within these character areas there are also several views and vistas, which should be protected in the design and layout of new development. These include views:

- Across the Rother Valley
- Across the Low Weald from the Upper Greensand Escarpment
- Towards Chichester Cathedral
- Towards the South Downs from the Coastal Plain

19.48 The Cathedral City of Chichester has a long history as a settlement; although it has the appearance of a Georgian City it dates back to Roman times and reflects its many layers of history. The combination of its street pattern, Roman/Medieval Walls has led to a compactness, which has been a unique influence on how the City has and will evolve.

19.49 A study has been undertaken⁽¹⁷⁾ to assess how major development around Chichester city might be accommodated without an unacceptable impact on landscape character, or the setting of the city. An urban fringe landscape character assessment and the identification of priority views into and out of Chichester forms the basis of the study. We will work closely with the City Council to assess the heritage impact of development; this work will help inform the Chichester City Area Action Plan, development briefs and masterplans.

19.50 The Local Plan provides a tool to accommodate growth in the District whilst protecting and enhancing local character and our heritage assets. To help achieve these objectives a number of plans and studies will be prepared to help guide the future development of significant sites and areas. The Council will seek contributions from developments within these sites and areas towards these planning documents and studies (Policy 9).

19.51 The District Council will seek to ensure that the historic environment and principles of good design are underpinned through the process of the Local Plan. This will be achieved by community and stakeholder engagement and working closely with Parish Councils in producing Neighbourhood Plans.

Policy 47

Heritage

New development which recognises, respects and enhances the local distinctiveness and character of the area, landscape and heritage assets will be supported. Planning permission will be granted where it can be demonstrated that **all the following criteria have been considered:**

1. the proposal protects and enhances the special interest and settings of designated and undesignated heritage assets including:
 - areas of archaeological potential or importance;
 - buildings of local importance;
 - Listed Buildings, historic buildings and or structures/features and their setting, character and appearance in a Conservation Area; and
 - Historic Parks or Gardens, both registered or of local importance and historic landscape or parkland;
2. development recognises distinctive local character and sensitively contributes to creating places of a high architectural and urban or rural quality;
3. the built form and designed or natural landscapes that includes features and elements of natural beauty, cultural of historic importance are recognised; and
4. the individual identity of settlements is maintained, and the integrity of predominantly open and undeveloped character of the area, including the openness of the views in and around Chichester and Pagham Harbours, towards the city and the Cathedral and the South Downs National Park is not undermined.

19 . The Environment

Links to Strategic Objectives

- This policy links to the strategic objectives 3.19, 3.23 - 3.24 and 3.27

Evidence Base

- Conservation Area Character Appraisals
- Chichester Local List
- Historic Environment Record (HER)
- Intensive Urban Surveys (2006/7)
- Historic Landscape Characterisation of Sussex
- The Future Growth of Chichester: landscape and visual amenity considerations
- National Planning Policy Framework (2012)

Natural Environment

19.52 The NPPF provides a clear framework of protection for the District's environmental assets and the Local Plan provides the next level of detail, explaining how the Council will protect and enhance them.

19.53 Development proposals must take account of international, national and local designations as part of their application. Exceptions will only be made where no reasonable alternatives are available and the benefits of development clearly outweigh the negative impacts. Where a development proposal would result in any significant harm that cannot be prevented or mitigated, appropriate compensation will be sought.

19.54 Protecting and enhancing the natural environment of the District includes providing adequate open space, sport and recreation facilities and maintaining the biodiversity of the District. Designated open space and areas of biodiversity form key components of a green infrastructure network. Due to the coastal nature of the District the protection of the coast and views are of importance. Policies in this section of the Local Plan all aim to protect the natural environment.

Policy 48

Natural Environment

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

1. there is no adverse impact on:
 - the openness of the views in and around Chichester and Langstone Harbour Area of Outstanding Natural Beauty and Pagham Harbour and the setting of the South Downs National Park;
 - the tranquil and rural character of the area; and
 - development recognises distinctive local landscape character and sensitively contributes to its setting and quality;
2. proposals respect and enhance the landscape character of the surrounding area and site, public amenity and detailed design;
3. development of poorer quality agricultural land has been fully considered in preference to best and most versatile land;
4. the individual identity of settlements, actual or perceived, is maintained and predominantly open; and
5. the undeveloped character of the area is not undermined.

Links to Strategic Objectives

- This policy links to the strategic objective 3.23.

Evidence Base

- Pagham Harbour Visitor Study
- Solent Recreational Disturbance and Mitigation Study

Biodiversity

19.55 The Council is currently identifying and mapping components of the local ecological networks, including the sites designated for wildlife, priority habitats and the wildlife corridors and stepping stones that connect them. The findings of this study along with advice from partners will inform decision making in relation to identifying and protecting local wildlife corridors, incorporating beneficial features into development and deciding on mitigation measures. Opportunities should be taken to link habitats as part of a 'green network' to reconnect isolated sites and facilitate species movement (See also Policy 51: Green Infrastructure).

19.56 All new developments are encouraged to take account of and incorporate biodiversity into their features at the design stage. The Policy below protects sites of biodiversity importance, which contain wildlife or geological features that are of special interest. Exceptions will only be made where no reasonable alternatives are available and the benefits of development clearly outweigh the negative impacts.

19.57 Where a development proposal would result in any significant harm to biodiversity and geological interests that cannot be prevented or mitigated, appropriate compensation will be sought. Conserving biodiversity is not just about protecting rare species and designated nature conservation sites. It also encompasses the more common and widespread species and habitats, all of which make an important contribution to quality of life. The Council will seek to conserve and enhance the biodiversity and geological diversity of the District by working with partners to implement the aims and proposals of the Chichester Local Biodiversity Action Plan and the Nature Conservation Strategy.

Policy 49

Biodiversity

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

1. the biodiversity value of the site is safeguarded;
2. demonstrable harm to habitats or species which are protected or which are of importance to biodiversity is avoided and mitigated;
3. the proposal has incorporated features that enhance biodiversity as part of good design and sustainable development;
4. the proposal protects, manages and enhances the District's network of biodiversity and geological sites;
5. any individual or cumulative adverse impacts on sites are avoided;
6. the benefits of development outweigh any adverse impact on the biodiversity on the site. Exceptions will only be made where no reasonable alternatives are available; and
7. planning conditions and/or planning obligations may be imposed to mitigate or compensate for the harmful effects of the development, and through good design seek opportunities to incorporate biodiversity features into the development.

Links to Strategic Objectives:

- This policy links to the strategic objectives 3.23 - 3.25

Evidence Base:

- National Planning Policy Framework (2012)

19 . The Environment

Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Area

19.58 The need for Habitats Regulations Assessment is set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British law by the Conservation of Habitats and Species Regulations 2010. The ultimate aim of the Directive is to “maintain or restore, at favourable conservation status, natural habitats and species of wild fauna and flora of Community interest” (Habitats Directive, Article 2(2)). This aim relates to habitats and species, not the European sites themselves, although the sites have a significant role in delivering favourable conservation status.

19.59 The Habitats Directive applies the precautionary principle to European sites. Plans and projects can only be permitted having ascertained that there will be no adverse effect on the integrity of the site(s) in question. Plans and projects with predicted adverse impacts on European sites may still be permitted if there are no alternatives to them and there are Imperative Reasons of Overriding Public Interest (IROPI) as to why they should go ahead. In such cases, compensation measures would be necessary to ensure the overall integrity of the site network.

19.60 In order to ascertain whether or not site integrity will be affected, a Habitats Regulations Assessment should be undertaken of the plan or project in question. Chichester and Langstone and Pagham Harbours are designated as internationally important wildlife sites and the Council is under a legal duty to protect wildlife and bird populations, in particular, from harm. The Habitat Regulations require the Council to consider whether development may have a “likely significant effect” on the Harbours; and an “Appropriate Assessment” may be required.

19.61 If, following an Appropriate Assessment, the impact of development is likely to adversely affect the integrity of the Harbours - either by itself or in combination with other developments - and this cannot be mitigated effectively, then the Council is likely to refuse planning permission. Evidence from overwintering bird surveys, visitors' surveys and household questionnaires, indicates that bird species for which Chichester Harbour is designated are being affected by a wide variety of factors, e.g. walkers, specifically with dogs off the lead, with human activity a major influence⁽¹⁸⁾.

19.62 Further detailed evidence is underway and once this information is available, the Council will be in a position to review this policy; and to review the existing S106/CIL mitigation agreements and adjust them if necessary.

