

Southbourne Parish Neighbourhood Plan 2014-2029

Submission Plan



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Southbourne Parish Neighbourhood Plan 2014-2029 Submission Plan

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Foreword

As Chair of the Steering Group, I have been asked to write this introduction to the Southbourne Parish Neighbourhood Plan (SPNP).

At the beginning of this Plan, the Parish Council asked the community to come and help with the setting up of a Steering Group, with the aim to drive this Plan forward. Throughout the process we have actively sought to keep the community involved, by holding open meetings, seeking your views and listening to your concerns. We are pleased to report that over 1500 people engaged in the process, ensuring a diverse response has been achieved.

This is our chance as a community to ensure Southbourne develops in a positive way for the next 15 years, addressing the real issues that matter to us all.

We have completed the following:

- 1 Consultations on the Pre-Submission Plan (17th April to 5th June 2014).*
- 2. Revisions to take account of the comments received to produce the Submission Plan. It has been checked by the District Council to ensure that it meets legal and technical requirements.*

The next stages are:

- 1 A six week consultation period on this Submission Plan is carried out by the District Council.*
 - 2 An Independent Examiner will be appointed to consider the Plan, decide whether it is satisfactory and issue a report.*
 - 3. The report will be published and if it is generally positive, the Parish Council will have the opportunity to make any recommended changes. Then the arrangements will be put in place for a local Parish referendum (possibly aiming for Winter 2014).*
 - 4 If a majority of those voting support the Plan then it will become the basis for planning decisions and, alongside the District Plan, will guide the future of the Parish*
- The SPNP accepts that we have to meet the Chichester District target of 300 + 50 houses and further acknowledges that the Parish needs to conform to Chichester District Council land supply and Local Plan policies.*
 - The overall spatial plan is designed in a way that maximises community benefit and minimises environmental impact.*

- Sites have been assessed across the Parish, and only those that meet the criteria of sufficient infrastructure have been put forward. We will make every effort to ensure developers provide the infrastructure required to make the new housing sites acceptable, including satisfactory drainage, open space within the sites (the Green Ring), and fund the services that will be needed by new residents.

- Changes being made in the way infrastructure is funded should be in place in April 2015. Until then, it may be difficult to start securing funding for the longer term projects, such as the bridges over the railway and the Green Ring around the north of Southbourne. Some of these will take many years to implement, perhaps beyond the Plan period, but it is clear from residents' responses that we are all convinced that this Plan will provide the necessary starting point.

- Other policies are listed at the beginning of the document.

Thank you once again for your involvement

Robert Hayes

Chair Steering Group

Southbourne Parish Council Neighbourhood Plan Committee

List of Policies & Proposals

Land Use Policies

1	Spatial Strategy
2	Housing Site Allocations
3	The Green Ring
4	Housing Design
5	Employment
6	Village Centre & Local Shops
7	Environment
8	Education
9	Transport
10	Community Facilities

Non-Statutory Proposals

1	Cycle Routes
2	Infrastructure Investment

1. Introduction

Purpose

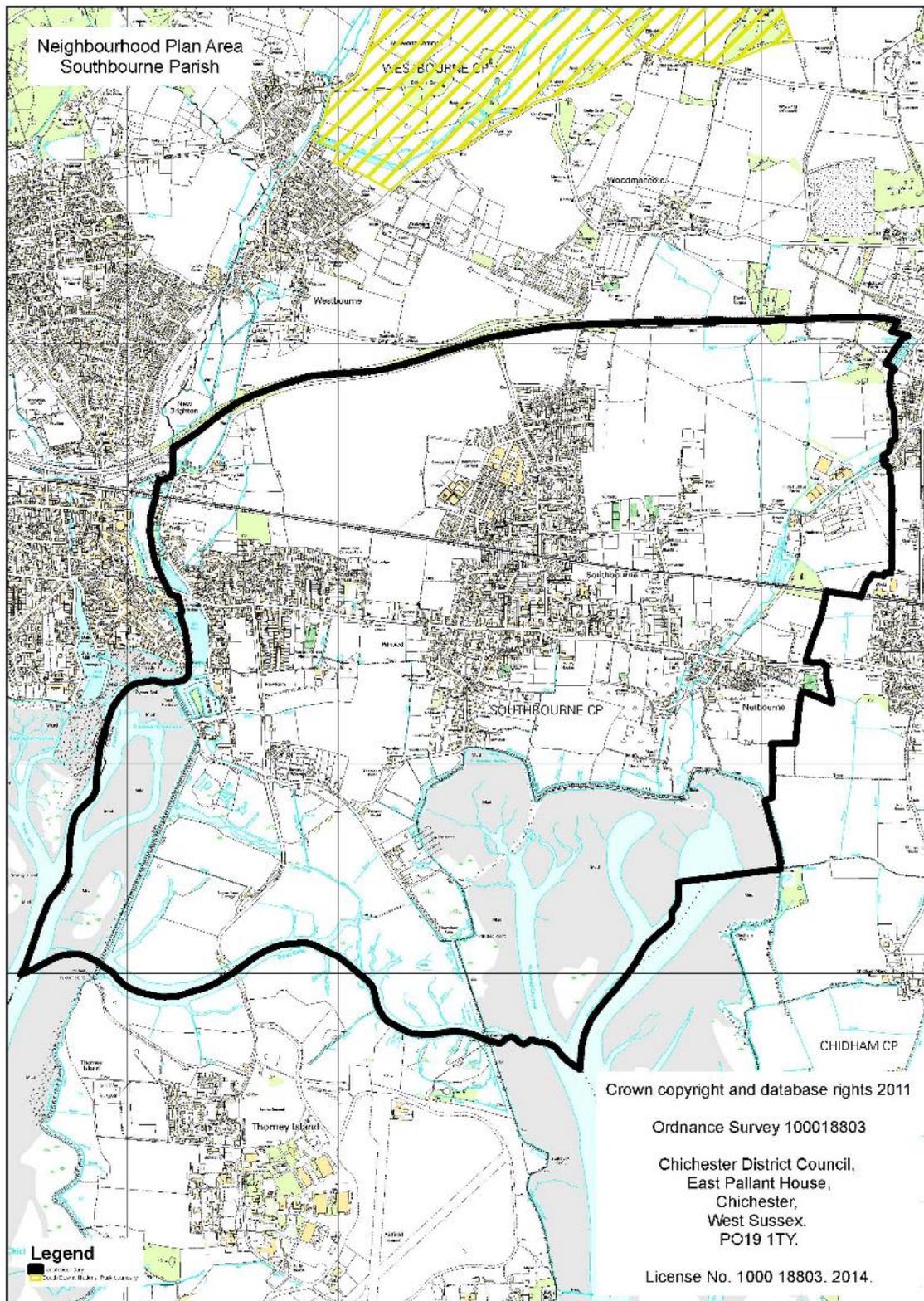
1.1 Chichester District Council (CDC), the local planning authority, designated, on 14 May 2013, a Neighbourhood Area for the whole of Southbourne Parish for the purpose of preparing the Southbourne Parish Neighbourhood Plan (SPNP).

1.2 CDC approved a parish boundary change with the adjoining parish of Chidham & Hambrook to the east, which required a new Neighbourhood Area to be designated. This designation was confirmed on 5 March 2014 (see Plan A below).

1.3 Plan A shows the parish boundary in relation to the two adjoining parishes in Chichester District – Westbourne, and Chidham and Hambrook – and the settlement of Emsworth in Havant Borough. The parish contains the distinct settlements of Hermitage, Lumley, Nutbourne, Prinsted, Southbourne and Thornham joined by the A259 road. The larger settlement of Emsworth lies alongside the western boundary of the parish on the opposite side of the bridge at Hermitage.

1.4 The Neighbourhood Plan has been prepared in accordance with the Neighbourhood Planning Regulations 2012, the Localism Act 2011, the Planning & Compulsory Purchase Act 2004 and the European Directive 2001/42 on Strategic Environmental Assessment. It is in general conformity with the saved strategic policies of the adopted 1999 Chichester District Local Plan. It also looks forwards towards the forthcoming Chichester District Local Plan Key Policies (submitted in May 2014 for examination).

1.5 The purpose of this Submission Plan is to set out specific policy proposals for the parish to become part of the development plan for the area for the period 1 April 2014 to 31 March 2029.



PLAN A: The Designated Southbourne Neighbourhood Area

Neighbourhood Development Plans

1.6 The SPNP is amongst the first Neighbourhood Development Plans prepared in England since the 2011 Localism Act. The National Planning Policy Framework (NPPF) states that:

“Neighbourhoods should develop plans that support the strategic development needs set out in Local Plans, including policies for housing and economic development ... (and they should)... plan positively to support local development, shaping and directing developments that are consistent with their area that is outside the strategic elements of the local plan ...” (para.16)

1.7 Further, the NPPF states that:

“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes and neighbourhood forums ... can use neighbourhood planning to set planning policies through neighbourhood plans to ... determine decisions on planning applications ...” (para.183).

“Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan. Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.” (para.184).

“Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict ...”. (para.185)

The Plan Preparation Process

1.8 The process of preparing and seeking final adoption of the SPNP is in accordance with the Neighbourhood Plan Regulations 2012 and has been agreed by Southbourne Parish Council.

1.9 The process has comprised three main stages:

- State of the Parish Report – a report that summarised all the evidence on which the SPNP is based. It was published in September 2013
- Pre-Submission SPNP – the draft plan comprising the vision, objectives, policies and the Policies Map for a statutory six week public consultation period in April – June 2014
- Submission SPNP – this final plan, taking into account the representations received on the draft plan during the public consultation period and amended as necessary. Two further documents - the Basic Conditions Statement and the Consultation Statement - will provide the Examiner with supporting information on the Plan.

1.10 Thereafter the SPNP will be checked by CDC to ensure it complies with the Regulations and CDC will then undertake a further 6 week local consultation period. If it passes these stages it will be subject to independent examination and, if it is found to meet the basic conditions of neighbourhood plans, it will be put to a local referendum. If a majority of those voting support the Plan, the SPNP will become part of the development plan for the parish to manage future development decisions alongside the Chichester District Plan and National Planning Policy Framework.

Sustainability Appraisal & Strategic Environmental Assessment

1.11 CDC has advised that while the SPNP does not need to be the subject of a Sustainability Appraisal, a Strategic Environmental Assessment (SEA) is required under the EU Directive 2001/42. This is to ensure that the environmental effects of the SPNP policies and proposals are assessed during their formulation against a series of sustainability objectives.

1.12 The SEA process has therefore run in parallel with the preparation of the SPNP, beginning with a Scoping Report to set out the proposed sustainability objectives and evidence base on which the SPNP and SEA will be based. This Report was included within the Southbourne State of the Parish Report, which was published in September 2013.

1.13 A Draft SEA report was prepared by an independent consultant and published alongside the Pre-Submission Plan for consultation. A final SEA report forms part of the submission documentation. Showing how the Plan “contributes to the achievement of sustainable development” is one of the ‘basic conditions’ of the 1990 Act and therefore a requirement of the SPNP.

1.14 As such, the SPNP will help to achieve sustainable development by ensuring that its development policies and proposals will meet the needs of people living and working in the parish, while at the same time helping to ensure that any adverse environmental impact is avoided, minimised and mitigated.

Consultation

1.15 The Parish Council has consulted the local community extensively and the consultation feedback underpins the SPNP. "Focus Groups" of local residents have been established to review and agree which issues should be addressed by the Plan. Community surveys have been undertaken, with a stakeholders meeting and five major public events held. There has been wide distribution of posters and leaflets and Plan representatives have attended local events to encourage community involvement, all in order to obtain the fullest view of local community concerns, needs and aspirations from the SPNP.

1.16 The Pre-Submission SPNP was approved by the Parish Council to be published for public consultation for a seven week period commencing 17 April 2014 and ending on 5 June 2014. Details of this and all the other formal and informal consultation activities over the full project period are set out in the separate SPNP Consultation Statement that is part of the submission documentation.

2. State of the Parish

An Introduction to the Parish of Southbourne

2.1 The Parish of Southbourne is located at the western edge of Chichester District within West Sussex, extending from Chichester Harbour in the south to the main A27 road at its northern boundary. However, the statistical basis of the SPNP has to relate to the former parish boundary as used in previous Census'. It contains the settlements of Hermitage, Lumley, Nutbourne, Prinsted, Southbourne and Thornham. This report relates to the SPNP area as designated by CDC in March 2014.

2.2 The parish contains a range of services that reflect its size and location. These include four places of worship, two public houses, two small supermarkets, two farm shops, four hairdressers, two garages, two Chinese food outlets (restaurant/hot food shop) a post office, chemist, doctors' surgery, dentist, two vets, greengrocer, electrical appliance retail/repair shop, undertaker, library, leisure centre and village hall. The parish is served by infant, junior and secondary schools which are located in Southbourne together with a recreation ground containing a children's playground. There are three nursery schools and a further equipped children's play area is to be found in Thistledown Gardens, Hermitage.

