



# SELSEY NEIGHBOURHOOD PLAN

## Part 1 **AUDIT**

Final version for  
**SUBMISSION**  
February 2015

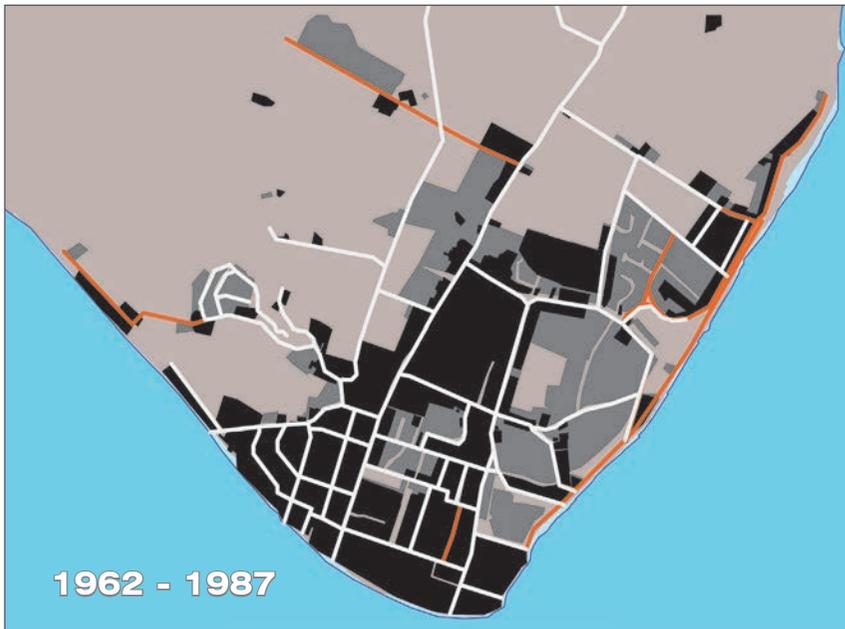
[WWW.SELSEYTOWNCOUNCIL.GOV.UK](http://WWW.SELSEYTOWNCOUNCIL.GOV.UK)



**SELSEY 1899**

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## HISTORIC DEVELOPMENT

These maps are based on information taken from historic Ordinance Survey maps and show the gradual development of Selsey from 1899 to 2010 in terms of roads, housing and coastline.

They are intended as a visual comparison only.

## LEGEND

	Sea and previous Coastline
	Subsequent Coastline
	Previous Development/Dwellings
	Subsequent Development/Dwellings
	Previous Roads
	Subsequent Roads
	Undeveloped or farmland

# SELSEY NEIGHBOURHOOD PLAN

## DEVELOPMENT

FEBRUARY 2013

Selsey is located at the end of one of the busiest B roads in the UK, the B2145. It is within the district of Chichester and at the southern tip of the Manhood Peninsula, a flat coastal plain and one of the few undeveloped coastal strips along the south coast.

In 1899 when Selsey's population was just over 1,200, most properties were concentrated around the High Street with open fields immediately behind. Selsey was then sparsely populated, with dwellings and workshops situated on just three main streets or lanes. Ordnance Survey maps of the time show the main concentration of properties existed along the High Street, running from St Peter's Church at the northern end, south to West Street. Further settlement also existed along West Street towards the Thorney Coastguard Station and along East Street towards Fish Lane and the Selsey Coastguard Station. The rest of the area now occupied by residential development was open farmland, coastal pastures and a mixture of salt marsh and reed beds.

The pattern of the original lanes is still evident today, forming the principal routes that fed the successive waves of development that occurred through the 20th century. Since the end of the 19th century, the activity of Selsey has evolved from a fishing village into a quintessential British seaside destination and residential settlement. Today it is the second-largest conurbation in the Chichester district.

With limited local employment opportunities but a growing housing stock, Selsey today is a quiet dormitory town. It provides solace to families of working age who are keen to escape the city but still close enough to the employment centres in Portsmouth, Chichester, Bognor Regis, Worthing and Brighton. Typical of other coastal towns, Selsey is also favoured by retirees, with many of its permanent residents having previously been visitors or tourists to the area over many years. The town is popular with visitors from London and the Home Counties, who make frequent visits to the area, attracted by a mix of local amenities as well as the short travel times.

The expansion of the village into a town was due to a few significant events, which preceded large-scale developments. Most notable of these was the construction of the sea wall in the 1950s. By creating a hard defence along East and West Beaches, large swathes of land became suitable for development and over the next two decades several hundred houses were built in the land immediately behind the new defences. The largest development took place in the southeast corner of Selsey in the 1960s, creating the Kingsway/Merryfield Drive area.