19.63 The Council will not accept financial payments for avoidance and mitigation measures unless they are based on specific identified measures as set out in an S106 agreement and can demonstrate that it is going to be both effective and deliverable. Nor will it commit itself to providing or managing avoidance or mitigation proposals, although this may occur once a co-ordinated package of measures arising from the Solent Disturbance and Mitigation Project is agreed.

Map 19.1 Chichester Harbour 7km buffer



19 . The Environment

19.64 The Habitat Regulations requires that the impact of all development is taken into account “in combination” with each other. The potential impact of large scale residential schemes is usually clear. But the impacts arising from multiple small scale developments, could, over time, produce cumulative unacceptable effects. The location of development is also likely to be particularly significant.

19.65 In order to prevent additional recreational pressure from the cumulative impact of additional housing and other development, it is anticipated that mitigation/avoidance measures will be necessary. For all strategic development, mitigation measures will be required. This may include access management of the harbour for example, increased wardening and the creation/enhancement of green infrastructure to improve local access in less sensitive areas and provide a similar quality experience to that found at Chichester Harbour. Additional work will be undertaken as part of the Green Infrastructure Strategy to assess the impact on a site specific scale and access to the Harbour.

Policy 50

Development and Disturbance of Birds in Chichester and Langstone Harbours Special Protection Area

Planning permission will be granted for development (within the 7km catchment zone) where it can be demonstrated that **all the following criteria have been considered**:

1. the bird populations of Chichester and Langstone Harbours, are protected which is essential to protecting the integrity of this internationally important site;
2. the impacts arising from development will not adversely affect the sites, subject to the tests of Regulation 62 of the Habitats Regulations;
3. where necessary, the application has been subject to an Appropriate Assessment and where it has been shown that development will not, alone or in combination, have a likely significant effect on the integrity of the sites;
4. harm arising from development can be avoided or can be mitigated, planning permission may be granted subject to a legal agreement to ensure implementation of identified avoidance and/or mitigation measures; and
5. has regard to the Chichester Harbour AONB Management Plan.

Links to Strategic Objectives

- This policy links to the strategic objectives 3.23 - 3.25

Evidence Base

- Circular 06/2005⁽¹⁹⁾
- The Conservation of Habitats and Species Regulation 2010⁽²⁰⁾
- Solent Disturbance and Mitigation Project⁽²¹⁾

Green Infrastructure

19.66 The Government's White Paper "The Natural Choice: securing the value of nature (2011)" sets out the nationally recognised definition as: "Green Infrastructure is a term used to refer to the living network of green spaces, water and other environmental features in both urban and rural areas. It is often used in an urban context to cover benefits provided by trees, parks, gardens, road verges, allotments, cemeteries, woodlands, rivers and wetlands.

19.67 The protection and enhancement of the District's biodiversity and open spaces should not just be seen in isolation as the protection of individual towns and villages but as the development of green infrastructure networks across the District. Green infrastructure also has an important role to play in mitigating the effects of climate change and provides important cooling, shading and filtering effects that will become more significant if temperatures rise as predicted.

19.68 Green Infrastructure is also relevant in a rural context, where it might refer to the use of farmland, woodland, wetlands or other natural features to provide services such as flood protection, carbon storage or water purification. Green Infrastructure maintains critical ecological links between town and country."

19.69 The Council recognises the need to encourage multiple benefits from the use of land in urban and rural areas and supports the National Planning Policy Framework and the government's Natural Environment White Paper by aiming to:

19 www.communities.gov.uk/planningandbuilding/
 20 www.legislation.gov.uk/uksi/2010/490/contents/made
 21 www.solentforum.org/forum/sub_groups/Nature_Conservation_Group/

19 . The Environment

- plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity; and
- to protect and enhance the District's outstanding landscape, coastline and historic built environment so reinforcing local character and identity.

19.70 Some key strategic green infrastructure assets which are of biodiversity, landscape and recreational value, which can be found in the District, include but are not limited to:

- Canals, river corridors, tributaries and valleys of the River Lavant, River Kird, Chichester Canal and Wey and Arun Canal;
- Disused railway corridors (e.g. Chichester to Lavant);
- Cycle paths such as Centurion Way and Salterns Way;
- Cycle and pedestrian links within the District to the South Downs National Park which covers a large part of the centre of the District;
- Natural and semi-natural urban greenspaces such as the Medmerry Realignment, East Beach Pond, ditches, hedgerows, allotments and play areas;
- Farmland which is predominantly arable land in the southern area of the District and pasture and equestrian uses in the north;
- Wet land areas at Chichester and Pagham Harbours;
- Coastal features such as vegetated shingle at Selsey and West Wittering; and
- Ancient Woodlands and Historic parks and formal and informal recreation areas such as Bishops Palace Garden, Priory Park, Oaklands Park.

19.71 The Manhood Peninsula is predominantly in agricultural and horticultural (both glasshouse and fields) use. The area was badly affected by Dutch Elm Disease in the latter half of the twentieth century, which has resulted in the low level of tree cover and openness seen today. Trees are essential to the value of Green Infrastructure throughout the District. The retention of trees and woodland; their appropriate management and provision of new tree planting, can help to combat climate change and flooding. Trees help to alleviate pollution and modify microclimate.

19.72 In order to deliver green infrastructure the Council will develop a green infrastructure strategy and ensure it is included in any masterplans for strategic development.

19.73 The District has a wide range of sites designated for their sensitive character, flora and fauna and other environmental value. It is important that these areas are protected, maintained and where possible enhanced. Maintaining an inter-connected network of green

spaces is essential to retaining existing biodiversity and enhancing areas by providing important links and corridors for species, helping to protect against habitat fragmentation and allowing species migration.

19.74 Growth in the District is likely to result in increased pressure on existing Green Infrastructure although it also represents an opportunity to increase both its accessibility and quality. The impact of development may lead to increased user pressure on the more sensitive biodiversity sites and may require the provision of alternative designations for example in the form of Sustainable Alternative Natural Greenspace (SANGs). This is particularly relevant to Chichester and Langstone Harbour and Pagham Harbour and the impact of recreational pressure on the birds that use these Special Protection Area.

19.75 The provision of a continuous coastal path is a valued green network, as it provides better access to the beaches, helps to avoid conflict with different users and makes more use of the extensive seashore. In addition it provides a sea view walk for residents and tourists as well as providing access for cyclists and horse riders throughout the year.

19.76 The Council will produce a Green Infrastructure Strategy which will identify a range of strategic as well as more specific requirements to improve and maintain links into and between settlements, open spaces, natural assets and the biodiversity networks. The Strategy will also provide guidance on the protection, enhancement and management of the defined 'Green Network' and will be a tool for Development Management in considering planning applications.

19.77 In order to deliver, protect and enhance Green Infrastructure when drawing up a Green Infrastructure Strategy the Council's approach will be to establish a network of corridors and assets. The approach will include:

- Ensuring that corridors and assets are protected and enhanced to maintain the overall network
- Priority for the creation of new or enhanced Green Infrastructure will be set out in the Strategic Allocations Policies (Policies 16-19, 21 and 24-25)
- Link between Green Infrastructure assets will be preserved, enhanced or newly created to improve health and well-being, public access and biodiversity value
- New or enhanced corridors and assets should be multi-functional
- Advice and guidance will be provided on the need for development proposals to protect and where appropriate enhance the biodiversity value of land and buildings i.e. green roofs, and minimise the fragmentation of habitats. Where possible development proposals should also maximise opportunities for the creation, restoration, enhancement and connection of natural habitats.

19.78 All new development will place additional demands, and may impact directly on existing green infrastructure assets and generate demands for new provision. Any negative impacts that the development may have should be weighed against the benefits of the

19 . The Environment

proposal. This may include looking at whether the assets are surplus to requirements, if the proposal impacts on a small area or corridor or if a wider need exists for the development and there is no alternative location. If the adverse impact cannot be negated through reasonable means then mitigation should be provided on or off site. The form and nature of mitigation will depend on the context of the site and will be determined on a case-by-case basis. This will ensure that new provision relates well to the overall green infrastructure network and is suitable to the site.

19.79 Green Infrastructure requirements and links will be identified as part of the Sites Allocation Document. This will enable the integration of the development, mitigation and enhancement of any deficits and will build upon the existing green network. For planning applications, advice will be given on how the development should integrate with its surroundings, identify any deficits of green infrastructure in the surrounding area, advise on mitigation and the financial contributions required.

Policy 51

Green Infrastructure

Development will be expected to contribute towards the provision of additional green infrastructure, address any deficits in local green infrastructure provision and protect and enhance the district's existing green infrastructure.