2.3 Links to other locations via public transport from the parish are good, with the main Brighton to Portsmouth railway line running east-west. Trains stopping at Southbourne and Nutbourne stations provide connections to Chichester, Littlehampton and Bognor to the east, and also run west to Havant, Portsmouth, Southampton and beyond to the west. Connections can be made to Gatwick, Guildford and to rail terminals at London Bridge, Victoria and Waterloo. Bus services also provide local connections as well as journeys further afield, inland and along the south coast.

A Brief History of Southbourne *(extract from Southbourne Pictorial History, 2010)*

2.4 "The name Southbourne did not exist until 1876 when the ecclesiastical parish was formed out of Westbourne. It included Nutbourne, Prinsted, Hermitage and Gosden Green. The church of St John the Evangelist was built in the Early English style and was consecrated in 1876. It cost about £3,500 to build which was raised by subscription. Westbourne church is known as the church of St John the Baptist.

2.5 Although the church was consecrated in 1876, some early records state that the parish was not formed until February 26th 1878. The records kept in Victorian times were not always accurate and tend to contradict each other. It is not known what the population was when the parish was formed but in 1901 it is given as 1,012. In 1931 it was given as 2,175. In 2011 there were 6,265 people living in the Parish.

2.6 Parishes were divided into Manors, and there was, prior to the creation of Southbourne the Manor of Westbourne, the Manor of Nutbourne and the Manor of Prinsted. The boundaries of the Prinsted manor were at Gingerbread Farm in Stein Road and by the "Travellers Joy" public house on the main road. Gates existed at these points and the one at Gingerbread Farm was said to be at Breach farm at the northwest corner of Longlands and was known as Lodgebury Gate. Ancient names quite often crop up in today's naming of places in the village. Roads having names such as Lodgebury, Longlands, Breach, Kelsey and Smallcutts all have an historical connection with the parish.



Ordnance Survey Old Series Map 1810-1813

PLAN B: Old Map of Southbourne

2.7 There was a man named Loveder or Loveders who resided in the parish in the nineteenth century, and two fields situated in the Clovelly Road area were named Upper Smallcutts and Lower Smallcutts. It is said that around 1840 Gingerbread Farm got its name from a man named Mansbridge who had a bakery in Westbourne and made very good gingerbread men. They were so good that he made an absolute fortune from the project and that he purchased the farm and renamed it "Gingerbread Farm". However when dealing with historical folklore one must always accept that some stories may be apocryphal.

2.8 The civil parish of Southbourne was formed in 1967. The electoral roll dated 10th October 1966 showed Southbourne as being in the parish of Westbourne, but being a separate ward, which included Nutbourne. The following year the electoral roll, dated 10th October 1967, showed the village as being in the parish of Southbourne, with Nutbourne as a separate ward.

2.9 From its creation until the 1960's Southbourne was mainly an agricultural area, market gardens and fruit farms being quite prolific. In those days the industry was labour intensive and provided a great deal of work for local people. Although the majority of those employed were men, during the summer months many women were employed to help harvest the crops.

2.10 During World War One the construction of an airfield began in the northern part of the village. It was intended for it to be a "Training Depot Station" for a Handley Page O/400 unit of the United States Army Air Service. It covered 247 acres and was to be completed by 1st November 1918, and by early August of that year, roads, water, sewerage and power services were virtually complete.

2.11 There were many small businesses in the parish which could have been referred to as Cottage Industries. Spencer's of Nutbourne were wheelwrights, undertakers and wagon builders. They occupied the site which, at present, is home to a caravan sales company. The Jordan family had a blacksmith's shop at the bottom end of Farm Lane. There were brick fields at what is now Garsons Road, also behind the Barleycorn public house in what is now Maybush Drive, and just north of the railway line at Nutbourne in what until recently was "Marshalls" establishment. The brick fields were closed during World War Two, however the one behind the Barleycorn reopened after the war, but the one near to the railway became a concrete manufacturing establishment until it was taken over by Marshalls in the 1980's.

2.12 During the inter-war years there were four grocery shops, a butchery shop and a post office in Nutbourne. None of these establishments have survived. There were also two motor repair garages in Nutbourne, however these no longer exist although the sites still have a motoring connection. They are the petrol station on the main road and the car sales establishment at the top of Inlands Lane. Although over the years there have been many changes to the retail establishments in Southbourne the village still has a number of various retail outlets.

2.13 During World War Two many people from such places as Portsmouth, Southampton and even London came to live in the area as it was considered by them to be safe from the effects of air raids. However, owing to the close proximity of Thorney Island RAF base and the other military establishments that had sprung up around the district, there was a certain amount of danger that could be experienced by living in the area.

2.14 During the 1960's when the agricultural industry was declining quite a large amount of land formerly used for crop growing was developed into large residential housing estates, and as there were then far more houses than were needed for local people a great influx of people from other areas came to reside here.

2.15 The main road which runs through the parish appears to be an ancient Roman road which would have connected Chichester and Portchester, which of course by their names would have been Roman settlements. The road later became known as the Turnpike, which was a form of toll road. According to some documents it was instituted as a Turnpike in 1720, but other documents refer to it as having been established some time after that. It was referred to as the Cosham to Chichester Turnpike, which ran from Cosham in the County of Southampton to the city of Chichester. No mention of which county Chichester was in. The term County of Southampton may sound peculiar to modern day ears, but until the nineteenth century the county of Hampshire was known as the county of Southampton.

2.16 The arrival of the railway brought about the end of the toll road, as the loads which hitherto had been conveyed by pack horse and horse and cart and therefore paid a toll were then conveyed by train. Initially there was no station between Bosham and Emsworth, but in 1906 small stations known as a halts were opened at both Nutbourne and Southbourne.

2.17 Until 1992 there was a signal box at Southbourne which was removed when the Full Width Barriers were introduced. These are operated by the signaller at Chichester by way of CCTV. Originally the signal box was situated at Inlands Lane Crossing but was relocated at Southbourne possibly around the time of the First World War.

2.18 The parish of Southbourne has now been in existence for over a century and a quarter and there have been many changes in that time. One can only speculate what changes will take place in the next century".

Selected Parish Statistics

2.19 The following statistics and evidence are primarily drawn from the 2011 Census. These are used to provide an overview of the current status of the community. Other sources of data or information are acknowledged where applicable.

2.20 The usual resident population of the parish is 6,265 people (2,956 male, 3,309 female). Of these:

- 981 people are aged 15 and under (14.7% of parish population compared to 16.5% across the District and 19% across England)
- 3,595 people are aged 16 to 64 (58.4% of parish population compared to 59.1% across the District and 65% across England)

- 1,689 people are aged 65 and over (26.9% of parish population compared to 24.4% across the District and 16% across England)

2.21 Of the 6,265 usual residents of the parish,

- 4,384 were aged between 16 and 74 (70.0%)
- 3,055 (69.7%) of whom were economically active
- 1,611 were Employed full-time (36.7% compared to 34.4% across the District)
- 676 were Employed part-time (15.4% compared to 14.0% across the District)
- 554 were Self-employed (12.6% compared to 14.5% across the District)
- 115 were Unemployed (2.6% compared to 2.8% across the District)
- 99 were Full-time students (2.3% compared to 3.5% across the District)
- 1,329 (30.3%) of whom were economically inactive:
- 884 were Retired (20.2% compared to 18.2% across the District)
- 128 were Students (2.9% compared to 4.4% across District)
- 165 were Looking after home or family (3.8% compared to 4.2% across the District)
- 96 were Long-term sick or disabled (2.2% compared to 2.4% across the District)
- 56 were classified as Other (1.3% compared to 1.5% across the District)

2.22 Of the 2,926 residents in the parish in employment and aged between 16 and 74:

- 382 were Managers, Directors and Senior Officials (13.1% compared to 14.2% across the District).
- 618 were Professional Occupations (21.1% compared to 18.7% across the District).
- 387 were Associate Professional and Technical Occupations (13.2% compared to 13.1% across the District).
- 305 were Administrative and Secretarial Occupations (10.4% compared to 9.8% across the District).
- 366 were Skilled Trades Occupations (12.5% compared to 12.9% across the District).
- 281 were Caring, Leisure and Other Service Occupations (9.6% compared to 9.7% across the District).
- 189 were Sales and Customer Service Occupations (6.5% compared to 7.0% across the District).
- 158 were Process, Plant and Machine Operatives (5.4% compared to 4.6% across the District).
- 240 were in Elementary Occupations (8.2% compared to 10.0% across the District).

2.23 Of the 5,284 usual residents in the parish aged 16 and over:

- 1,158 possessed no qualifications (21.9% compared to 19.5% across the District).
- 1,659 possessed Level 4 and above qualifications (31.4% compared to 32.4% across the District).

2.24 There are 2,927 dwellings located within the Parish:

- 952 dwellings were Detached (32.5% compared to 37.4% across the District)
- 992 dwellings were Semi-detached (33.9% compared to 27.3% across the District)
- 608 dwellings were Terraced (20.8% compared to 18.4% across the District)
- 240 dwellings were Flats/apartments (8.2% compared to 16.1% across the District)
- 135 dwellings were Caravans or other Mobile or Temporary Structures (4.6% compared to 0.9% across the District)

2.25 There are 2,805 households located within the Parish:

- 1,321 were Owner-occupied households, owned outright (47.1% compared to 40.5% across the District)
- 799 were owned with a mortgage or loan (28.5% compared to 26.6% across the District).
- 15 were Shared Ownership (0.5% compared to 0.9% across the District).
- 45 were Social Rented from Council (1.6% compared to 2.2% across the District).
- 250 were Social Rented Other (8.9% compared to 12.7% across the District).
- 327 were Privately rented – by landlord or letting agency (11.7% compared to 14.9% across the District).
- 48 households were living rent-free (1.7% compared to 2.2% across the District).

2.26 At that time, 430 households had no car or van (15.3% compared to 15.6% across District and 25.8% across England). 1,124 households had 2 or more cars or vans (40.1% compared to 42.4% across the District and 32.1% across England)

2.27 The 6,265 usual residents of the Parish were classified as having the following health status:

- 2,804 were in Very Good health (44.8% compared to 47.6% across the District)
- 2,223 were in Good health (35.5% compared to 34.9% across the District)

- 948 were in Fair health (15.1% compared to 13.1% across the District)
- 241 were in Bad health (3.8% compared to 3.4% across the District)
- 49 were in Very Bad health (0.8% compared to 1.0% across the District)

2.28 The Parish of Southbourne contains parts of the following environmentally designated areas:

- Chichester Harbour Area of Outstanding Natural Beauty
- Chichester Harbour Special Area of Conservation (SAC)
- Chichester Harbour Site of Special Scientific Interest
- Chichester & Langstone Harbours Special Protection Area
- Chichester & Langstone Harbours Ramsar Site
- Eames Farm Local Nature Reserve
- Nutbourne Marshes Local Nature Reserve (Site of Nature Conservation Importance)
- Slipper Mill Pond & Peter Pond (Site of Nature Conservation Importance)

2.29 The Parish contains two Grade II* listed buildings and a large number of Grade II listed buildings and structures as follows:

- Barn At Nutbourne Farm To The South Of Old Timbers, Farm Lane, Nutbourne
- The Forge, Farm Lane, Nutbourne
- Newell House, Hambrook Hill, Hambrook
- Thatchways, Inlands Road, Nutbourne
- Watersedge, Lumley Road, Emsworth
- Lumley Mill, Lumley Road, Emsworth (Grade II*)
- Mons House, Prinsted Lane, Prinsted
- Walnut Tree Cottage, Prinsted Lane, Prinsted
- Barn Behind Dolphin Cottage To The West, Prinsted Lane, Prinsted
- The Thatch, Prinsted Lane, Prinsted
- Loveders Farmhouse, Priors Leaze Lane, Southbourne
- Gosden Cottage, 146, Main Road, Southbourne
- Sussex Brewery Public House, 36, Main Road, Hermitage
- Wayside Cottage, Main Road, Nutbourne
- Old Timbers, Farm Lane, Nutbourne
- The Old House, Prinsted Lane, Prinsted (Grade II*)
- Black Fox Cottage, Prinsted Lane, Prinsted
- Oaklands, Main Road, Southbourne
- Winsley, Main Road, Hermitage
- The Cedar Tree Restaurant, Main Road, Nutbourne (now a dwelling)
- The Thatched Cottage, Main Road, Nutbourne
- Baytrees, Prinsted Lane, Prinsted
- Walnut Tree Farmhouse, Prinsted Lane, Prinsted
- 4, 5 and 6, The Square, Prinsted, Southbourne

- The Mill Cottage including attached wall to east around garage, Lumley Road, Lumley
- Nutbourne House, Main Road, Nutbourne
- Dolphin Cottage, Prinsted Lane, Prinsted
- The Manor House, Prinsted Lane, Prinsted
- Slipper House, Main Road, Emsworth
- Little Orchard, Prinsted Lane, Prinsted
- The White House, 27, Main Road, Hermitage
- The Traveller's Joy Public House, Main Road, Southbourne
- The Barleycorn Inn, Main Road, Nutbourne
- Mere, Main Road, Nutbourne
- Lumley Terrace, 1-8, Lumley Road, Emsworth
- Flint Cottages, 1 and 2, Lumley Road, Emsworth
- Prinsted Farmhouse, Prinsted Lane, Prinsted
- Apple Tree Farmhouse, Prinsted Lane, Prinsted
- 1, The Square, Prinsted

2.30 The SPNP Heritage Focus Group reviewed Heritage Assets in the parish, including listed buildings, and none were considered to be at risk. Additionally, the archaeological records obtained from CDC were reviewed. The parish contains one designated Conservation Area in Prinsted. Architectural styles in the parish include a number of thatched and timber framed buildings in Prinsted, some fine Victorian buildings clustered near the railway and a variety of 20th Century development.