As a seaside town attracting tourists and part-time residents, the coastal strip has offered prime locations for residential development. Whilst some houses have been built for permanent use, many are exclusively for short lets and holiday use. Most notably along East Beach, since the 1930s decommissioned railway carriages have been converted into beachfront holiday cottages. On a larger scale, there have been a number of holiday camps and holiday parks developed as well. But due to the increase in foreign travel through the 1980s and 1990s, and the growing need to provide housing, the site of the former Pontins holiday camp was developed during the 1990s. It became one of two large housing developments that helped Selsey's population reach 10,000, thereby gaining full town status in 1995.

Successive waves of development with different styles of design in the prevalent house-building trend of the time mean a strong architectural character is absent in Selsey. Whilst there are many older-style buildings and buildings with some degree of individuality and merit, it is not possible to identify any dominant character or local vernacular. Despite their prime location along the coastal strip, some of the developments have been poorly designed and do not take full advantage of their position or status in the town. Over the years, other developments have sought to exploit perceived weaknesses in planning policy. Some large-scale developments may have been granted permission in order to meet national targets for house building, without sufficient consideration for the impact on the town, infrastructure and amenities or its position and context. Some may say this was a case of favouring commercial expediency over context.

The changes in the planning process as part of the Localism Strategy mean that communities will have a greater say in the way their neighbourhood is developed, subject to need and what is appropriate and sustainable. This audit is aimed at capturing Selsey as it is today to inform the forthcoming Neighbourhood Plan. A comprehensive audit has been conducted to provide the basis of future developments. This information has been captured on a series of maps as follows:

- **Selsey's phases of development and growth – including the changing coastline**
- **Heritage – including key sites of interest such as listed buildings**
- **Arterial routes – the main points of access**
- **Existing land use – residential, retail, industrial, agricultural**
- **Prospective development sites and opportunities**



**Housing built on the site of the Pontins holiday camp, and housing behind the sea wall**



Flood wall on Albion Road East



Merryfield

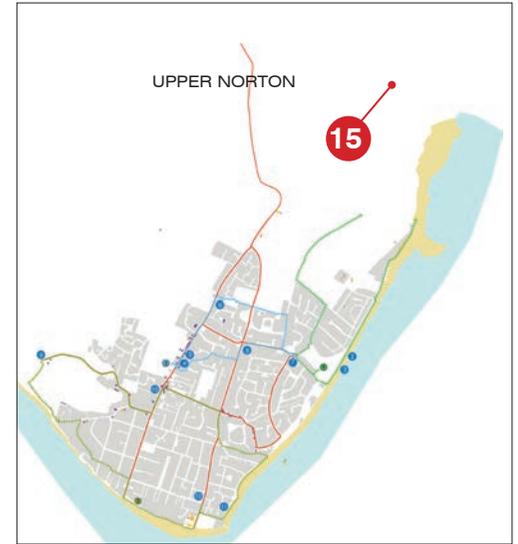
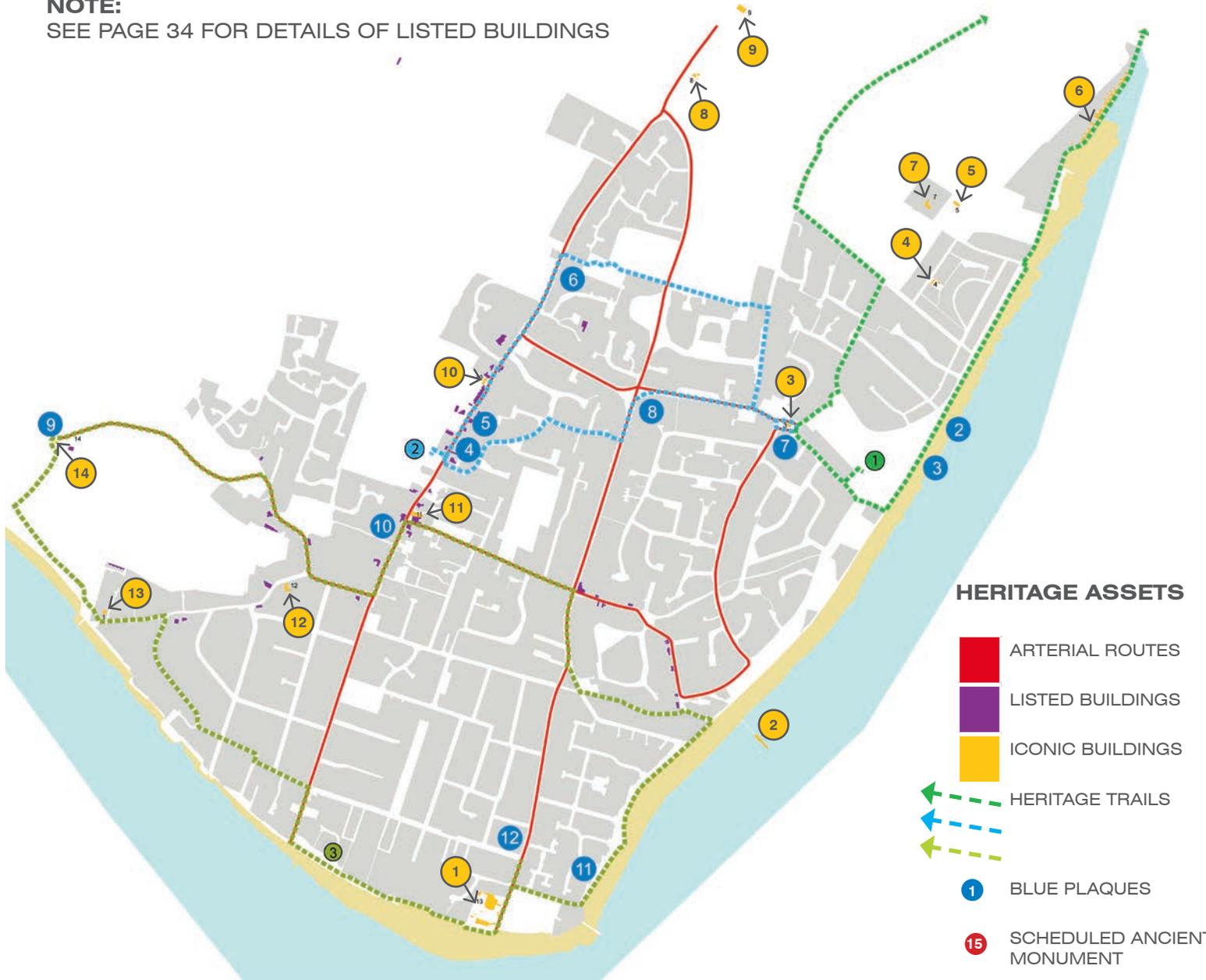