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

1. maintains and where appropriate contributes to the network of green infrastructure i.e. public and private playing fields, recreational open spaces, parklands, allotments and water environments;
2. contributes to improving the health and well-being of the local and wider community
3. incorporates, where appropriate, either improvements to existing green infrastructure or through the restoration, enhancement or creation of additional provision/areas;
4. incorporates, where appropriate, either improvements to biodiversity or through the restoration, enhancement or creation of additional habitat and habitat networks;
5. creates, where appropriate, new green infrastructure either through on site provision or financial contributions. Where on-site provision is not possible financial contributions will be required and be negotiated on a site by site basis; and
6. does not lead to the dissection of the linear network of cycleways, public rights of way, bridleways and ecological corridors such as hedgerows, ditches and water environments.

Such provision will be required in accordance with adopted policies and strategies relating to green infrastructure and biodiversity network provision. Development that will harm the green infrastructure network will only be granted if it can incorporate measures that avoid the harm arising or sufficiently mitigate its effects.

Where compensatory provision is to be made for the loss of existing green infrastructure the provision of new and/or enhancement of green infrastructure will be required in addition to any compensatory provision. Where appropriate, the Council will seek to secure via planning obligation provision for the future management and/or maintenance of green infrastructure.

The Council will expect that a legal agreement is entered in to where it is necessary to secure green infrastructure provision, or to ensure the long term sustainable management of green infrastructure. Unless stated elsewhere the Council will normally not be responsible for the long term maintenance and management of green infrastructure.

19 . The Environment

Links to Strategic Objectives:

- This policy links to all the strategic objectives

Evidence Base:

- Government's White Paper - The Natural Choice: securing the value of nature (2011)
- Pagham Harbour Visitor Study (March 2012)
- Solent Disturbance and Mitigation Project
- West Sussex Rights of Way Improvement Plan

The District's Canals

19.80 The Chichester Ship Canal linked Chichester City with the Harbour and, together with the Portsmouth and Arundel Canal, fed into the River Arun at Ford. In conjunction with the Wey and Arun Canal, this created an inland water route from Portsmouth to London via the River Wey.

19.81 Through navigation of the Chichester Ship Canal is currently not possible as a result of culverts on the A286 and B2201. Restoration of through navigation from the Canal Basin to Chichester Harbour has been a long term objective of the Council, West Sussex County Council and the Chichester Canal Society. The Wey and Arun Canal Trust Limited are working to recreate a navigable link between the Wey and Arun rivers.

19.82 The benefits of restoration of through navigation include increased recreation and leisure pursuits, increased economic activity and enhanced wildlife opportunities in line with objectives and aspirations set out in the Green infrastructure Policy and national guidance.

Policy 52

District Canals

The Council will work with its strategic partners to open the Chichester Ship Canal and Wey and Arun Canal to through-navigation.

Appropriate development that assists the provision of through navigation or enhancement of the Chichester Ship Canal and Wey and Arun Canal will be supported.

Development will be permitted where it would not adversely affect the remaining line of the configuration of the Portsmouth and Arundel Canal and features along it.

Links to Strategic Objectives:

- This policy links to 3.23 and 3.26

Evidence Base:

- National Planning Policy Framework
- Government's White Paper - The Natural Choice: securing the value of nature (2011)
<http://www.defra.gov.uk/environment/natural/whitepaper/>

Health and Well Being

Open Space, Sport and Recreation

20.1 The Local Plan can assist in enhancing well-being and promoting healthy lifestyles by protecting, enhancing and providing new open space, sport and recreation facilities. Open space also forms a key component of a green infrastructure network (see Policy 51) and therefore contributes to the area's biodiversity assets.

20.2 Open space includes more formal facilities such as parks, sport and recreation grounds, children's play areas, outdoor sports facilities, amenity spaces, allotments, cemeteries and also more informal facilities such as natural green spaces, beaches, lakes, watercourses, recreational routes and golf courses. Indoor sports facilities include swimming pools, leisure centres, and sports facilities provided in community centres and schools where public access may be restricted to certain times.

20.3 The Chichester Open Space Study 2012 proposes quantity, access and quality standards for different types of open space in the Chichester Local Plan Area. When existing provision is compared against the recommended standards, the Study identifies that whilst there is a significant supply of natural green space, the Local Plan area has an overall shortfall in terms of quantity of allotments, amenity open space, play space and parks, sport and recreation grounds. The study recognises that whilst there may be some opportunities to provide some alternative open space provision on such sites, much of the natural green space has biodiversity, historical or cultural value and therefore is protected through other Local Plan policies. Some areas have sufficient local provision for certain types of open space, although every area is deficient in some form of provision in terms of quantity, accessibility or quality. The study also highlights the very poor access to youth provision, with significant gaps in many of the settlements. Therefore, Policy 53 seeks to retain all open space unless an equivalent replacement can be provided in terms of quantity, accessibility and quality. Where a surplus of provision is identified against the standards set out in the Chichester Open Space Study, proposals involving the loss of facilities will need to take into account the potential for the use of the land to help reduce shortfalls of other types of open space and future needs arising from development. To further inform decision making the Council has commissioned a Playing Pitch Strategy which will assess the requirements of individual sports. Policy 39 covers the loss of community halls.

20.4 New housing developments create an additional need for both open space and recreational facilities. Where access to existing local facilities or the quality of provision is inadequate, new developments will be expected to provide new or improved facilities in respect of allotments, amenity open space, play space and parks, sport and recreation grounds and natural or semi-natural greenspace. The provision of additional natural greenspace may be required as part of mitigation measures to protect against the potential disturbance from residents of development to bird populations (see Policy 50). In accordance with the standards set out in the Chichester Open Space Study, on-site provision for, and/or financial contributions towards open space, sports and recreation facilities will be sought to meet the recreational needs of the residents' new housing development. All types of residential

development where there is a net increase in homes will be expected to contribute to the provision of facilities, with the exception of sheltered accommodation, nursing homes and hostels. Where possible, new or improved facilities should be provided on-site, however, whether the provision is on-site; off-site or both will depend on the size of the proposed development and existing provision within the local area both in terms of quantity, accessibility and quality.

20.5 The Study also recommends standards and sets out a methodology for development contributions towards certain indoor sports facilities including sports halls, swimming pools, synthetic pitches, and health and fitness stations. The Local Plan seeks to ensure that existing facilities are protected and where needed positive improvements are achieved.

20.6 Further details on the methodology for seeking contributions towards open space, sport and recreational facilities are set out in the Open Space Study. The standards and methodology will be set out in the Infrastructure Delivery Plan and CIL charging schedule and development contributions towards off-site facilities will be sought through CIL when introduced. The Council will use appropriate planning obligations to secure the provision and maintenance of open space, sport and recreation facilities.

20.7 The Area Based Policies in section 5 identify the locations where new and enhanced open space, sport and recreation facilities will be sought in association with strategic development and refers to additional provision that will be sought to address current needs where opportunities arise. Where appropriate, other specific allocations and enhancements will be identified in the relevant Area Action Plans; Neighbourhood Plans; Small Sites Allocation Documents; and the Green Infrastructure Strategy.

Recreational activities which are likely to create noise disturbance to the surrounding environment should demonstrate that activities would not adversely impact on the tranquillity and enjoyment of local residents, or other users of the coast and countryside.

Policy 53

Open Space, Sport and Recreation

The Council will seek to retain, enhance and increase the quantity and quality of open space, sport and recreation facilities, and improve access to them.

Development involving the loss of open space, sport and recreation facilities will be granted permission where **criteria 1 or 2 has been met and criteria 3 applies:**

1. Alternative accessible replacement facilities of overall at least equivalent quantity and quality are provided: or
2. Where the Chichester Open Space Study identifies a surplus of provision, future needs and the potential of the open space to meet any shortfall in other types of provision in the local area have been taken into account; and
3. there are no adverse impacts on biodiversity, heritage assets or the integrity of the Green Infrastructure network.

New residential development (excluding replacement dwellings) will be required to contribute towards:

1. the creation of new open space, sports and recreation facilities; and/or
2. improving the quality and/or accessibility of existing open space or indoor facilities

New or improved facilities should be provided in accordance with the provision standards and methodology set out in the Chichester Open Space Study, Infrastructure Delivery Plan and Community Infrastructure Levy Charging Schedule.

Developers will be expected to contribute to provision through the Community Infrastructure Levy (CIL) or on larger sites through on-site provision and/or a S106 contribution as appropriate.

Where opportunities arise, encouraging the provision of new or enhanced open space, sport and recreation facilities will be provided and ensuring where shortfalls in the local area have been identified;

Where possible, sports and built facilities that attract large numbers of people will be located in larger settlements and will be easily accessible by public transport, cycling and walking.