Community Views

2.31 Since the launch of the SPNP the Parish Council, through the SPNP Communications Focus Group, has undertaken an extensive consultation programme to inform local residents about the SPNP and obtain their opinions on the future of the parish. A full Consultation Statement will be prepared at the end of the process that will describe all of these activities and will be submitted alongside the SPNP for examination.

2.32 Each of the topic Focus Groups (Community, Business and Economy, Drainage, Heritage, Housing, Transport and Environment) was tasked with examining the evidence base in respect of their themes and to draw conclusions on what this may mean for the SPNP.

2.33 The following are some general views that have emerged from most, if not all, of the Focus Groups and the public consultation:

- Key strengths of the Parish – attractive and historic parish settlements with well placed and sufficient key shops and services, reasonable proximity to major centres of employment and a good local community identity and spirit with many active societies, reasonably high skilled and qualified workforce and three excellent and popular schools, landscape and wildlife of international significance within

southern part of the parish, and a number of quality historic buildings and the Prinsted Conservation Area, generally good basic transport network.

- Problems – poor traffic management through Southbourne Village centre, such as train gates congestion and some narrow roads with little off-street parking, bus and train service connections to major employment centres and surrounding villages need improvements, as do local shops, especially the chemist, no youth facilities, need for increased capacity at the doctors surgery, and some residents thought that it would be difficult to increase capacity at the schools to cater for new development, children’s play space need improving, poor access to superfast broadband services, risk of flooding and inadequate drainage capacity, lack of a village centre, facilities are scattered, lack of public open space and tree planting
- Opportunities – to bolster the strengths of the parish in respect of shaping the future use and development of land, to shape and control future planning decisions by refining District-wide policies to suit the parish’s own circumstances, identifying land for homes and employment, to secure planning-related funding to invest in supporting infrastructure, to maximise the benefits of new housing in the parish to meet both local affordable needs and the demands in the open market for specific housing types and tenures, to identify viable community assets to protect from inappropriate development proposals, to provide and improve facilities for young people.
- Challenges – potentially high impact of development and recreational disturbance on Chichester Harbour (especially in the south of Southbourne), to identify suitable and acceptable sites to deliver 300 homes at Southbourne Village and 50 homes elsewhere in the parish, to address longstanding flood risk issues, to use the plan to achieve non-land use planning goals like better traffic management and an improved public transport network, to improve capacity at schools, doctors surgery and chemists, to ensure that the drainage capacity is managed and monitored, to manage the traffic congestion by train gates.

Planning Policy Context

2.34 The Parish lies within Chichester District, the County of West Sussex and includes part of the Chichester Harbour Area of Outstanding Natural Beauty (AONB). There are adopted and emerging policies and proposals that have a significant influence over the strategy and detailed content of the SPNP.

2.35 The National Planning Policy Framework (NPPF) published by the Government in 2012 and the National Planning Practice Guidance (NPPG)

of March 2014 are important guides in the preparation of neighbourhood development plans. At examination, the submitted SPNP must demonstrate that it is consistent with the policies and intent of the NPPF and has followed the guidance of the NPPG.

2.36 The development plan for Chichester currently includes the saved policies of the adopted 1999 Chichester District Local Plan (the 1999 CDLP), the West Sussex Waste Local Plan 2014 and the saved policies of the West Sussex Minerals Local Plan 2003. The SPNP must be in general conformity with the strategic policies of the development plan and it has therefore been prepared to focus on that goal. However, it also seeks to anticipate the provisions of the forthcoming Chichester Local Plan Key Policies (CLPKP), which has now been submitted for examination on 30 May 2014 but is unlikely to be adopted prior to the making of the SPNP.

Chichester District Council Local Plan 1999

2.37 The adopted Local Plan contains a number of saved policies that are of specific relevance to the SPNP:

- BE1: Settlement Policy Areas
- BE2: Loss of Community Facilities
- BE5: Alterations to Listed Buildings
- E14: Wildlife Habitat, Trees, Hedges and Other Landscape Features
- B5: Rural Area – New Build and Extension
- B6: Redevelopment of Authorised Uses
- B8: Safeguarding Business Floorspace
- H1: Dwelling Requirement
- H2: Settlement Policy Area – Presumption in Favour
- H8: Social and Low Cost Housing in Settlement Policy Areas
- H9: Affordable Housing (as amended by the 2007 Interim Statement on Planning for Affordable Housing)
- R3: Existing and Allocated Open Space
- R4: Public Rights of Way and Other Paths
- RE1: Development in the Rural Area generally
- RE2: Landscape Protection generally
- RE3: Landscape Enhancement
- RE4: Areas of Outstanding Natural Beauty – Chichester Harbour and Sussex Downs: Protection of Landscape and Character
- RE10: Essential Countryside Development
- C13: Tidal Flood Risk Areas

2.38 Although the weight attached to each policy will differ according to its alignment with the NPPF, these policies provide the framework by which the general conformity of the SPNP to the development plan will be assessed. Each SPNP policy contains a reference to the relevant saved CDC policy(s) and the supporting text draws out any specific conformity issue. The Basic

Conditions Statement accompanying the SPNP will set out in detail how each policy meets the necessary conformity requirements in due course.

2.39 In general terms, the saved policies apply considerable constraints to the development potential of the parish. These constraints combine landscape character, nature conservation, heritage assets and flood risk to leave a narrow scope for the SPNP to promote development opportunities.

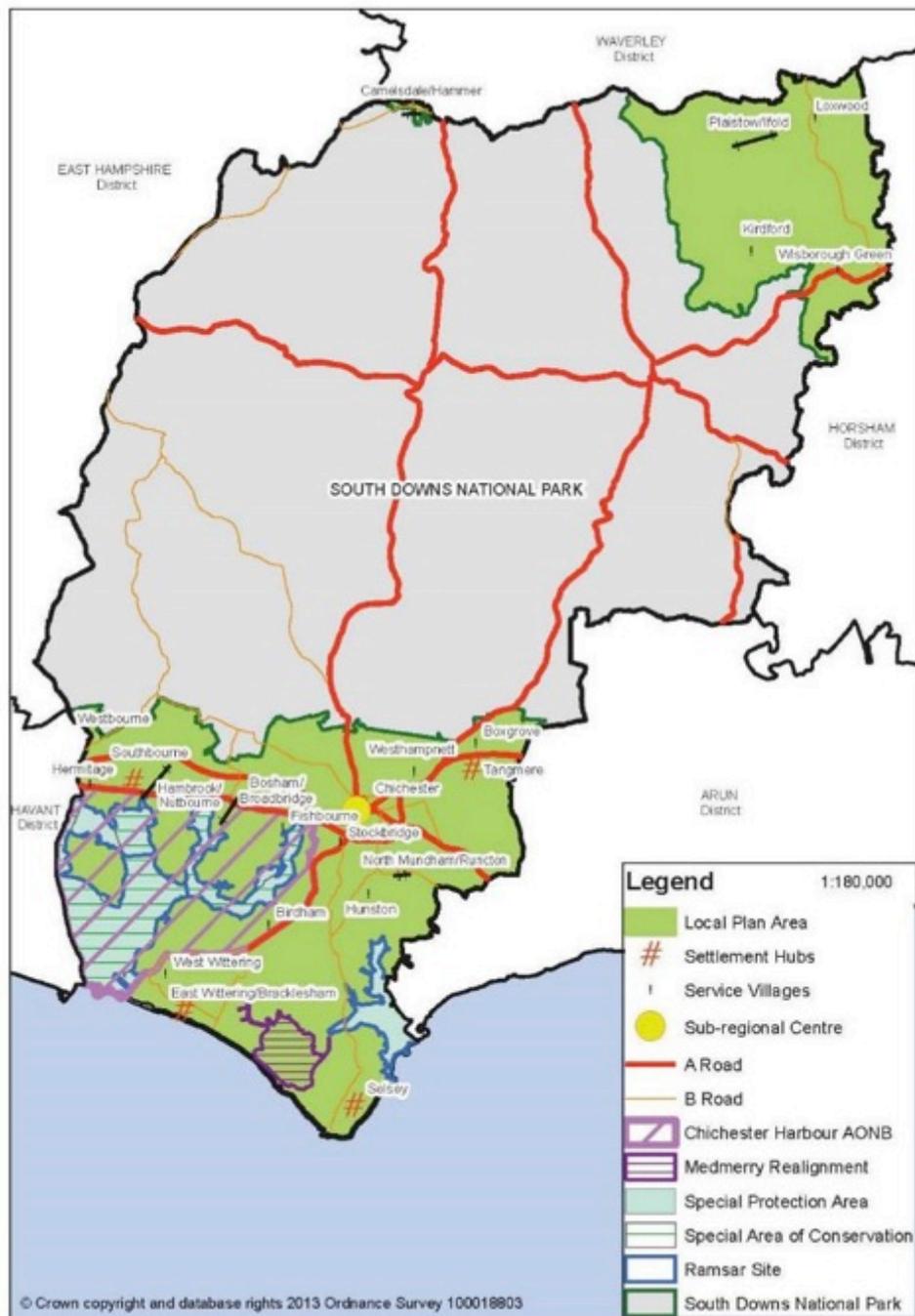
Chichester Local Plan: Key Policies 2014-29

2.40 The housing policies set out in the 1999 Local Plan are now out of date. The new Local Plan (CLPKP) was submitted for examination on 30 May 2014 and although not yet adopted, its strategic policies are of considerable importance for the parish. The SPNP has used the reasoning and evidence of the CLPKP to help shape its own housing policies. This has avoided unnecessary delay and the SPNP is likely to be examined and made before the CLPKP is adopted. This is not regarded as problematic as the SPNP will be reviewed in any event after the adoption of the CLPKP and any changes arising will be considered at that time.

2.41 The vision of the CLPKP is:

"By 2029, the Plan area will be a place where people can:

- *Find a range of jobs that match different skills and pay levels and meet their aspirations for employment;*
- *Use their entrepreneurial flair to start and grow creative, innovative and competitive businesses;*
- *Follow a socially responsible and more environmentally friendly way of life;*
- *Pursue a healthy lifestyle and benefit from a sense of well-being supported by good access to education, health, leisure, open space and nature, sports and other essential facilities;*
- *Enjoy a vibrant historic city, thriving towns and villages and areas of attractive, accessible and unspoilt harbours, coast and countryside;*
- *Have a quality of life that is enriched through opportunities to enjoy our local culture, arts and a conserved and enhanced heritage;*
- *Afford good quality homes to suit their incomes, needs and lifestyles;*
- *Live in sustainable neighbourhoods supported by necessary infrastructure and facilities;*
- *Feel safe and secure;*
- *Move around safely and conveniently with opportunities to choose alternatives to car travel;*
- *Take advantage of new communication and information technologies;*
and
- *Feel a sense of community, and feel empowered to help shape its future."*



PLAN C: Chichester Local Plan: Key Policies 2014-2029 Key Diagram

2.42 It includes a specific statement about its settlements, amongst them Southbourne:

"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.

Southbourne and Tangmere will grow and develop their role as 'settlement hubs' by widening the range and improving the quality of public open space, leisure and community facilities for their respective local areas. For Southbourne, the aim is to enhance its existing range of local facilities, whilst also looking to further strengthen transport links east to Chichester and west to Havant and Portsmouth."