Houses on Kingsway



Merryfield Drive

**NOTE:**  
SEE PAGE 34 FOR DETAILS OF LISTED BUILDINGS



**ICONIC BUILDINGS**

- 1 BILL HOUSE
- 2 LIFEBOAT STATION
- 3 LISTENING POST
- 4 DOLPHIN (RAILWAY CARRIAGE)
- 5 ST GEORGE
- 6 PARK COPSE (QUERKY SELSEY)
- 7 RAILWAY CARRIAGES
- 8 SHOW HOUSE
- 9 FARRINGDON'S BARN
- 10 SESSIONS HOUSE
- 11 CINEMA (SELSEY HALL)
- 12 FARTHING
- 13 COAST GUARD STATION
- 14 MEDMERRY MILL (WIND MILL)
- 15 SCHEDULED ANCIENT MONUMENT

**HERITAGE ASSETS**

- ARTERIAL ROUTES
- LISTED BUILDINGS
- ICONIC BUILDINGS
- HERITAGE TRAILS
- BLUE PLAQUES
- 15 SCHEDULED ANCIENT MONUMENT



**LAND USE**

- ARTERIAL ROUTES
- SITE WITH PLANNING CONSENT
- BROWNFIELD SITE WITH DEVELOPMENT POTENTIAL
- GREENFIELD SITE WITH DEVELOPMENT POTENTIAL
- EXISTING RETAIL USE
- EXISTING LEISURE AND RECREATIONAL USE
- EXISTING INDUSTRIAL USE
- EXISTING AGRICULTURAL USE
- CARPARKS
- EDUCATIONAL USE
- RESIDENTIAL USE
- MEDICAL CENTRE