Links to Strategic Objectives

- This policy has links to strategic objectives 3.26 and 3.28 - 3.29

Evidence Base

- Chichester Open Space Study 2013

Equestrian Development

20.8 Equestrian activities and facilities, for both commercial and recreational use, are very popular in the District, particularly on the Manhood Peninsula and the more commercial polo activities in the north east part of the District. The Council recognises the contribution these activities make to the rural economy and the need to make provision for equestrian development. However, it is necessary to ensure that there is no harm to the character and appearance of the countryside.

20.9 Horse related development generally requires a countryside location; however, adequate land should exist for commercial enterprises and associated new buildings. New stable blocks and field shelters can often appear isolated and intrusive on undeveloped land therefore where possible the reuse of existing buildings will be encouraged.

20.10 Associated development such as lighting, storage, waste disposal, manèges and sub division of fields can be prominent features in the landscape and in some cases may not be appropriate.

20.11 These uses and structures as well as the re-profiling and manicured appearance of grass land for polo uses may visually change the character of an area and can both individually and cumulatively change the character of the landscape. It is essential that any equestrian development does not have an adverse impact on the special qualities of the landscape for example the Area of Outstanding Natural Beauty, South Downs National Park or the undeveloped coast. As such, it is essential that proposals provide a comprehensive approach to the development required. Details such as size, materials and fencing will be required together with a detailed scheme of management.

20.12 The design and materials of new horse related structures must be in keeping with the character of the rural area. As part of the proposals the protection of watercourses and ground water from contamination associated with slurry disposal will be required.

20.13 In most cases conditions will be attached to the planning permission requiring stables and field shelters to be used only for private use and not business and commercial uses. Appendix 2 sets out the details of information which may be required as part of a planning application.

Policy 54

Equestrian Development

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

1. there is adequate land for the number of horses kept;
2. existing buildings are reused where possible but where new buildings are necessary, these are well-related to existing buildings, appropriate to the number of horses to be kept and the amount of land available;
3. there is minimal visual impact on the landscape caused by the proposed development either individually or cumulatively;
4. there is an agreed comprehensive scheme of management for any ancillary development including lighting, storage, waste disposal, manèges and sub division of fields;
5. the proposal, either on its own or cumulatively, with other horse related uses in the area, is compatible with its surroundings, and adequately protects water courses, groundwater and the safety of all road users;
6. the proposal does not lead to the need for additional housing on site; and
7. the proposal is well related to or has improved links to the existing bridleway network, with no impact on the bridleway capacity to accommodate the growth.

Links to Strategic Objectives:

- This policy links to the strategic objectives 3.26

Evidence Base:

- National Planning Policy Framework 2012

21.1 Upon adoption of the Local Plan, this map will identify in detail the location of sites on a policy by policy basis.

21.2 The maps contained in Section 5 and 6 of this Local Plan Key Policies - Preferred Approach show the broad locations of sites related to the proposed policies.

22 . Glossary

Affordable Housing: Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision:

- **Social rented housing** is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
- **Affordable rented housing** is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
- **Intermediate housing** is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing
- Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes.

Amenity: A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquility.

Amenity Space: External amenity space comprising for example: gardens (both public and private), roof terraces and balconies.

Ancient woodland: An area that has been wooded continuously since at least 1600 AD.

Appropriate Assessment: This is an assessment of the potential effects of a proposed plan - 'in combination' with other plans and projects - on one or more European Special Areas of Conservation. The 'assessment' proper is a statement which says whether the plan does, or does not; affect the integrity of a European site. However the process of determining whether or not the plan will affect the site is also commonly referred to as 'appropriate assessment'. The process is usually be documented in a report.

Authority's Monitoring Report (AMR): This enables the local authority to assess the extent that the policies and proposals set out in the Local Plan are being achieved. The AMR allows the local planning authority to identify when a review of policies or proposals will be necessary.

Approved Body: is defined in s106s as being one of the following - 1. a Registered Provider being one of the Council's preferred partners; or 2. such other Registered Provider, acceptable to the Council (acting reasonably) in accordance with the Council's Supplementary Planning Guidance; or 3. such other body specialising in the delivery of Affordable Housing as the Council shall approve in writing.

Area Action Plans: These are plans that are specific to a geographical area that is in need of significant change or conservation (e.g. regeneration, or growth areas, or an area where there is significant pressure for development). The action plan could identify sites for specific uses, specific policies and proposals for that area. They may also include detailed design criteria to apply to that area, and a timetable for implementation. Action plans should help to ensure development of appropriate scale, mix and quality in those areas.

Areas of Outstanding Natural Beauty (AONB): Areas of high scenic quality that have statutory protection in order to conserve and enhance the natural beauty of their landscapes. AONB landscapes range from rugged coastline to water meadows to gentle lowland and upland moors. Natural England has a statutory power to designate land as AONB under the Countryside and Rights of Way Act 2000.

Biodiversity: The totality of genes, species, and ecosystems of a region.

Biodiversity Action Plan: A Strategy prepared for a local area aimed at conserving and enhancing biological diversity.

BREEAM: Building Research Establishment Environmental Assessment Method - The BREEAM family of assessment methods and tools are all designed to help construction professionals understand and mitigate the environmental impacts of the developments they design and build.

Chichester District: the administrative region for which Chichester District Council is responsible, stretching from Selsey in the south to just south of Haslemere in the north, and from Hermitage and Westbourne in the west to Tangmere, Bury and Wisborough Green in the east.

Coalescence: The merging or coming together of separate towns or villages to form a single entity.

Code for Sustainable Homes: A framework that measures the environmental performance of new homes against a range of criteria and standards.

Community Infrastructure Levy (CIL): A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Comparison shopping: The purchase of items not obtained on a frequent basis where the shopper compares the price and quality before a purchase is made, e.g. clothes, fashion, gift merchandise, electrical goods, furniture. Generally high street shopping.

22 . Glossary

Conservation Area: An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas Act) 1990. There is a statutory duty to preserve or enhance the character, appearance, or setting of these areas.

Conservation Area Character Appraisal: An appraisal of the characteristics and features that are important to the character of a particular Conservation Area.

Conservation Area Consent: Consent required for the demolition of an unlisted building within a Conservation Area.

Convenience shopping: Broadly defined as food shopping, drinks, tobacco, newspapers, magazines and confectionery, purchased regularly for relatively immediate consumption. Generally supermarket shopping.

Density (Housing): The number of dwellings per net residential area, normally measured by dwelling per hectare.

Density (Job): The number of jobs in relation to the working age population.

Department for Communities & Local Government (DCLG): Sets policy on local government, housing, urban regeneration, planning and fire and rescue, and has responsibility for all race equality and community cohesion issues in England. It also has responsibility for building regulations, fire safety and some housing issues in England and Wales.

Development: Defined under the 1990 Town and Country Planning Act as “the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land.” Most forms of development require planning permission.

Developer Contributions: Financial and physical contributions necessary and directly related to the needs of a development for infrastructure and community facilities. They are usually secured by the use of a planning obligation.

Development Management: The local planning authority team responsible for processing and determining planning applications, along with other applications including works to trees, advertisements and listed buildings.

Development Plan: This includes adopted Local Plans, neighbourhood plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.)

Development Plan Document (DPD): Formal plans that set out policies for a particular geographical area. They are subject to public consultation and a Sustainability Appraisal. They must also be considered at independent examination and obtain Council approval before they can be adopted.

Employment Land Review (ELR): A background study understanding land and property markets and the type of interventions that might be required to bring employment land forward alongside new housing growth. These are a key tool in identifying and securing business land to meet market needs and to meet growth and regeneration policy objectives.

English Heritage: Statutory organisation responsible for protecting and promoting the historic environment in England.

Environment Agency: A national organisation set up with effect from April 1996, assuming the responsibilities for environmental matters previously held by the National Rivers Authority, Her Majesty's Inspectorate of Pollution, and the Waste Regulation Authorities.

Environmental Impact Assessment: A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Hearing: An opportunity for comments on submitted documents to be considered by an independent inspector appointed by the Government. The purpose of the Examination is to consider whether a document is 'sound'.

Flood Risk Assessment (FRA): An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Geodiversity: The range of rocks, minerals, fossils, soils and landforms.

Greenfield: An undeveloped site, especially one being evaluated and considered for commercial development or exploitation.

Green Infrastructure: A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Gypsies and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependant's educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Habitat: The natural home of an animal or plant, often designated as an area of nature conservation interest.

Habitats Regulation Assessment (HRA): The European Habitats Directive (92/43/EC) requires 'appropriate assessment' of plans and projects that are, either alone or in combination with other plans and projects, likely to have a significant impact on national and international designated sites.