2.43 Most of the Local Plan's policies are relevant to Southbourne and, once adopted, will be used by CDC in determining planning applications in its administrative area. However, some policies are especially important in setting the context for the SPNP:

- Policy 1 Presumption in Favour of Sustainable Development
- Policy 2 Development Strategy and Settlement Hierarchy
- Policy 3 The Economy and Employment Provision
- Policy 4 Housing Provision
- Policy 5 Parish Housing Sites 2012- 2029
- Policy 6 Neighbourhood Development Plans
- Policy 7 Masterplanning Strategic Development
- Policy 8 Transport and Accessibility
- Policy 9 Development and Infrastructure Provision
- Policy 20 Southbourne Strategic Development

2.44 In its Settlement Capacity Study report of October 2013, CDC reached conclusions for its policy for Southbourne in its new Local Plan thus:

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

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

"The Local Plan identifies Southbourne as a Settlement Hub and proposes a strategic allocation for around 300 homes to be located at the village, with a further 50 homes proposed to be located elsewhere in the parish. The strategic allocation reflects the village's size, range of facilities, good accessibility. The main focus of development should be at Southbourne in order to help expand its role as a settlement hub and support a wider range of local facilities. The remaining parish housing figure of 50 homes reflects the potential for delivering some additional housing in the Parish's two smaller settlements." (p178)

2.45 On that evidence, the new Local Plan contains the following policy:

"Policy 20: Southbourne Strategic Development

Land at Southbourne will be allocated for development in the Southbourne Neighbourhood Plan including any amendments to the settlement boundary. Development which is required to be planned for will include:

- 300 homes;
- 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. Taking into account 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;
- 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
- Take a comprehensive approach 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." (p124)

3. Vision & Objectives

Vision

3.1 The vision for Southbourne in 2029 is:

“The Southbourne Parish Neighbourhood Plan seeks to turn the wishes of the community into a clear vision which will be used to guide all future development in the Parish. The Plan seeks to protect and enhance those things that residents value in this parish, and seeks to use the new powers available to communities to ensure that all future development within the parish is appropriate and meets local need.

The Neighbourhood Plan aims to make development work for the parish; minimising the risk of flooding or worsening traffic congestion and – through Section 106 Agreement and the Community Infrastructure Levy – funding improvements to our social and physical infrastructure. The Neighbourhood Plan aims to tackle problems such as a shortage of youth services and facilities as well as the poor and unattractive state of certain parts of our natural environment. The Plan aims to avoid future problems arising from poorly thought out development and to help alleviate problems that exist today.

The Neighbourhood Plan safeguards the distinct identities of the villages that make up the parish (Lumley, Thornham, Hermitage, Southbourne, Prinsted and Nutbourne), whilst doing everything possible to meet the need for appropriate housing for those with local connections who are currently unable to stay in or return to where they grew up.

By 2029 the Neighbourhood Plan seeks to have protected and safeguarded the parish’s natural environment, ensured that new housing integrates with and supports the character of the community, ensured that appropriate infrastructure is in place for all development, boosted the range and quality of social activities as well as supporting a range of popular projects, and to have set some long-term goals for the parish to aim for beyond this plan period.”

Objectives & Measures

3.2 To achieve this, the key objectives of the SPNP are:

1. to protect the scenic beauty of the AONB and the integrity of the gaps between settlements
2. to avoid significant effects of development on the Chichester Harbour SPA and other areas of designated ecological significance
3. to increase open space and recreation facilities and provide

alternatives to existing facilities within or close to sensitive areas

4. to avoid increasing, and where possible resolve, existing flooding and drainage problems
5. to respect the significance of heritage assets including the Prinsted Conservation Area
6. to provide new open market and affordable homes but ensure the local utilities infrastructure can accommodate new development
7. to secure the integration of new development into the existing settlements
8. to ensure that the design of new development contributes positively to the visual character of its local surroundings and provides the highest level of sustainable building consistent with government standards
9. to avoid increasing traffic congestion at the Stein Road railway crossing in the plan period and to identify long term solutions
10. to encourage local shops within the villages
11. to encourage local employment within settlements
12. to locate new development so as to support and facilitate the use of public transport
13. to identify and manage local land use/infrastructure projects to assist in implementing plan policies in the long term

Monitoring & Review

3.3 The SPNP will be monitored by the local planning authority and Southbourne Parish Council on an annual basis as part of the Chichester District Annual Monitoring Reports. The objectives and measures will form the core of the monitoring activity but other data collected and reported at a parish level relevant to the Plan will also be included.

3.4 It is expected that the SPNP will be formally reviewed on a five-year cycle or to coincide with the review of the Chichester District Local Plan if this cycle is different.

4. Land Use Policies

Introduction

4.1 The Southbourne Parish Neighbourhood Plan (SPNP) contains a series of land use policies that focus on the settlements of Southbourne and Nutbourne, the successful delivery of which during the plan period of April 2014 to March 2029 will achieve the community's vision for the parish.

4.2 It is not the purpose of the SPNP to contain all land use and development planning policy relating to the parish. The saved policies of the 1999 Chichester District Local Plan that are not replaced by the SPNP, and those of the CLPKP in due course, will also be used by the local planning authority to consider and determine planning applications.

4.3 Each policy is numbered and there is a short explanation of the policy intent and a justification, including a reference to the relevant key evidence (which is listed in Appendix A). The evidence documentation is available either directly or via a link on the Parish Council's website.

Policy 1: Spatial Strategy

The Neighbourhood Plan will support development proposals located inside the Settlement Boundaries of Southbourne/Prinsted, Nutbourne West and Hermitage/Lumley/Thornham, as shown on the Policies Map, provided they accord with other provisions of the Neighbourhood Plan and development plan. Development proposals outside the Settlement Boundary will be required to conform to development plan policy in respect of the control of development in the countryside.

4.4 This policy directs future development in the parish to the established settlements of Southbourne/Prinsted, Nutbourne West and Hermitage/Lumley/Thornham.

4.5 In doing so, the policy proposes amendments to the Settlement Boundaries at Southbourne and Nutbourne villages to accommodate new development on the edge of the settlements but also seeks to protect the essential countryside character of the defined settlement gaps between Southbourne, Nutbourne and Hermitage/Lumley/Thornham villages (in Policy RE6 of the 1999 Local Plan).

4.6 The prior alignment of the Settlement Boundaries was established in the 1999 Local Plan Policy BE1. However, as there are no sites of sufficient size to accommodate new development within these boundaries, their alignment requires amendments in order to make provision for the site allocations in Policy 2.

4.7 A review of these boundaries has been undertaken using the SPNP evidence base to derive the following criteria to justify amendments:

- a) Proximity to the Chichester & Langstone Harbours Special Protection Area – land is not in an area within the designated 400m buffer zone (in accordance with saved Policy RE7 of the 1999 Local Plan and NPPF para 118)
- b) Relative landscape sensitivity to development – not land within the Chichester Harbour AONB (in accordance with saved Policy RE4 of the 1999 Local Plan and NPPF para 115)
- c) Minimisation of local traffic congestion – only land south of the Stein Road railway level crossing (in accordance with saved Policy TR6 of the 1999 Local Plan and NPPF para 30)
- d) Flood risk – land in Flood Zone 1 only (in accordance with NPPF para 100)
- e) Proximity to local services – land in close proximity to either Southbourne, Nutbourne or Hermitage local services and/or public transport service routes (in accordance with NPPF para 70)

4.8 Only where all five of the above criteria can be met is there a justification for a re-alignment of the boundary. In this way, the policy accords with national planning policy aimed at promoting development in rural areas but minimising its impact on areas of international nature conservation significance, the countryside and the local highway network. It also accords with the principles for reviewing the settlement boundary as proposed in Policy 2 of the CLPKP of:

- Respecting the setting, form and character of the settlement – see (b) above
- Avoiding actual or perceived coalescence of settlements – see (b) above
- Ensuring good accessibility to local services and facilities – see (c) and (e) above

4.9 The resulting spatial plan also addresses one of the main concerns expressed by the local community in respect of the scale and location of growth at Southbourne village. The closures of the level crossing total some 20 minutes each hour during the day leading to significant actual delays to vehicle, cycling and pedestrian journeys and a perceived severance of the community in Southbourne. By focusing growth south of the level crossing – accepting that the vast majority of commuting, shopping and leisure trips will be made using the A259 – the spatial plan minimises the impact of development on a serious traffic congestion and severance issue that will not be resolved during the plan period.

4.10 Para 30 of the NPPF states that, “ (plans) should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. The policy accords with that objective and with saved Local Plan policy TR6, which states that, “ planning permission will be refused for proposals which ... result in the generation of traffic, which by its amount or type, would overload the highway network”. By directing growth through land allocations south of the level crossing and alongside the A259 (the main road and public transport corridor through the village), this policy makes sensible and reasonable provisions.

4.11 In avoiding any development in or in close proximity to the Chichester & Langstone Harbours Special Protection Area, the policy accords with saved Local Plan policy RE7, whereby “ the planning authority will refuse permission for development which would be likely to damage, destroy or adversely affect ... declared special protection areas” .

4.12 In addition, the policy accords with saved Local Plan policies RE4 and RE6 in respect of the Chichester Harbour Area of Outstanding Natural Beauty and Strategic Gaps. Policy RE4 requires that “ areas of outstanding natural beauty will be conserved and enhanced ... any development which would be harmful to their visual quality or distinctive character will not be permitted except in compelling circumstances.” Policy RE6 covers all the land between Southbourne village and Nutbourne to the east and Hermitage to the west. It states that “ only in compelling circumstances which are of sufficient weight to override the importance of preventing the coalescence and retaining the identity and amenity of settlements ... will development which would be harmful to these objectives be permitted in the following strategic gaps” .

4.13 The policy anticipates and responds to the new Local Plan policies 4, 5 and 20 in respect of Southbourne village being identified in the settlement hierarchy of the District as being suitable for strategic development. The proposed amendments to the settlement boundaries will allow for a scale of housing growth and green infrastructure provision desired by these policies.

Policy 2: Housing Site Allocations

The Neighbourhood Plan allocates the following sites for housing development of a mix of 1, 2, 3 and 4 bedroom homes, as shown on the Policies Map, subject to the development principles outlined:

- I. 150 dwellings on land at Loveders Mobile Home Park, Main Road, provided the scheme:
 - a. is accessed from the A259 Main Road only;
 - b. meets its public open space requirements by providing land to form part of the Green Ring proposed in Policy 3, comprising a playing field, an equipped children's play space and informal open space;
 - c. safeguards land within the site for the future erection of a pedestrian footbridge over the railway east of Southbourne station and connects this to the footpath network of the Green Ring; and
 - d. enables the provision of a new footpath to Southbourne railway station, to the satisfaction of Network Rail, and makes a reasonable financial contribution to the cost of implementing this footpath.

- II. 125 dwellings on Land North of Alfrey Close, provided the scheme:
 - a. is accessed from the A259 Main Road; and
 - b. meets its public open space requirements by providing land to form part of the Green Ring proposed in Policy 3, comprising informal open space and an equipped children's play space.

- III. 25 dwellings on Land at Gosden Green, provided the scheme:
 - a. is accessed from the A259 Main Road by way of a new road along the eastern boundary of the site, the alignment and specification of which takes into account the provisions of Policy 9 of the SPNP; and
 - b. meets its public open space requirements by providing land to form part of the Green Ring proposed in Policy 3, comprising informal open space.

- IV. 50 dwellings on Land at Nutbourne West, provided the scheme:
 - a. is accessed from the A259 Main Road only;
 - b. provides a significant landscape buffer along all its boundaries, comprising structural landscaping, public allotments, informal open space and a children's play area;
 - c. makes a reasonable financial contribution towards a package of drainage works to mitigate the impacts of the development and to ensure that existing flooding problems in the vicinity of the site and downstream are not exacerbated; and

- d. makes provision for car parking spaces to benefit dwellings adjoining the site.***

All the proposed allocations will be expected to deliver affordable housing in accordance with the policies of the development plan and to provide financial contributions to meeting their infrastructure requirements and other provisions of the Neighbourhood Plan, as indicated in Proposal 2.

4.14 This policy allocates four sites for housing development in the plan period totalling 350 new homes. In each case, the policy establishes the key development principles to which future planning applications will be expected to respond.

4.15 The three sites allocated in Southbourne village are all located within the amended Settlement Boundaries defined in Policy 1 and together will deliver 300 new homes. This represents a significant increase – about 15% - in the size of the village and is well in excess of the rate of new housing delivery of the past few years. The policy therefore strongly accords with the emphasis of the NPPF in respect of promoting housing growth.

4.16 The saved policies of the Local Plan are out of date in respect of housing supply. The policy, together with Policy 1, therefore seeks to promote a scale and pattern of housing growth that will contribute to the objectively assessed need of the District but which recognises the infrastructure and environmental constraints to this growth.