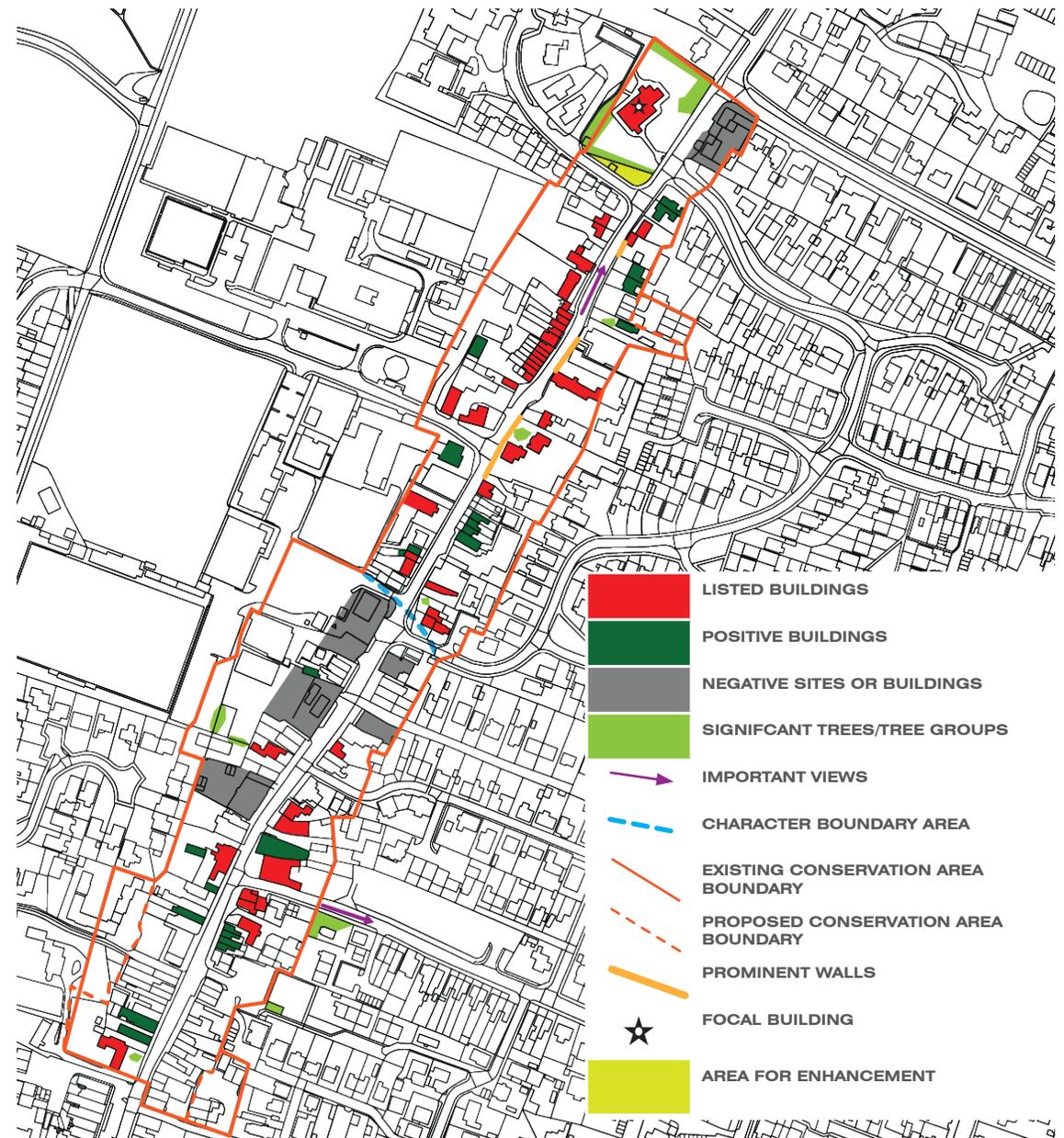
# THE SELSEY CONSERVATION AREA

The only conservation area currently designated in Selsey encompasses the historic high street, with the highest concentration of listed buildings, including the parish church of St Peter's to the north. Picturesque thatched and peg-tile cottages, and the use of local Mixen stone, flint and red brick give this area its special character. To the south, more mixed development with fewer listed properties interspersed with Inter-war shops and other commercial premises. Outside the conservation area are large 20th Century housing estates and caravan parks, creating a buffer between the historic core of the settlement and the sea.

The full character Appraisal for the Conservation Area can be viewed or downloaded from the Chichester District Council website within the Conservation pages in Environment and planning.

## GO TO [WWW.CHICHESTER.GOV.UK](http://WWW.CHICHESTER.GOV.UK)

Home > Environment and planning > Conservation > Conservation Area Character Appraisals



# NEIGHBOURHOOD AUDIT INTRODUCTION

Guidance issued to assist with the creation of neighbourhood plans advises that parish or geography should define the area in question.