22 . Glossary

Heritage Asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Highways Agency: An executive agency of the Department of Transport. The Highways Agency is responsible for operating, maintaining and improving the strategic road network of England.

Historic Parks and Gardens: A park or garden of special historic value and have been included on the national Register of Parks and Gardens of special interest in England based on an assessment by English Heritage.

Housing Needs Survey: A robust study of the housing needs for a particular area which includes analysis of needs for affordable housing, and the mix of tenures, types and size of dwellings needed.

Home & Communities Agency (HCA): An agency whose role is to create opportunity for people to live in high quality, sustainable places. It provides funding for affordable housing, brings land back into productive use and improves the quality of life by raising standards for the physical and social environment.

Horticultural Development Areas (HDA): Designated areas for horticulture, the purpose of which is to promote this important sector of agriculture while protecting the environment and amenities of residents.

Infrastructure: The basic physical and organisational structures and facilities (e.g. buildings, roads, and power supplies) necessary for development to take place.

Infrastructure Delivery Plan: This will set out the current planned and required infrastructure, when it will come forward, who will be leading on each aspect and funding responsibilities.

Infilling: Development that is located on sites situated between existing uses and buildings.

International, national and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites

Landscape Character Assessment: A background study that identifies the features or combinations of elements that contribute to the character of the landscape. LCA's can make a contribution to planning policies and the allocation of land for development.

Listed Building: A building of special architectural or historic interest designated by English Heritage and included on a statutory list. They are graded I, II* or II, with Grade I being the highest.

Local Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Development Scheme: A timetable and project plan for the production of all documents relating to a Local Plan.

Local Enterprise Partnership: A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Locally Listed Building: A building or structure of good quality design and with historic features which, whilst not listed by the Secretary of State, the Council deems to be an important part of the District's heritage, as a reminder of the historical development of an area which the District Council believes are worthy of recognition and retention wherever possible.

Local Nature Reserve: Designated under the National Parks and Access to the Countryside Act 1949 by Local Authorities in consultation with Natural England for their locally important wildlife or geological features.

Local Plan: The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

Local planning authority: The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.

Local Transport Plan: A five-year plan, which is drawn up by the Transport Authority in association with local authorities and subject to widespread consultation. It includes future investment plans and proposed packages of measures to meet local transport needs.

Masterplan: A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.

Material Consideration: Any factor relevant to the determination of a planning application or appeal, subject to limits set out in planning statute law, government circulars and guidance.

Mitigation Measures: These are measures requested/carried out in order to limit the damage by a particular development or activity.

Mixed Use (or Mixed Development): Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

22 . Glossary

National Nature Reserve: Designated under the National Parks and Access to the Countryside Act 1949 or the Wildlife and Countryside Act 1981 primarily for nature conservation, but can also include sites with special geological or physical features.

Natural England: Statutory organisation responsible for natural resources in England. It works to enhance biodiversity, landscapes and wildlife in rural, urban, coastal and marine areas; promoting access, recreation and public well-being, and contributing to the way natural resources are managed so that they can be enjoyed now and in the future.

Neighbourhood Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which Parish Councils and neighbourhood forums can grant permission for a specific development proposal or classes of development.

Neighbourhood plans: A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Ofwat: The Water Services Regulation Authority is the economic regulator of the water and sewerage sectors in England and Wales. They make sure that the companies provide household and business consumers with a good quality service and value for money.

Open space: All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Pitch/Plot: a pitch on a 'gypsy and traveller' site and 'plot' means a pitch on a 'travelling showpeople' site (often called a 'yard'). This terminology differentiates between residential pitches for 'gypsies and travellers' and mixed-use plots for 'travelling showpeople', which may/will need to incorporate space or to be split to allow for the storage of equipment.

Planning condition: A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning Inspector: An independent person employed by the Planning Inspectorate to consider appeals against refusals of planning permission and into issues relating to planning policy, including Development Plan Documents.

Planning Inspectorate (PINS): A Government Agency who use independent Inspectors to undertake and manage planning appeals and hold inquiries into local development plans and Local Development Frameworks.

Planning Permission: Formal approval sought from a Council, often granted with conditions, allowing a proposed development to proceed. Permission may be sought in principle through outline planning permission, or be sought in detail through full planning permission.

Planning obligation: A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Priority habitats and species: Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Public Inquiry: A very formal type of Independent Public Hearing where each side is represented by a solicitor (usually a barrister), and witnesses are cross examined to ensure that the Planning Inspector understands the detailed arguments involved.

Public Realm: The space between and within buildings that are publicly available, without charge, for everyone to use or see, including streets, squares, parks and open spaces.

Ramsar sites: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Regulations: As set out in the Town and Country Planning (Local Planning) (England) Regulations 2012.

Renewable and low carbon energy: Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

River Basin Management Plan: Prepared by the Environment Agency under the Water Framework Directive. It sets out the pressures facing the water environment in the River Basin District and focuses on the protection, improvement and sustainable use of the water environment.

Rural Diversification: A term relating to improving and sustaining the quality, range and occupational mix of employment in rural area in order to provide wide and varied work opportunities for rural people, including those formerly or currently employed in agriculture and related sectors.

Rural exception sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

22 . Glossary

Saved Policies: Development Plan policies that have been saved for a limited period until they are incrementally replaced by policies in local development documents, once adopted.

Scheduled Ancient Monument: A nationally important archaeological site included in the Schedule of Ancient Monuments maintained by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979.

Sequential Test: A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield land before greenfield sites, town centres before out of centre and sites at less risk of flooding before others.

Settlement Boundary: These are defined around settlements and their purpose is to prevent settlements from sprawling. Generally development proposals will be considered more favorably within the Built-Up Areas.

Settlement Hierarchy: Settlements that are categorised in a hierarchy, based on the services and facilities in the settlement. See Policy 2 for further details on Chichester District's settlement hierarchy.

Sites of Nature Conservation Importance (SNCI): A non-statutory designation made by West Sussex County Council. Their special characteristics mean they are high priority sites and their maintenance is important.

Site of Special Scientific Interest: Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Soundness: The independent Inspector will consider the soundness of the Local Plan and other local development documents. This involves consideration of issues such as whether the content of the plan is based on robust evidence, whether the plan has been produced in accordance with the Statement of Community Involvement and national and regional planning policy.

Source Protection Zones: Areas defined by the Environment Agency for groundwater sources such as wells, boreholes and springs used for public drinking water supply. They show the risk of contamination from any activities that might cause pollution in the area.

South Downs National Park (SDNP): The South Downs National Park was designated by Natural England with the two purposes of conserving and enhancing its natural beauty and promoting opportunities for enjoyment and public understanding of the Park. National Parks are nationally important precious landscapes whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard them. Together with Areas of Outstanding Natural Beauty they enjoy the highest level of protection through the planning system. The South Downs National Park Authority also has a duty to seek to foster the economic and social well-being of the local communities within the SDNP.

Special Area of Conservation: Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Special Protection Areas: Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Statement of Community Involvement: Sets out the standards which local authorities will achieve in relation to involving the community in the preparation, alteration and continuing review of all local development document and in development control decisions. The SCI is not a development plan document but is subject to independent examination.

Strategic Environmental Assessment: A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Strategic Flood Risk Assessment (SFRA): A broad scale assessment of flood risk carried out by the local planning authority to inform the preparation of its Local Development Documents, having regard to catchment-wide flooding issues which affect the area. Policies in LDDs should set out the requirements for site specific Flood Risk Assessment (FRAs) to be carried out by developers and submitted with planning applications in areas of flood risk identified in the plan.

Strategic Housing Land Availability Assessment (SHLAA): A background study to support the delivery of sufficient land for housing to meet the community's need for more homes. These assessments are required by the National Planning Policy Framework.

Strategic Housing Market Assessment (SHMA): A study into how local authorities can develop a good understanding of how housing markets operate, particularly in terms of need and demand in their communities. Reflecting the objectives and approach set out in National Planning Policy Framework, it is primarily intended to assist local authorities and their stakeholders to plan for housing in sub-regional housing markets.

Strategic Viability Study: A background study to assess development viability whilst meeting sustainable development, affordable housing targets, renewable energy targets and major highway improvements.

Sui Generis Certain uses do not fall within any planning use class and are classed as 'sui generis'. Such uses include theatres, houses in multiple occupation, scrap yards, petrol filling stations nightclubs, launderettes, amusement centres and casinos.

Suitable Alternative Natural Greenspace (SANGs) are areas of existing open space that have been identified for enhancement so that they can be made more accessible and attractive to visitors.