4.17 The three Southbourne village allocations together will deliver a variety of new homes distributed evenly on both sides of the village and south of the railway crossing. They will complete a sustainable pattern of growth in the plan period that does not lead to any major incursions into the Strategic Gap either side of the village and can be accommodated by its infrastructure. They will therefore accord with saved Local Plan policy BE1, which requires that “new development ... must not detract from its surroundings ... in assessing planning applications the following matters will be taken into account ... its effect on the local environment ... the intrinsic merit of the design, scale, materials, siting and layout ... its relationship to and effect on neighbouring development ... and its setting in the landscape.”

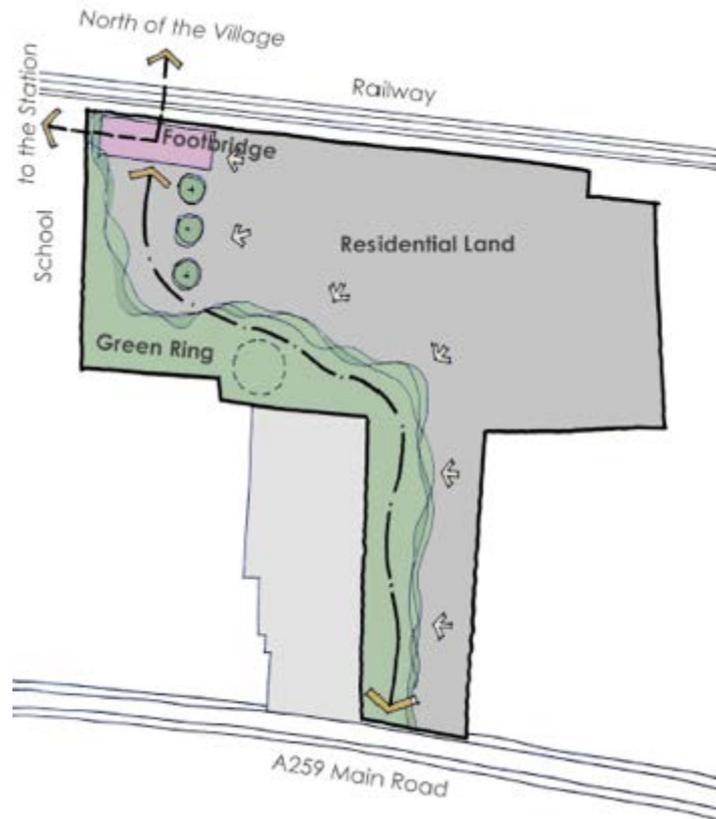
4.18 The policy requires that all the allocated sites make provision for affordable housing in accordance with the policies of the Local Plan. At present, the local planning authority applies the saved policy H9 of the 1999 Local Plan as amended by the 2007 Interim Statement on Planning for Affordable Housing. This seeks 40% of new homes meet the definition of affordable housing on schemes of more than 10 new homes. It is noted that the emerging Local Plan proposes a 30% affordable housing proportion from such schemes.

4.19 The local community and CDC (in its proposed CLPKP Policy 20) expect that development of this cumulative scale will require investments in the local public infrastructure, notably transport and access infrastructure. Such investments may be secured through planning obligations, the Community Infrastructure Levy and other public and private sources. The SPNP includes (in Proposal 2) a number of important infrastructure improvement projects that will ensure its development provisions are acceptable to the local community, which has expressed considerable concern that the past growth of the village has not been properly planned.

4.20 The policy acknowledges, however, that planning for the details of these provisions at this stage is not possible. Some of the proposals will be necessary to make development schemes acceptable in planning terms and will be directly related to those schemes. In which case, this policy ensures that on the one hand, land is safeguarded for future provision once the project finances are secured. On the other, it also provides CDC and developers with a clear indication of the community's aspirations to ensure the long term growth of the village is not planned in uncoordinated increments.

Land at Loveders Mobile Home Park

4.21 This 6 Ha site is located immediately south of the railway line with School playing fields to the north west and the Main Road A259 to its south. The site is within the Southbourne settlement boundary defined in policy 1, with some ribbon development immediately to the east. The site is currently occupied by a holiday mobile home park and is operated privately. It has a vehicular access to the A259. It is greenfield land, grade 1 although no longer in agricultural use and may have been degraded through its use as a mobile home park. A smaller adjoining site is operated by the Caravan and Camping Club and is not included in the allocation.



PLAN D: Concept Plan of Loveders Mobile Home Park site

4.22 The allocation makes provision for a scheme of 150 new homes (see a concept plan in Plan D) but requires land to be provided for the 'Green Ring' (see Policy 3 and Plan F) and other open space requirements. In doing so, the site provides an early opportunity to begin the laying out of this major green infrastructure asset in the only viable location east of the existing village.

4.23 In addition, the site offers the only realistic opportunity east of the railway station to achieve a new access to the north of the village via a new railway bridge for pedestrians. This is a crucial long term objective of the SPNP (thereby reducing the reliance on the Stein Road level crossing for pedestrians) and is realisable (the land on the opposite side of the railway is undeveloped thereby making it possible to 'land' the bridge in the future). In addition, it forms an integral part of the 'Green Ring'. The policy therefore requires the safeguarding of sufficient land for this purpose in an appropriate part of the site, to the satisfaction of Network Rail.

4.24 In due course, it may also be possible to achieve a new access to the south platform of the railway station in negotiation with Network Rail and to the adjoining school. While the site connects into the existing footway network, pedestrian journeys from the site would have to take a route to the south of the site, along the footway adjacent to the A259 before routing north through New Road towards the railway station. This represents a journey of

over 1km from the centre of the site or 1.5km from the north east corner. The actual distance to the station is less than 300m. Similarly, cyclists would need to route via the site access and cross the A259 before re-crossing to head north towards the station and other facilities to the north of the crossing. This is unlikely to be appealing to inexperienced cyclists or vulnerable road users. In order to make a satisfactory development scheme, it is therefore reasonable to require the scheme to make sufficient land provision for a footpath link within the site (which would also form part of the Green Ring of Policy 3) and to make a reasonable financial contribution to the cost of its implementation.

Land North of Alfrey Close

4.25 The 5 Ha site lies north of the Main Road A259, with existing residential development to the south and east, and beyond the railway line to the north. Open fields lie to the west and a railway line to the north. The site is within the Southbourne settlement boundary as defined in Policy 1. The site is currently a greenfield site in Grade 2 agricultural use. A planning consent has recently been granted for a 70 dwelling residential and care home scheme on the southern half of the land.



PLAN E: Concept Plan of Alfrey Close and Gosden Green sites

4.26 Policy 9 of the SPNP provides for the safeguarding of land adjoining the western boundary of the Alfrey Close site for a western road and railway bridge to be delivered beyond the plan period. These provisions do not directly impact the allocation site. However, while the principle of access from the A259 via Alfrey Close for the 70 dwelling and care home scheme has already been accepted, a scheme for the 125 dwellings could achieve another road access shared with the new access onto the A259 as shown on the concept plan E above.

4.27 It also requires that the public open space requirements of development plan policy are met through specific provision being made to accommodate and deliver the Green Ring in this location (see Policy 3). Aside from these requirements, it will be important for development on this site to be well screened with a structural landscape belt along its western edge to mitigate the impact of development on the appearance of the strategic gap between Southbourne and Hermitage.

Land at Gosden Green

4.28 The 0.7 Ha site is situated on the north side of the Main Road A259 within the Southbourne Settlement Boundary defined in Policy 1. Open agricultural land lies to the north, with residential land to the immediate east and west on the A259. A public footpath runs northwards alongside the eastern boundary which links into Garsons Road to the east. It is currently greenfield land but has not been cultivated for some time and is currently vacant.

4.29 The allocation policy is consistent with the criteria of Policy 1 in that although beyond the predominant western edge of the village formed by properties in Garsons Road and Alfrey Close, the site is relatively small and screened from the landscape gap to Hermitage by the existing large property to its west. The policy requires access from the A259 and this should take into account, along with the allocation at Land North of Alfrey Close (see Plan E above), the provisions and opportunity of Policy 9 of the SPNP in respect of planning for the longer term alternative road access over the railway line west of the village (see Plan E above).

4.30 It also requires that the public open space requirements of development plan policy are met through specific provision being made to accommodate and deliver the Green Ring in this location (see Policy 3 and Plan F).

Land at Nutbourne West

4.31 The 3.5 Ha site is situated immediately to the east of the Ham Brook and to the north of Nutbourne West. It is partially within the Nutbourne settlement boundary as defined in Policy 1. It lies behind a row of existing residential

properties that front onto the Main Road A259. An open field lies between the site and the railway line to the north. There is a current agricultural access to the A259 just to the east of the former Nutbourne Post Office building.

4.32 The policy requires the development area to be confined to within the settlement boundary part of the site, with access from the A259, and that the remaining part of the site beyond the boundary should be used for landscaping on all sides, for a new public open space and children's play area and new allotments to serve the village. Together, these requirements will ensure that the scheme can be delivered at a density and with features that respect the character of the settlement and is seen as a logical extension to its boundary and provides new community assets for Nutbourne. The scheme will also enable the provision of some car parking spaces for the benefit of dwellings that adjoin the site but have a frontage with the busy A259.

4.33 In considering the infrastructure requirements of the site for which a reasonable financial contribution may be sought, it is anticipated that the scheme will help resolve existing drainage problems in the village as well as meet its own needs. Over a number of years there has been a problem with the Ham Brook overflowing its banks in the area between the A 259 road and the Nutbourne marsh. Both branches of the brook have regularly flooded several houses, many gardens and Farm Lane. Development on the allocated site may make this matter worse if this problem is not resolved. Although a conventional sustainable drainage system solution may be appropriate, a more valuable long term solution may be the laying of a new drainage pipe from the old Stratton works down Farm Lane to Nutbourne marsh, a distance of about 150m. This drain would take surface runoff from the development and also include an overflow run-off diversion for the Brook. It would also carry the storm discharge from the combined sewerage overflow discharge point also at this location instead of using the Ham Brook which normally flows through many gardens, and when flooding, through some homes. The Parish Council will commit to discussing this solution, and its financing, with CDC, Southern Water and the developer, prior to a planning application being submitted.

Policy 3: The Green Ring

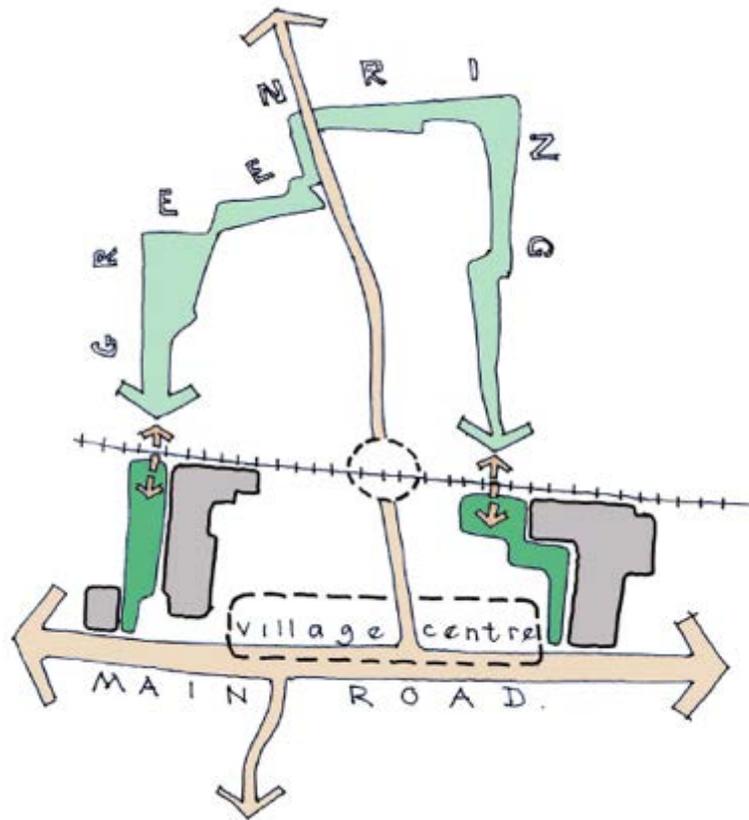
The Neighbourhood Plan proposes the establishment of a Green Ring around the village of Southbourne, as shown on the Policies Map, comprising a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath/cycleway network, children's play areas, woodland and land of biodiversity value.

Development proposals that lie within the broad location of the Green Ring will be required to align their public open space requirements with its objectives, so that they contribute to its successful formation and maintenance. Proposals that will lead to the unnecessary loss of Green Ring land or features or that will prejudice the completion of the Green Ring will be resisted.

4.34 This policy establishes the principle of the Green Ring at Southbourne as a strategic green infrastructure project and identifies its broad location on the Policies Map. It requires all development proposals within its broad location to make provision for its delivery and management and it resists the loss of any Green Ring land or associated features that cannot be justified.

4.35 The planning of green infrastructure is an increasingly important element of national planning policy. The NPPF acknowledges this type of infrastructure can serve many simultaneous purposes, from providing a local recreational asset, to enhancing biodiversity, protecting visual amenity and adapting to climate change. Its two most important features, however, are in creating new, north-south' pedestrian routes on the western and eastern sides of the village (to overcome the dependence on the level crossing) and in providing a new amenity for existing residential areas.

4.36 The Green Ring will become a defining landscape feature of the settlement of Southbourne in years to come. It is accepted that its completion will take many years beyond the plan period and will rely upon future development proposals and the support of relevant landowners. However, its most significant segments at the heart of the village between the railway line and the A259 will be delivered in the plan period through each of the housing allocations of Policy 2.



PLAN F: Concept Plan of the Green Ring

4.37 It is intended to provide an important additional informal and formal recreational resource for the growing village, which is currently under-provided in these respects. Its scale is such that it can comprise a mix of accessible, semi-natural greenspace, amenity land, informal recreational space, playing spaces and footpath/cycleways (including the National Cycle Network Route 2 (NCN2) that passes through the parish along the A259 and the South Coast Cycle Route on Stein Road).

4.38 All these features are expected to be provided on site by development schemes; here, the intention is that such provision will be co-ordinated and controlled by the policies of the SPNP and by the determination of future planning applications. The Green Ring provides an opportunity to reconnect the north and south of the village by breaching the railway line barrier with new pedestrian access on its eastern and western edges. These bridges will connect with the existing and enhanced footpath and cycleway network and will greatly improve the north-south permeability of the village.

4.39 The Green Ring will deliver a biodiversity gain by providing for the maintenance and growth of habitats already present in the area, without being lost to large scale development. It is expected that the ecology surveys of future planning applications will indicate how that segment of the Green Ring will contribute distinctive and long term biodiversity value. In

addition to improving north-south permeability and to improving local biodiversity, the Green Ring will provide current and future residents of Southbourne and Prinsted with better access to semi-natural greenspace and recreational opportunities. This may help reduce visitor pressure within sensitive habitats at Chichester Harbour.

4.40 It will also provide significant structural planting of the Green Ring to help the village adapt to climate change by creating an important break in development to manage micro-climate. A further assessment of the potential of the Green Ring is included in a separate report prepared by the SPNP Environment Group and is published as part of its evidence base.

4.41 The Green Ring is only shown as a broad location on the Policies Map because its details will be resolved through the consideration of planning applications. Where this involves development proposals, it will provide the flexibility to plan how best its objectives can be realised as part of their public open space provisions and in relation to the scheme layout and access. In some places, it may be quite narrow and contain only a footpath and amenity land; in other places it will be wide enough to incorporate a recreational area and structural landscaping. It will therefore be for the local planning authority to determine the precise specification and ongoing management arrangements of the Green Ring features when considering planning applications.

4.42 It is proposed that the Green Ring will be one of the priorities for continued investment in the long term through the Parish element of the future Community Infrastructure Levy (CIL). Although the main direct investment in its delivery and ongoing management will be secured through the planning obligations of allocated development proposals, all windfall development in Southbourne/Prinsted will be expected to contribute to its implementation beyond the allocated development sites through the CIL. It is anticipated that the majority of the Green Link land will be transferred to the Parish Council, which will be responsible for its long term protection and management.

Policy 4: Housing Design

Development proposals will be supported, providing their scale, density, massing, height, landscape design, layout and materials, including alterations to existing buildings, reflect and enhance the architectural and historic character and scale of the buildings and landscape of Southbourne Parish.

All development proposals must be able to demonstrate they will not increase the risk of flooding on or adjoining the proposals site and that they will safeguard and enhance biodiversity in accordance with Policy 7 of the SPNP.

4.43 This policy requires all housing development proposals to reflect the character of each of the settlements of the parish in their design and to demonstrate that they will not increase flood risk.

4.44 The development plan and NPPF policies will continue to require development proposals to meet national design standards in respect of heritage assets (applying to the listed buildings and Prinsted Conservation Area), energy efficiency and water management. However, it is important that the SPNP emphasises the value of these requirements, especially regarding design details such as the use of rainwater and grey water recycling, permeable materials on hard surfaced areas and green roofs to dissipate run-off.

4.45 Development proposals should incorporate Sustainable Drainage Systems (SUDS) to prevent increases in surface water flood risk, unless it can be justified that this approach is not necessary. The detailed design of development schemes should meet (or exceed if possible) national standards for energy efficiency and for the use of renewable energy as part of the proposal (e.g. passive solar gain, solar thermal and/or photovoltaic panels, micro-scale wind turbines, ground source heat pumps etc.).

Policy 5: Employment

Development proposals for new business-related development will be supported, provided:

- i. they do not lead to the loss of existing community facilities;***
- ii. they do not adversely impact neighbouring residential properties; and***
- iii. they do not adversely affect transport and other infrastructure.***

Development proposals that enhance the operational effectiveness and appearance of existing employment sites and facilities, or to redevelop those sites to provide modern commercial units and associated facilities, will be supported, provided they do not adversely impact neighbouring residential properties.

Development proposals that will result in the loss of employment floorspace will be resisted, unless it can be demonstrated that either there will be an increase in jobs as a result of the proposals enabling a higher employment density to be achieved or the use is no longer viable.

4.46 This policy seeks to encourage the local economy in the parish to grow in step with the housing growth planned for in the plan period. To do so, it protects existing sources of employment from a loss to another use. For the purpose of this policy, 'business-related development' is defined as Use Classes B1-B8 but may also include other uses that have employees,

excluding retail (A1-A5) uses or public services.

4.47 Responses from the Community Survey did not support a major allocation of employment land. Similarly the results of the local business survey did not indicate a need for a significant allocation. The Chichester Employment Viability Assessment Report (June 2013 – Capita Symonds) concludes that Southbourne is either a location with lower order employment requirements or a desirable commuter location. Taken together this suggests no further employment land is required.

4.48 However, there are nearly 8% (2011 Census) of those economically active in employment in the parish that work from home. This may justify a need for “easy in/easy out” accommodation, preferably within a business centre where small units of flexible configuration could be provided along with associated facilities such as secure storage, car parking and support services.

4.49 This would allow activities to expand/contract floorspace in response to economic circumstances. The suggested allocation of up to 2ha of employment land by the Employment Land Review Update 2013 was a possible maximum requirement during the plan period and demand should be subject to monitoring, market demand and alternative options at the time of significant new residential development. It has not been possible to identify suitable land for this purpose at this stage.

4.50 In which case, the policy restates saved Local Plan policy B5, which states that, “proposals for extensions to existing buildings for business, industry or warehousing in the rural area will be permitted provided they are only of modest scale in relation to the size of the existing buildings”, in relation to the defined Settlement Boundaries. It also accords with saved Local Plan policy B8, which resists a change of use of business premises “unless the district planning authority is satisfied that ... the proposal would not result in the loss of types and sizes of site or accommodation of which there is limited availability in the locality”.

Policy 6: Village Centre & Local Shops

Development proposals to change the use of existing shops or commercial units will be resisted, unless it can be demonstrated their continued use is no longer viable.

4.51 This policy seeks to protect local shops in the parish from a change of use to a non-commercial use, either through the determination of planning applications or in the consideration of impact of applications for prior approval (where the change of use is considered permitted development).

4.52 The existing local shops are popular with the local community, though their number has declined over the last few years. As Southbourne village in particular will grow in population considerably in the plan period, it is expected the demand for the remaining convenience shops and local services will also grow.

4.53 Para 70 of the NPPF encourages communities to “plan positively for the provision ... of local shops (and to) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs”. The unnecessary loss of any of the remaining shops and services will lead to the local community having to travel outside the parish in increasing numbers. Though this is expected for main shopping and services trips – to Chichester, Havant, Portsmouth and Emsworth for example – the village must retain a mix of local shops and services to be sustainable as a housing growth location.

4.54 In which case, proposals for the loss of any shop or service unit must demonstrate that the unit is no longer viable as a retail or service location, nor will become so for the foreseeable future. The local community will be prepared to accept that in some cases there may be a considerable period within which proposals for new retail or commercial uses may come forward and during which the unit may be vacant.

Policy 7: Environment

Development proposals must seek to avoid having any significant environmental effects on designated environmental and landscape assets, especially the Chichester and Langstone Harbours Special Protection Area and Chichester Harbour Area of Outstanding Natural Beauty. Where effects are unavoidable and their impact may be less significant to the surrounding locality, then the proposals must show how these effects will be mitigated to the satisfaction of the local planning authority.

In addition any development proposals must contribute to and enhance the natural environment by ensuring the protection of local assets and the provision of additional habitat resources for wildlife and green spaces for the community.

4.55 This policy emphasises the importance of all development proposals avoiding harmful impacts on the many designated natural and heritage assets of the parish. It is supported by a number of projects included in Proposal 2 of the SPNP.

4.56 The local community recognises that national and development plan policy already offer significant protection to designated assets. Para 115 of the NPPF expects “great weight should be given to conserving landscape and scenic beauty in ... Areas of Outstanding Natural Beauty”. Para 118

states that, "planning authorities should aim to conserve and enhance biodiversity by ... (refusing planning permission where) significant harm resulting from development cannot be avoided ... and development (is) likely to have an adverse effect on a Site of Special Scientific Interest (SSSI)". Finally, para 126 states that, "local planning authorities should take into account the desirability of sustaining and enhancing the significance of heritage assets".

4.57 The Chichester & Langstone Harbours Special Protection Area/Ramsar/SSSI, the Chichester Harbour Area of Outstanding Natural Beauty, the Nutbourne Marshes Local Nature Reserve and the Prinsted Conservation Area are all environmental assets of designated international or national importance. The spatial and allocation policies of the SPNP have sought to avoid any significant effects on these assets and this policy expects that all other small scale development proposals in the parish in due course will meet the same objective.

Policy 8: Education

The Neighbourhood Plan allocates land to the west of Bourne Community College, as shown on the Policies Map, for outdoor educational and recreational uses, and for any ancillary buildings related to the recreation use, provided they:

- i. are accessed from the existing access to the College site off Park Road;***
- ii. any disturbance to the amenity of local residents by way of noise and light pollution is avoided or satisfactorily mitigated; and***
- iii. make provision for land to contribute to the delivery of the Green Ring in Policy 3 of the SPNP.***

4.58 This policy allocates land adjoining the existing secondary school in Southbourne village for an extension to the operational area of the school.

4.59 The Bourne Community College wishes to extend its present playing field to build an All Weather Pitch/Multi Use games Area with fencing and lighting for use by the College Students and the local community. The Bourne Community Trust has been researching the sources of possible funding to achieve such a pitch. This is to complement the significant level of funding which the Headteacher has said will be made available from College funds for such a project.

4.60 The field to the west of the present playing field is presently owned by West Sussex County Council (WSCC) and is ideal for additional pitches. The field was purchased in 1971 under a compulsory purchase order, to be used for educational purposes. Given the existing under-provision of formal sports facilities in the parish and the proposal to ensure the local community has access to the new facilities, this proposal has been very much welcomed. The NPPF (para 72) is also strongly supportive of school proposals and requires that planning authorities should "give great weight to the need to ... expand ...

schools” .

4.61 The policy accords with saved Local Plan policy RE6 in respect of development in the strategic gap, as it is not the intention to amend the defined Southbourne settlement boundary in this location. The policy states that, “opportunities for extensive development for recreational purposes may be permitted where such developments will ... not involve substantial buildings, large areas of hardstanding or high levels of urban activity.” The provision of the proposed pitches, games area, fencing and lighting is therefore appropriate, subject to careful consideration of any likely harmful local amenity effects and of the appropriate provision of new structural landscaping and tree/hedge planting.

4.62 The policy accords with saved Local Plan policy RE17 for community facilities, which states that, “the district planning authority will permit the provision of new or extended community facilities including ... education and community recreation facilities in the rural area where ... the site adjoins a settlement policy area boundary ... and the proposal is of a size, form and appearance consistent with the character and environment of the site, its surroundings and the adjacent settlement.” The policy also requires that there is no better location with the settlement boundary for this purpose, which is the case in this parish.

4.63 However, in making the allocation, the policy requires that future proposals use the existing road access to the school site and seek to minimise any adverse impacts on local amenity, especially in terms of light and noise pollution, given the reasonably close proximity of residential areas. The site also aligns with the longer term route of the Green Ring of Policy 3 of the SPNP. In which case, the layout of the new uses must make provision for the ability of the site to be a part of the footpath, landscape and biodiversity network of the Green Ring in this location.