Supplementary planning documents (SPD): Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

22 . Glossary

Super-fast Broadband: Super-fast broadband refers to broadband connections of 20 Megabits per second (Mbps) or above. While the current average UK broadband connection is around 8-9Mbps (2012), super-fast broadband products deliver speeds of up to 100Mbps, usually through fibre-optic broadband networks

Sustainability Appraisal (SA): A tool for appraising policies to ensure that they reflect sustainable development objectives (i.e. economic, social and environmental factors). It incorporates Strategic Environmental Assessment (SEA). Sustainability Appraisal is required under the 2004 Planning and Compulsory Purchase Act to be carried out on all Development Plan Documents and certain Supplementary Planning Documents

Sustainable Community Strategy (SCS): A document produced by Local Strategic Partnerships. The strategy provides a vision for the area and a series of actions needed to deliver that vision. The vision and actions should promote or improve the economic, social and environmental well being of our area. The actions carried out through the planning system will help to deliver parts of the Sustainable Community Strategy (those that relate to development and use of land).

Sustainable Development: Development, which meets the needs of the present generation without compromising the ability of future generations to meet their own, needs.

Sustainable Drainage Systems (SUDS): systems designed to mimic the natural drainage of a site in order to control the quantity of run-off; and to enhance the nature conservation, landscape and amenity value of the site and its surroundings. These typically include swales, attenuation ponds, wetlands, and permeable surfaces.

Tenure blind: where there is no distinction in visual appearance between homes of different tenures.

Transit sites: Sites made available for Gypsies and Travellers who need to temporarily stop. There are limits on how long families can stay on these sites which is normally between 28 days and 3 months. Transit sites are generally used by families who have been evicted from their previous accommodation and are looking for a new place to live.

Travelling Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently but excludes Gypsies and Travellers.

Use Classes Order (UCO): This is supplementary legislation which specifies a number of broad "classes of use"; changes of use can be made between different uses within the same class without the need for planning permission. In some circumstances it is possible to change between classes without applying for planning permission as specified by the General Permitted Development Order.

Water Abstraction: this is the process of taking water from a ground source, either temporarily or permanently.

Water Framework Directive (WFD): This European Directive, together with emerging River Basin Management Plans, looks at integrated management of water resources, taking account of abstraction, water quality and flooding.

Water Resource Zones (WRZ): A water resource zone is an area in which all consumers experience the same level of water supply reliability

Wastewater Treatment Works (WwTW): also known as sewage treatment works where contaminants are removed from wastewater and sewage.

Windfall sites: Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Appendix 1a - Previous Consultations

List of consultations undertaken during the production of the Local Plan, and former Local Development Framework.

Date	Consultation Document	Link
January - February 2010	Focus on Strategic Growth Options	http://chichester-consult.limehouse.co.uk/portal/cs/growth_options
August - September 2011	Housing Numbers and Locations	http://chichester-consult.limehouse.co.uk/portal/cs/housing_numbers_and_locations
March - May 2013	Draft Local Plan Key Policies - Preferred Options	http://chichester.limehouse.co.uk/portal/local_plan/lp_pref_approach

Appendix 1b - Evidence Base Studies

For more information, or to view any of the completed studies below, either click on the links or go to <http://www.chichester.gov.uk/studies>

Summary of Evidence for Local Plan as at 12-03-2013

Evidence	Description	Consultant/Produced By	Status	Date
Chichester District Car Park Strategy	This strategy was approved for public off-street car parking in the district, following consultation with stakeholders and with the support of the Chichester District Parking Forum	Chichester District Council	Complete	2010
Chichester Harbour AONB Landscape Character Assessment	The assessment informs the Chichester Harbour AONB Management Plan, and provides planning and land management guidelines to assist in conserving and enhancing the distinctive character of the harbour landscapes	Chris Blandford Associates for Chichester Harbour Conservancy	Complete	2005
Chichester Harbour AONB Management Plan 2009-2014	The Chichester Harbour AONB Management Plan provides a framework for the management of Chichester Harbour AONB	Chichester Harbour Conservancy	Complete	2008
Chichester Local Buildings List	A list of buildings which are important in a local context but not nationally important enough to have a statutory listing. The Local Buildings List includes buildings with historic or architectural associations which are particular to the city of Chichester	Chichester District Council Chichester City Council Chichester Conservation Area Advisory Committee	Complete	Ongoing
Chichester Transport Study	Transport modelling to assess the likely impacts of different development scenarios on the A27 and other roads in and around Chichester City, and to identify potential mitigation measures	Jacobs Consulting	In Progress	Exp. 2013
Chichester Water Quality Group Update Paper	Provides an update on the work of key stakeholders to try and find solutions to the water quality problems affecting development in and around Chichester city	Chichester Water Quality Group	Complete	2012

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Evidence	Description	Consultant/Produced By	Status	Date
Coastal Defence Strategy	The Pagham to East Head Coastal Defence Strategy identifies way to manage the risk of flooding and erosion to 5,300 properties on the West Sussex coastline, between Pagham Beach and West Wittering, over the next 100 years.	Environment Agency Chichester District Council Arun District Council	Complete	2009
Coastal West Sussex Strategic Housing Market Assessment - Update 2012	Assessment of the local housing market which studies the supply and demand for housing; housing and planning policies; the need for affordable housing; and the affordability of the local housing market	GL Hearn for Coastal West Sussex Authorities & South Downs National Park	Complete	2012
Combined Horticultural Production and Energy Hubs	Background study into the horticultural industry in West Sussex	Reading Agriculture	Complete	2012
Conservation Area Character Appraisals	Conservation Area Character Appraisals (CACAs) help residents and the council to understand the history of an area and why it is special. They help shape future developments and planning policies, as well as giving residents an idea of what enhancements could be made.	Conservation Studio	Complete	Ongoing
Creating a Prosperous and Sustainable Economy: An Economic Strategy for Chichester 2013-2019	This economic strategy builds on what has been achieved over the past three years and sets a fresh direction for Chichester. It recommends a targeted approach to supporting high growth potential indigenous businesses.	Nairne Ltd	Complete	2013
Destination Management Plan (Visit Chichester)	The Destination Management Plan is designed to capitalise on the strengths and develop the weaknesses of Chichester and District as a destination.	Visit Chichester	Complete	2010
Development Viability Study	A three phase assessment of viability, including affordable housing, overall deliverability of	Roger Tym & Partners	In Progress	Exp. 2013

Appendix 1b - Evidence Base Studies

Evidence	Description	Consultant/Produced By	Status	Date
	the Local Plan, and Community Infrastructure Levy (CIL)			
Employment Land Review	Assessment of the supply of, and demand for, employment land	Roger Tym & Partners Vail Williams	Complete	2009
Employment Land Review - Update	Update to the 2009 study focusing on future demand for employment land	GL Hearn	Complete	2013
Growing Together - A strategy for the West Sussex Growing Sector	A strategic plan for developing horticulture in West Sussex	Step Ahead Research Ltd	Complete	2010
Gypsy & Traveller Accommodation Assessment	A survey of current gypsy, traveller and travelling show people facilities and needs, carried out over Coastal West Sussex	Peter Brett Associates	In Progress	Exp. 2013
Historic Environment Record	A dataset that encompasses the historic environment of West Sussex. It contains archaeological sites, listed buildings, scheduled monuments and English Heritage Registered Historic Parks and Gardens.	West Sussex County Council	Complete	Ongoing
Historic Landscape Characterisation of Sussex	A purely desk-based project that provides a broad brush approach to interpreting the landscape, and should be viewed as a first step to understanding the historic time-depth of any given area.	West Sussex County Council East Sussex County Council Brighton & Hove Unitary Authority English Heritage	Complete	2010
Horticulture and Energy Hub Report	This study looks into the potential of the horticultural industry in West Sussex and to support the sustainable growth of the sector. This is specifically through cluster growth based on Energy Hubs.	Reading Agriculture	Complete	2012

Appendix 1b - Evidence Base Studies

Evidence	Description	Consultant/Produced By	Status	Date
Infrastructure Delivery Plan	An audit of physical, social and green infrastructure, with the aim of identifying gaps and planned spending over a 15 year period	Chichester District Council	In Progress	Exp. 2013
Intensive Urban Surveys	A national programme of surveys of the archaeology, topography and historic buildings of England's historic towns and cities	English Heritage	Complete	2007
Landscape Capacity Assessment	Assessment of the physical and environmental constraints on development in and adjacent to the Sussex Downs AONB and the Chichester Harbour AONB, with a view to identifying the capacity of these areas to accommodate further development	Hankinson Duckett Associates	Complete	2009
Landscape Capacity Assessment - Extension	An addendum to the previous Chichester District AONB Landscape Capacity Study covering settlements not included in the earlier document.	Hankinson Duckett Associates	Complete	2011
Local Housing Requirements Study	Joint study with SDNPA to assess local housing requirements in Chichester District over the period to 2031. This is based on different assumptions about changes in population, household size, migration patterns and employment growth. It also considers potential constraints on housing delivery resulting from environmental and infrastructure capacity, developer activity and the operation of the local housing market	DTZ	Complete	2011
National Planning Policy Framework	The NPPF acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications	Government	Complete	2012