Policy 9: Transport

The Neighbourhood Plan safeguards land to the west of Southbourne, as shown on the Policies Map, for the provision of new road and an elevated crossing of the railway line in order to reduce congestion at existing railway crossings and to improve pedestrian safety. Development proposals that will prejudice the ability to deliver the road or elevated crossing will be resisted.

Reasonable financial contributions will be sought from development proposals to support the enhancement of bus service provision within the Parish.

4.64 This policy makes provision for the future delivery of new means of connecting the north and south of Southbourne village by road, pedestrian and cycle bridges and for planning obligation funding to support local bus services.

4.65 The local community considers that the level crossing in Southbourne causes unacceptable traffic delays and severs the community. This is one of

the main points to emerge from local consultations. While there is no funding at present, it is a long term community aspiration to secure a new road link which bridges the railway line and provides an alternative route to Stein Road. Para 30 of the NPPF encourages “solutions which ... reduce congestion” and para 35 requires that “plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and people”.

4.66 Accordingly, the policy safeguards land to the west of the village for a new road and an elevated crossing as there is no practical option to the east of the village. The precise alignment and financing of the road and crossing cannot be determined at this stage, other than on the ‘Land at Gosden Green’ site (see below). The broad location of the safeguarded land shown on the Policies Map indicates the road alignment and elevated crossing adjoining the settlement boundary to minimise their impact on the precious open countryside between Southbourne and Hermitage. The final alignment and design of this infrastructure must also take into account the biodiversity interest of the land. Further planning for such a proposal will be undertaken towards the end of the current plan period for implementation, if deliverable, at some point beyond that period.

4.67 However, the first part of this road link can be achieved within the plan period within the proposed housing allocation site on ‘Land at Gosden Green’ in Policy 2. In addition, to the east of Southbourne, a proposed pedestrian footbridge is included within the allocation of the ‘Land at Loveders Mobile Home Park’ site. These two links would help complete the Green Ring around the village.

4.68 Finally, the policy requires that development proposals make provision for the improvement of local bus services to serve the growing population. This should be in the form of financial contributions secured either through planning obligations or the Chichester Community Infrastructure Levy in due course.

Policy 10: Community Buildings

The Neighbourhood Plan will support development proposals for the repair, extension or replacement of buildings for community use to ensure local residents have sufficient good quality facilities for community activities.

4.69 This policy encourages the continued community use of a variety of existing facilities in the parish by supporting development proposals that further this objective, including the replacement of existing facilities with new buildings.

4.70 The Parish has a village hall (owned by the Village Trust), the St. John’s Church Centre (St. John’s Church), a local library (West Sussex County Council), leisure centre (Chichester District Council), the Age Concern Hall (West Sussex County Council), Tuppenny Barn (a social enterprise horticulture and education centre), Southbourne Sea Scouts

Headquarters (the Sea Scouts) and a private club that has sports and social facilities (Southbourne Club).

4.71 All these facilities are well used by a great variety of activities, and most are in good repair. Some benefit from being in independent buildings, for example the Neighbourhood Plan supports the preservation of a separate centre for the support and well being of the elderly at the Age Concern centre. However, some facilities may prove to be time limited and maintenance costs may become an issue during the Plan period.

5. Implementation

Introduction

5.1 The Southbourne Parish Neighbourhood Plan (SPNP) will be implemented through a combination of the local planning authority's consideration and determination of planning applications for development in the parish, and through steering public and private investment into a series of infrastructure proposals contained in the plan.

5.2 In addition, there are a number of planning-related proposals that have emerged during the preparation of the SPNP that are included in this section to provide a comprehensive view of local community aspirations for the parish.

Development Management

5.3 Most of the policies contained in the SPNP will be delivered by landowners and developers. In preparing the SPNP, care has been taken to ensure, as far as possible, that the policies are achievable.

5.4 Whilst the local planning authority will be responsible for development management, the Parish Council will also use the SPNP to frame its representations on submitted planning applications. It will also work with the District Council to monitor the progress of sites coming forward for development.

Proposals

Proposal 1: Cycle Routes

Proposals to designate and to carry out works to provide dedicated cycle routes between the settlements of Southbourne/Prinsted, Hermitage, Lumley, Nutbourne, Westbourne, Emsworth, Woodmancote, Hambrook, Chidham, Thornham and Thorney Island, will be encouraged, provided it can be demonstrated those works can be achieved and will have no significant environmental effects on the Chichester & Langstone Harbours Special Protection Area.

5.5 This proposal encourages local authorities, other stakeholder organisations and local landowners to bring forward specific proposals to establish an effective cycle route network through and beyond the parish.

Proposal 2: Infrastructure Projects

Parish Council will support the local planning authority in securing reasonable financial contributions from development proposals to invest in infrastructure projects that are directly related to the individual and cumulative impact of development on Southbourne and Nutbourne.

The Parish Council especially wishes to see sufficient financial contributions made by developers to fund the Green Ring (of Policy 3), community facilities, local schools, health and utility services.

5.6 With the scale of growth planned for Southbourne and Nutbourne in the SPNP, the local infrastructure will require upgrading, otherwise existing capacity and quality problems will likely worsen. This proposal establishes the basis on which the Parish Council, and the local community more generally, will expect CDC to negotiate successful financial contributions resulting from development proposals. In addition, a number of other projects have been identified during preparation of the SPNP, including some, where the community has an identified shortfall in facilities.

5.7 The proposal acknowledges that para 173 of the NPPF requires development plan policies to be deliverable and that policies therefore not be too onerous that the viability of development is threatened. It also accepts that para 204 places tests on how planning obligations must be secured. For those reasons, the land use policies of the SPNP, and this specific proposal, have avoided prescription and rather have identified the key infrastructure projects that the local community will expect to see delivered during the plan period. It is also accepted that the sources of funds are many and varied and that the ability of the planning system to deliver funding is confined to planning obligations and to the forthcoming Chichester Community Infrastructure Levy.

5.8 The following list of infrastructure projects are those that would be expected to benefit from financial contributions from development schemes:

- Drainage – measures to reduce surface water flooding
- Amenity - The proposed Green Ring
- Recreation - Sufficient amenity space and recreation facilities to rectify the current shortfall in the parish eg sport and recreation including all-weather pitches at the Bourne College; new amenity open space; play space including a Youth Skate Park; allotments and woodland
- Environment - Amenity tree planting
- Environment – Funding to support ‘Action for Wildlife in Southbourne’
- Transport – a pedestrian footbridge over the railway line north of the Loveders Mobile Home Park
- Transport – improve pedestrian access to the railway station and provision of parking facilities for commuters

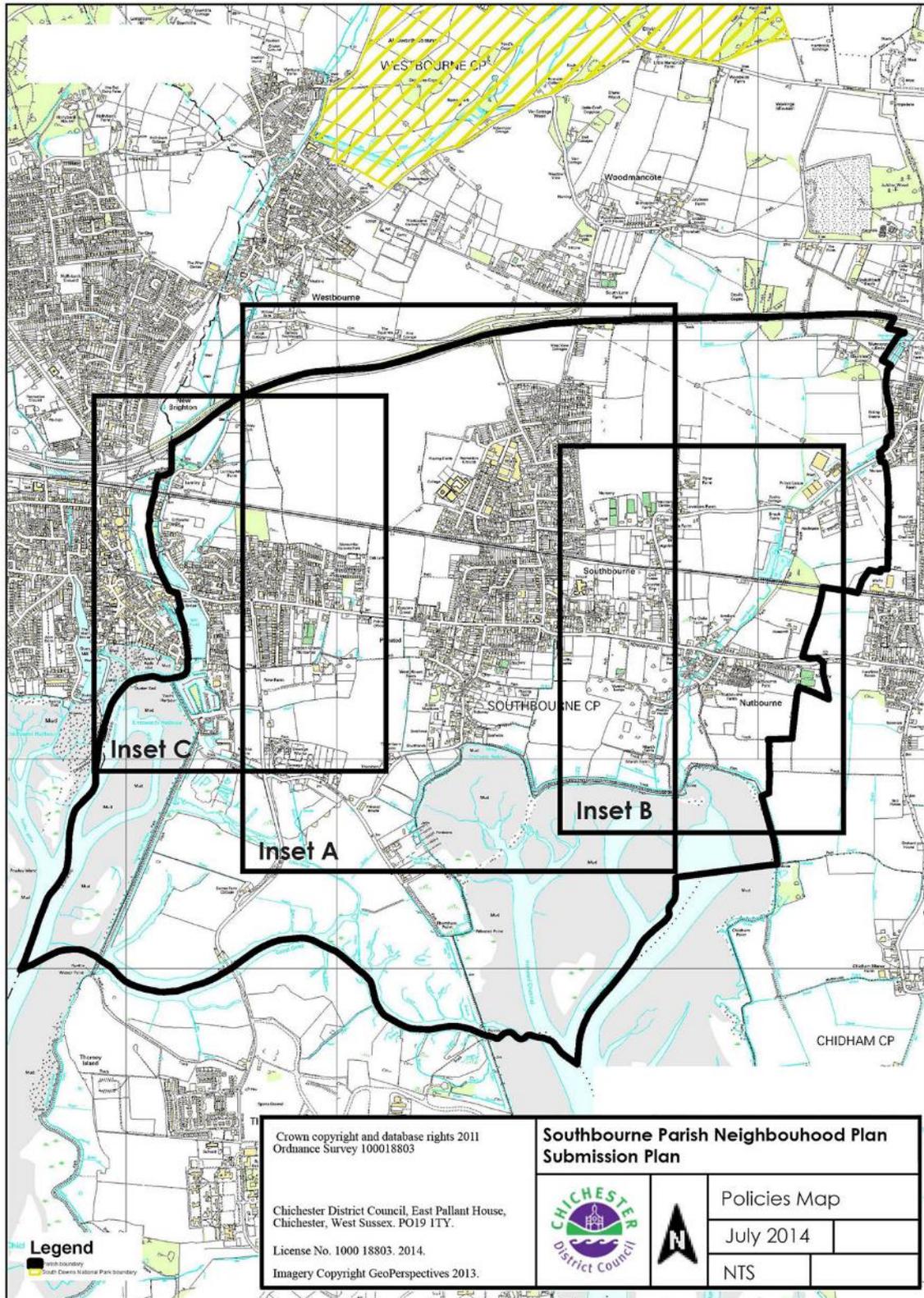
- Transport – improvements to bus services, including routes, frequency, bus shelters and real time indicators.
- Transport – secure cycle parking and provision of continuous safe cycle routes within the parish
- Community buildings – funding of maintenance, extensions, improvements and replacement at the Southbourne Village Hall and the Southbourne Age Concern building
- Community buildings - the maintenance of the independent day centre for the elderly
- Community buildings – youth facilities

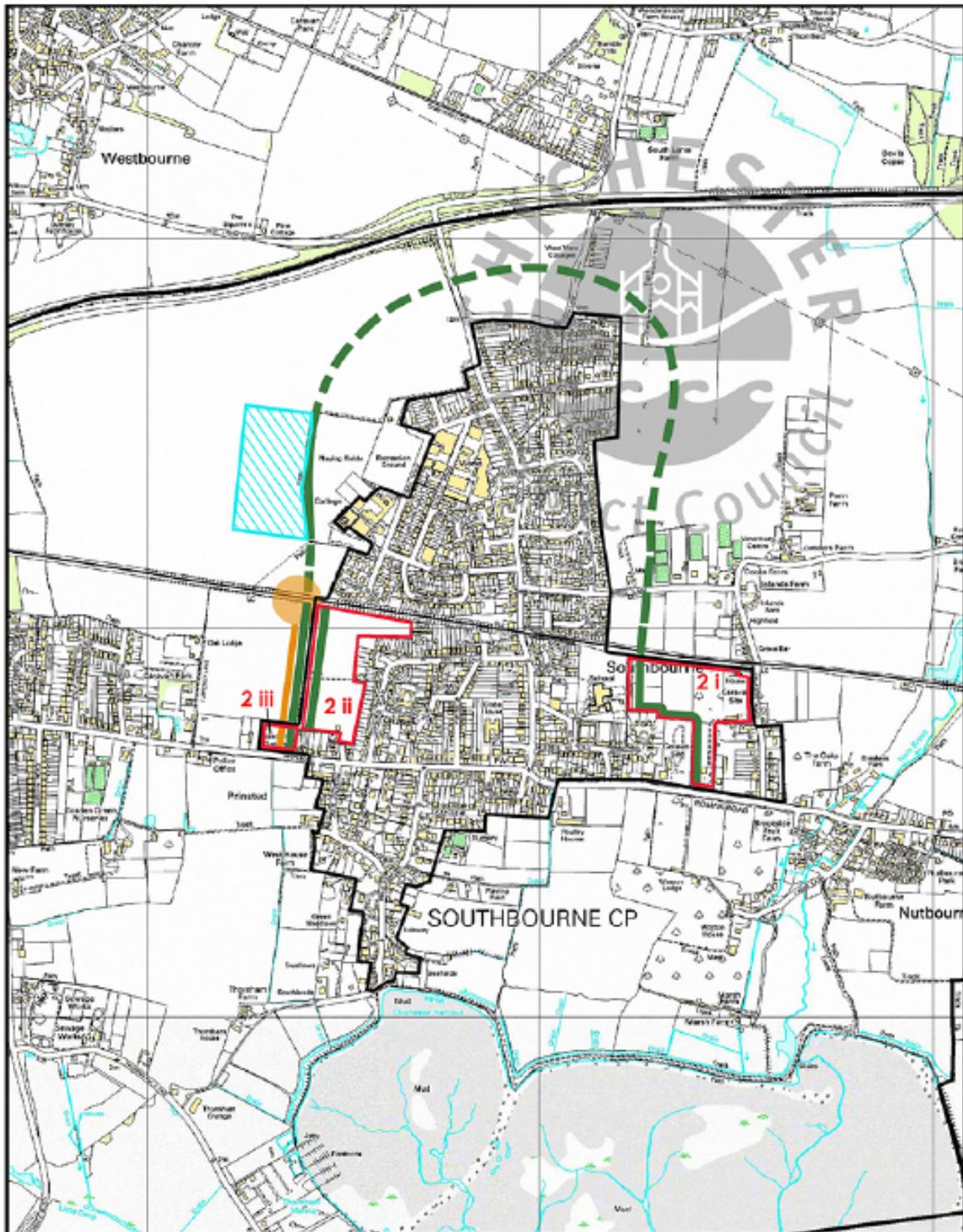
5.9 Projects have also been identified for implementation during the plan period which will help identify precisely where and how infrastructure funds are best spent in the parish. It is anticipated that most of these can be successfully undertaken by volunteers with some professional help as and when needed.'

- Surface water flooding – continue to press for works to alleviate local flooding (A259 Stein Road – completed; A259 Chichester Caravans; A259 Tuppenny Lane; A259 Gosden Green; Nutbourne – garage; Nutbourne – Farm Lane)
- Considering how best to meet the shortfall in recreation/sports provision in the parish
- Considering where additional childrens' play areas are required
- Considering the detail of public open space requirements with reference to the Green Ring
- Maintaining a watching brief on local footpaths and nearby ditches
- Investigating need, provision and management of more allotments
- Considering the further provision of bus shelters 'and real time indicators at bus stops'
- Investigating whether car 'and cycle' parking can be provided for rail commuters
- Survey of community buildings
- Investigate potential of a Community Trust or similar
- Identifying local community assets
- Identifying non-designated Local Environmental Assets
- Identifying non-designated Local Heritage Assets
- Support for a Southbourne Business Association
- Identifying and implementing opportunities to improve facilities for those with mobility problems, including the extension of the specially surfaced coastal path at Prinsted
- Hedgerow and tree surveys
- Garden surveys : wildlife, ponds
- Recording watervoles, bats, owls, amphibians, reptiles, butterflies and other species
- Environmental education – hedgerow laying, butterfly recognition, record keeping
- Undertaking amenity tree planting

5.10 The prioritisation and timing of these projects will be based on an assessment by the Parish Council of community need, viability and affordability and long-term community benefit and urgency.

Policies Map & Insets





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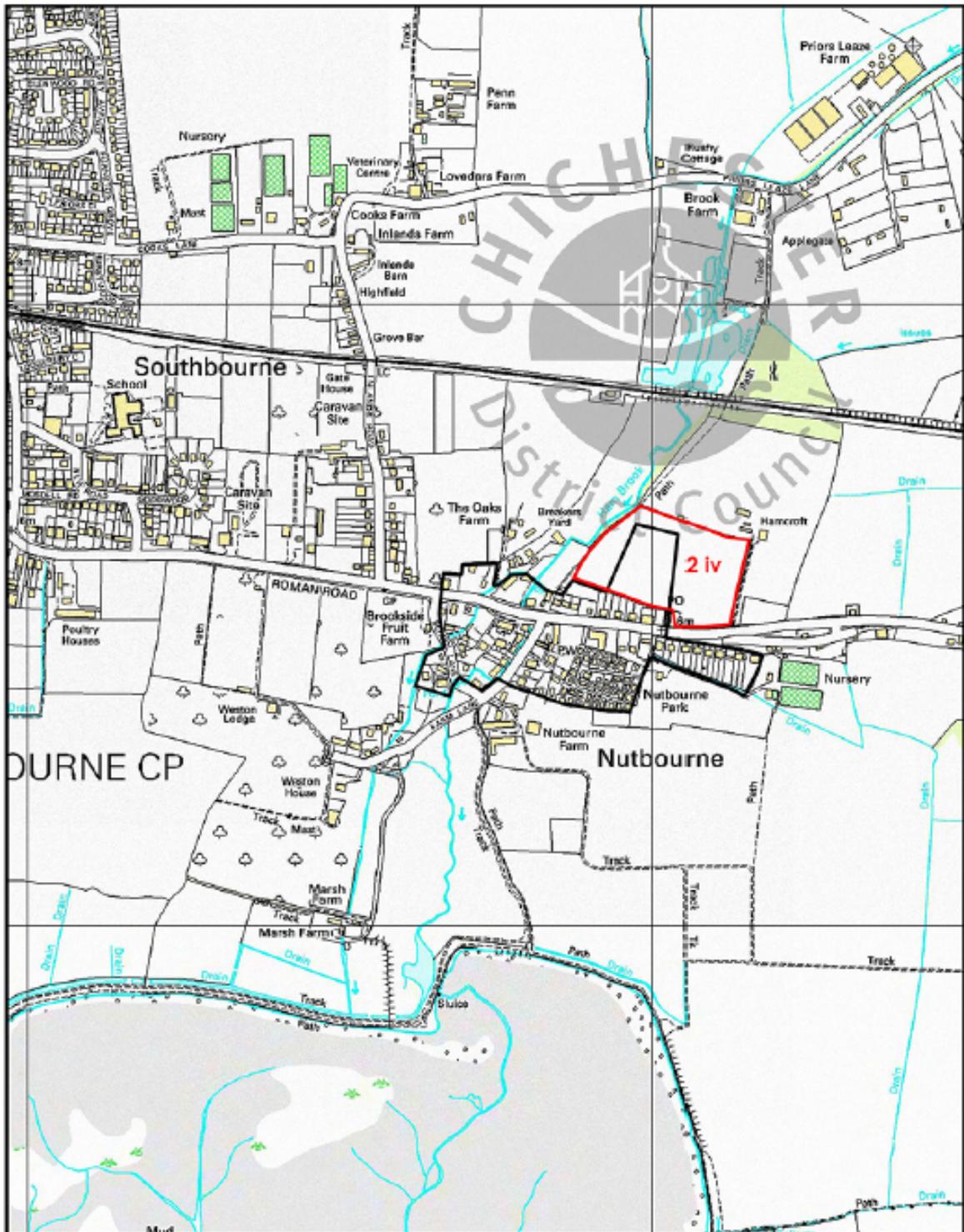
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**Southbourne Parish Neighbourhood Plan
Submission Plan Policies Map**

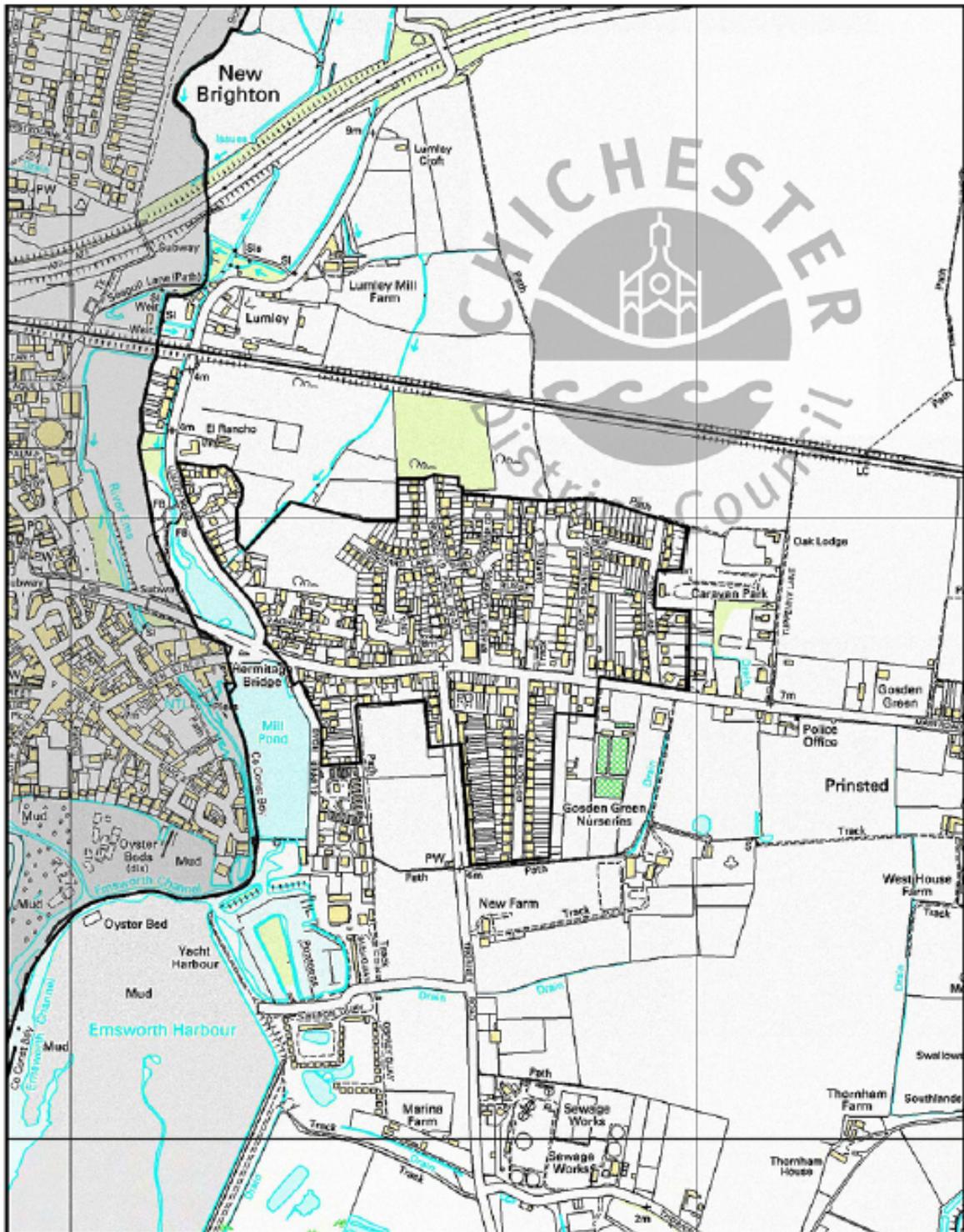


Inset A: Southbourne/Prinsted
July 2014
1:12,851 Map center: 476861, 106015

- Policy 1
- Policy 2
- Policy 3
- Policy 8
- Policy 9



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<p>Inset B: Nutbourne West</p>		
<p>July 2014</p>		
<p>1:8,055</p>	<p>Map center: 477731, 105488</p>	



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Annex A – Evidence Base

The list below contains all those documents collected and reviewed in the process of preparing this report. All are available to view via the Southbourne Parish Council website’s neighbourhood plan pages.

Southbourne Parish Neighbourhood Plan: Strategic Environmental Assessment (August 2014)
Southbourne Parish Neighbourhood Plan: Site Assessments Report (August 2014)
Southbourne Parish Neighbourhood Plan: The Green Ring (2014)
Southbourne Community Survey (2013)
Southbourne Business Survey (2013)
Southbourne Parish Plan (2005)
Prinsted Conservation Area Appraisal (2007)
Chichester District Council Local Plan (1999)
Chichester Local Development Framework (2014-29)
Chichester Strategic Housing Land Availability Assessment (2013)
Chichester Landscape Study (2009)
Chichester District Council - Interim Policy Statement on Development and Disturbance of Birds in Chichester and Langstone Harbours SPA (2010)
Chichester District Council - Open Space, Sport & Recreation facilities Study (2013-2029)
Chichester District Council Strategic Flood Risk Assessment (2008)
Chichester Harbour State of the AONB Report (2013)
Chichester District Strategic Growth Study Wastewater Treatment Options (2010)
Chichester District Employment Land Reviews (2009)
Chichester District Employment Land Reviews (2013)
Chichester District Transport Study (2013)
Havant Borough Adopted Core Strategy (2011)
Chichester District Settlement Capacity Profile (2013)