Appendix 1b - Evidence Base Studies

Evidence	Description	Consultant/Produced By	Status	Date
Open Space Study	A District-wide audit of open space, land and buildings used for public recreation	JPC Strategic Planning and Leisure Ltd	Complete	2013
Pagham Harbour Visitor Study	This will consider the issue of recreational disturbance on the Harbour	Footprint Ecology	Complete	2012
Retail Study	Study providing updated health checks and capacity forecasts for Chichester City and the four smaller town centres in the District	DTZ	Complete	2010
RSPB Medmerry draft Management Plan (April 2013-March 2018)	From 1 April 2013, the RSPB will manage Medmerry under a five year Management Plan	Royal Society for the Protection of Birds	In Progress	Exp. 2013
RSPB Pagham Harbour Local Nature Reserve Management Plan (2013-2018)	From 1 April 2013, the RSPB will manage Pagham Harbour under a five year Management Plan.	Royal Society for the Protection of Birds	In Progress	Exp. 2013
Sequential Test for Potential Strategic Locations in Chichester District	An assessment of potential strategic development locations in the District, in line with the sequential test set out in PPS25: Development and Flood Risk. The assessment covers all locations identified in the Focus on Strategic Growth Options (FoSGO) consultation document, including sites within the SDNP	Chichester District Council	Complete	2010
Settlement Capacity Profiles	Study brings together information from a range of different sources at individual settlement level to inform Local Plan policies, and levels of proposed development to be brought forward in neighbourhood plans and/or through the Site Allocations DPD	Chichester District Council	Complete	2013
Sites in Chichester City	The purpose of the development brief is to guide the development	Chichester District Council	Complete	2012

Appendix 1b - Evidence Base Studies

Evidence	Description	Consultant/Produced By	Status	Date
North Development Brief	of land surplus to Sussex Partnership NHS Trust, land at Barnfield Drive and land at the University of Chichester			
Solent Recreational Disturbance and Mitigation Study	To understand the potential impacts of recreational activity on birds in the Chichester and Langstone Harbours	Footprint Ecology	Complete	2012
Strategic Flood Risk Assessment	Assessment of the flood risk implications of the Core Strategy	Capita Symonds	Complete	2008
Strategic Growth Study - Wastewater Treatment Options	Examined potential restrictions of Apuldrum Wastewater Treatment Works, assessed capacity at other WwTW in the south of the District, and investigated viable options for expanding wastewater capacity to accommodate future housing and employment growth	Environment Agency Southern Water Natural England Chichester District Council	Complete	2010
Strategic Housing Land Availability Assessment (SHLAA) 2012	Provides information on housing land supply to a base date of August 2012	Chichester District Council	In Progress	Exp. 2013
A Strategy for the West Sussex Landscape	The purpose of the Strategy for the West Sussex Landscape is to protect and enhance the landscape of West Sussex as an asset for future generations	West Sussex County Council	Complete	2005
Sussex Coast Housing Requirements & Constraints Study	Joint study under the 'Duty to Co-operate' to assess overall housing requirements across the Coastal West Sussex & Brighton sub-region, assessing potential housing delivery, taking account of development constraints, and considering options for addressing any housing shortfall	GL Hearn for Coastal West Sussex Authorities, Brighton & Hove City Council and South Downs National Park	In Progress	Exp. 2013
The Future Growth of Chichester: Landscape and	A study of landscape and visual constraints to built development around Chichester	Land Use Consultants	Complete	2005

Appendix 1b - Evidence Base Studies

Evidence	Description	Consultant/Produced By	Status	Date
Visual Amenity Considerations				
Towards ICZM on the Manhood Peninsula	The spatial plan suggesting management options of the coastal zone from a number of perspectives. It is similar in principle to a Village Design Statement for the peninsula, and comments on how the coastal zone affects/is affected by life there	Chichester Coastal Change Pathfinder Project on behalf of the Manhood Peninsula Partnership, in conjunction with Chichester District Council	Complete	2011
West Sussex Rights of Way Improvement Plan	A 10 year strategic plan that identifies the actions needed to improve access to the countryside for residents of, and visitors to, West Sussex	West Sussex County Council	Complete	2007
West Sussex Transport Plan (2011-2026)	Sets the strategy for guiding future investment in West Sussex highways and transport infrastructure, and sets a framework for considering transport infrastructure requirements associated with future development across the county.	West Sussex County Council	Complete	2011
Viability of the horticultural glasshouse industry in West Sussex	The purpose of the study is to provide guidance and assistance to West Sussex Growers Association in its discussions with the local planning authorities and other statutory bodies.	Reading Agricultural Consultants Ltd Gerry Hayman Horticultural Consultancy Hennock Industries Ltd for West Sussex Growers Association	Complete	2009

Appendix 1c - Housing Trajectory

Indicative Housing Trajectory 2012-2029

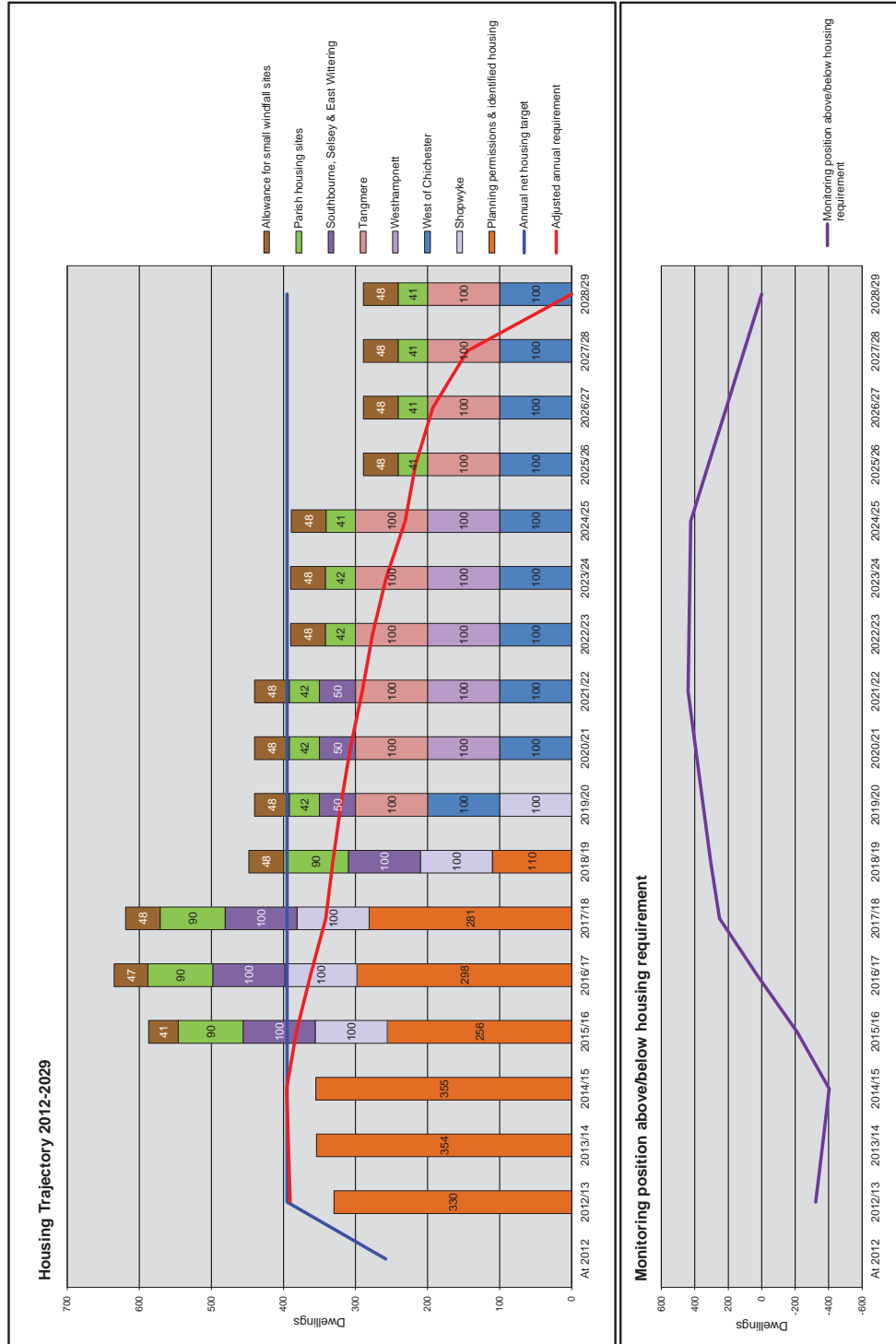
Housing Delivery & Phasing

	At 2012	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29
Local Plan Area net housing requirement 2012-2029																		
Annual net housing target	258	395	395	395	395	395	395	395	395	395	395	395	395	395	395	395	395	395
Cumulative net housing requirement	258	653	1048	1443	1838	2233	2628	3023	3418	3813	4208	4603	4998	5393	5788	6183	6578	6973
Local Plan Housing Provision																		
Planning permissions & identified housing		330	354	355	256	296	281	110										
Allowance for small windfall sites					41	47	48	48	48	48	48	48	48	48	48	48	48	48
Strategic allocations																		
Shopwyke					100	100	100	100	100	100	100	100	100	100	100	100	100	100
West of Chichester									100	100	100	100	100	100	100	100	100	100
Westhampnett									100	100	100	100	100	100	100	100	100	100
Tangmere									100	100	100	100	100	100	100	100	100	100
Southbourne, Selsey & East Wittering					100	100	100	100	50	50	50	50	50	50	50	50	50	50
Parish housing sites					90	90	90	90	42	42	42	42	42	41	41	41	41	41
Total Projected Housing Supply		330	354	355	587	635	619	448	440	440	440	390	390	389	289	289	289	289
Cumulative net completions		330	684	1039	1626	2261	2880	3328	3768	4208	4648	5038	5428	5817	6106	6395	6684	6973
Monitoring position above/below housing requirement		-323	-364	-404	-212	28	252	305	350	395	440	435	430	424	318	212	106	0
Adjusted annual requirement		391	383	396	382	362	341	331	321	307	291	276	258	231	217	193	145	0

Notes

Annual net housing target = 395 homes/year + 258 homes outstanding shortfall against previous South East Plan target (see Local Plan Policy 4)
 Planning permissions & identified housing comprises estimated yield from outstanding housing permissions and other identified sites meeting NPPF criteria at 1 April 2012 - details are provided in Chichester DC Five Year Housing Land Supply (2013-2018).
 Allowance for small windfall sites comprises estimated housing yield from unidentified sites of under 6 dwellings based on projected trends - details of calculation are provided in Chichester DC Five Year Housing Land Supply 2013-2018.
 Strategic allocations - see relevant Local Plan policies below:
 Shopwyke (Policy 16)
 West of Chichester (Policy 15)
 Westhampnett (Policy 17)
 Tangmere (Policy 18)
 Southbourne (Policy 20), Selsey (Policy 23) & East Wittering (Policy 24)
 Parish housing sites (see Local Plan Policy 5)

Appendix 1c - Housing Trajectory



Appendix 2 Appropriate Marketing Guidance

Guidance on evidence required to demonstrate appropriate marketing

To accompany applications for proposals which relate to the change of use or redevelopment of property/land evidence is required to provide robust and credible evidence that adequate marketing has occurred in order to support the argument that the property/land is no longer required.

This appendix gives guidance on how it should be demonstrated that adequate marketing has taken place. Policies contained in the Local Plan which this guidance relates to are:

- Policy 27 – Existing Employment Sites
- Policy 31 – Built Tourist Accommodation
- Policy 31 – Caravan and Camping Sites
- Policy 38 – Housing for agricultural and other rural workers
- Policy 46 - Alterations, Change of Use and/or Re-use of Existing Buildings in the Countryside

General Requirements of Marketing:

It is important that the marketing of the land, buildings or site explores appropriate alternative uses; that the marketing price is competitive; the marketing has been appropriate and genuine (this is likely to be in the form of an independent valuer with relevant qualifications); and that a record of all the marketing is presented with the application proposal. The type and scale of marketing should be commensurate with the scale of the facility proposed to be lost.

In general applicants should provide evidence that the site has been vigorously and exhaustively marketed for between a year and 18 months and the period of marketing must have ended on a date within the six to nine months prior to the date the planning application was submitted.

The advice of the District Council should be sought prior to the commencement of any marketing campaign to ascertain the period and extent of marketing required and to discuss the extent of alternative uses that are required to be explored.

In all cases the marketing process requires as a minimum:

- Confirmation by an appropriate marketing agent on headed company paper that the premises were appropriately and extensively marketed for the required length of time;
- How interest in the site has been objectively dealt with;
- Details of the conditions/state of the land/premises and their upkeep before and during marketing and viability;
- Details that the marketing price is realistic;
- Dated photographs of marketing board/s on the premises of an appropriate quality, size, scale, location and number during this time;
- An enquiry log, how it was followed up and why it was unsuccessful;
- A copy of all advertisements in the local press and trade journals (should be at least four weeks' worth of advertisements, spread across a six month period);
- Evidence of marketing via the internet.

Appendix 2 Appropriate Marketing Guidance

Additional Information required accompanying applications relating to the loss of employment land and use.

In addition to the general criteria above, where there is a planning application which may lead to the loss of an existing site currently in Business class (B1-B8) or similar sui generis uses to alternative uses (without satisfactory provision for replacement land/floorspace or relocation of existing businesses) supporting information will also be required, in addition to the criteria above, to demonstrate that:

- The site/premises has been vacant for some time and has not been made deliberately unviable;
- The site/premises has been actively marketed for business or similar uses at a realistic rent/price for a minimum of 2 years or a reasonable period based on the current economic climate;
- Alternative employment uses for the site/premises have been fully explored, where an existing firm is relocating elsewhere within the District, maintaining or increasing employment numbers will be acceptable; and
- For proposals involving a net loss of 2,000 sq.m or more employment floorspace, the loss of the site will not result in an under-supply of available employment floorspace in the local area.

Additional Information required accompanying applications relating to proposals for, or the loss of, tourism and/or leisure development

In addition to the general criteria above evidence may be required from applicants to accompany planning applications to demonstrate:

- marketing and viability assessment for loss of tourist or leisure development including holiday accommodation;
- Evidence of the need for new tourist facilities to show a high demand on existing sites and justification for new sites. Having regard to the quantitative and qualitative analysis of the range of tourist accommodation, including details about other local touring and permanent sites.

Additional Information required accompanying applications relating to housing for agricultural and other rural workers

In addition to the general criteria above, evidence may be required from applicants to accompany planning applications to demonstrate:

- That the dwelling has been marketed for a reasonable period of time based on the current economic climate. This should be at a realistic market price for an agricultural tied dwelling. Normally a discount of at least 50% against open market price would be expected to establish whether it could meet the existing needs of another local farm or rural business;

Supporting information required for new permanent dwellings to support existing agricultural activities on well-established agricultural units includes:

Appendix 2 Appropriate Marketing Guidance

- (i) there is a clearly established existing functional need;
- (ii) the need relates to a full-time worker, or one who is primarily employed in agriculture and does not relate to a part-time requirement;
- (iii) the unit and the agricultural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
- (iv) the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned; and
- (v) other planning requirements, e.g. In relation to access, or impact on the countryside, are satisfied.

A functional test is necessary to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. Such a requirement might arise, for example, if workers are needed to be on hand day and night:

- (i) in case animals or agricultural processes require essential care at short notice;
- (ii) to deal quickly with emergencies that could otherwise cause serious loss of crops or products, for example, by frost damage or the failure of automatic systems.

Appendix 3 Primary and Secondary Frontages

The following streets within Chichester Retail Centre have been defined as Primary and Secondary Shopping Frontages.

1. Primary Shopping Frontage:

North Street - East side from St. Peters South to No.87

North Street - West side from No.1 to No.37

South Street - East side from No.43 to No.75

South Street - West side from No.1 to No.41

East Street - North side from No.1 to Eastgate Square

East Street - South side from No.94 to 13 Eastgate Square

West Street - North side from No.1 to No.4

Crane Street - both sides

2. Secondary Shopping Frontages:

North Street - East side from No.63 to Priory Lanes

North Street - West side from No.38 to No.49

Southgate - East side from 42 South Street to 1 Market Avenue

Southgate - West side from No.8 to No.29

Eastgate Square - North side from Old Swimming Pool to 3 St. Pancras

Eastgate Square - South side from No.10 to No.12

Market Road - West side from No.4 to No.13

The Hornet - South side from No.4 to No.48

No.156 St. Pancras to No.27 The Hornet

Little London - East side from No.35 to No.42

Little London - West side from No.1 to No.3

St. Martin's St

West Street - from No.5 to No.18

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