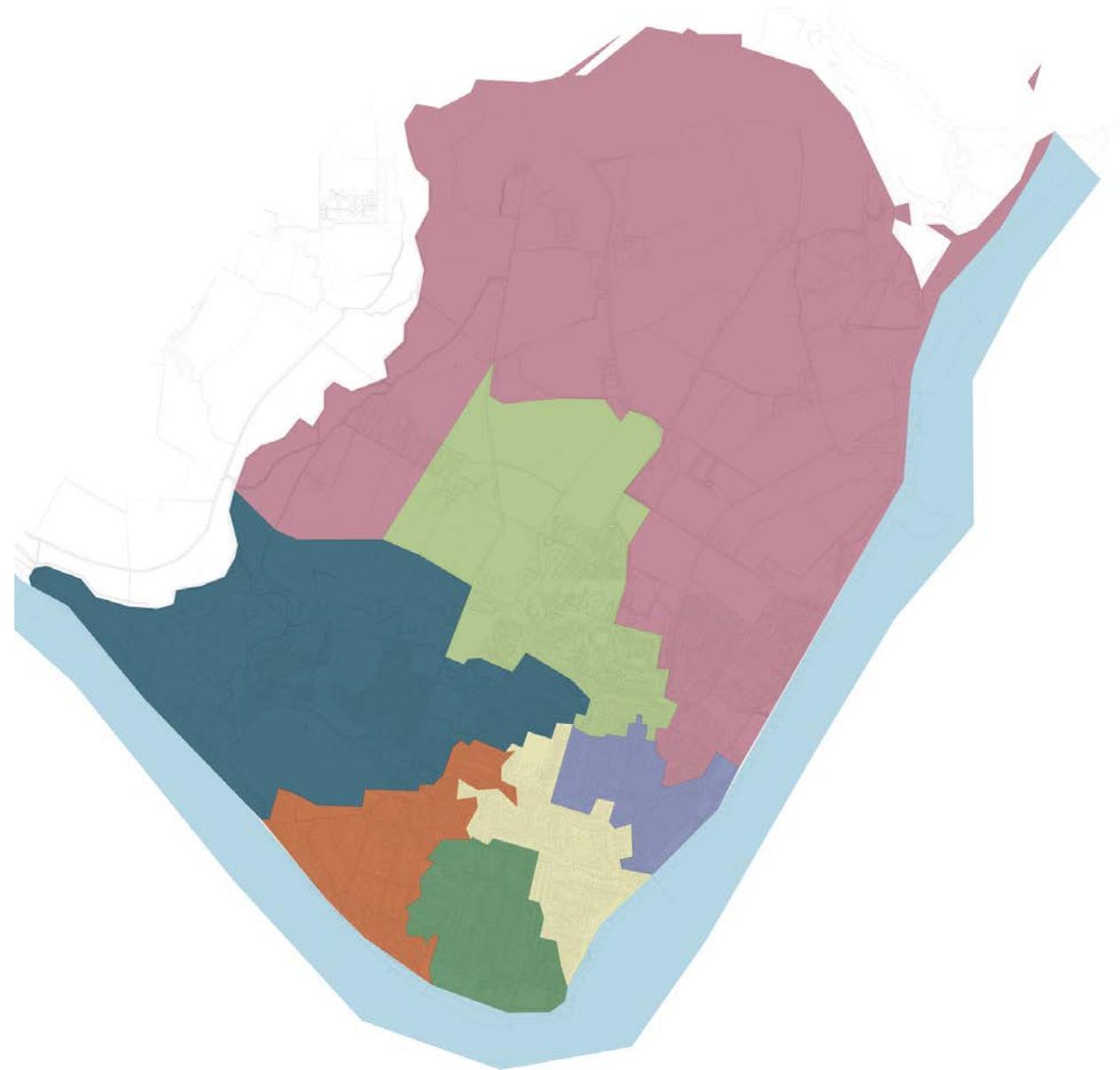
The Selsey Neighbourhood Plan covers the entire area east and west of Selsey Bill, and for the purpose of identification and recording, the study area has been divided into seven districts as shown.

To provide the basis of the Neighbourhood Plan, each area has been surveyed and information captured to form a comprehensive audit. The information is in three parts:

**Part 1** captures the general description, position, principle use etc.

**Part 2** captures specific information street by street, listing points of interest and any notable sites or buildings.

**Part 3** is supplementary information where applicable and is the same as Part 2 but refers to the key arterial routes.



	<b>NORTH</b>
	<b>CENTRAL</b>
	<b>MEDMERRY</b>
	<b>WEST BEACH</b>
	<b>THE BILL</b>
	<b>MIXON</b>
	<b>LIFEBOAT</b>

# 1 GENERAL DESCRIPTION/OVERVIEW

# NORTH

## General Description

### Eg. Character, position, outlook, principle use

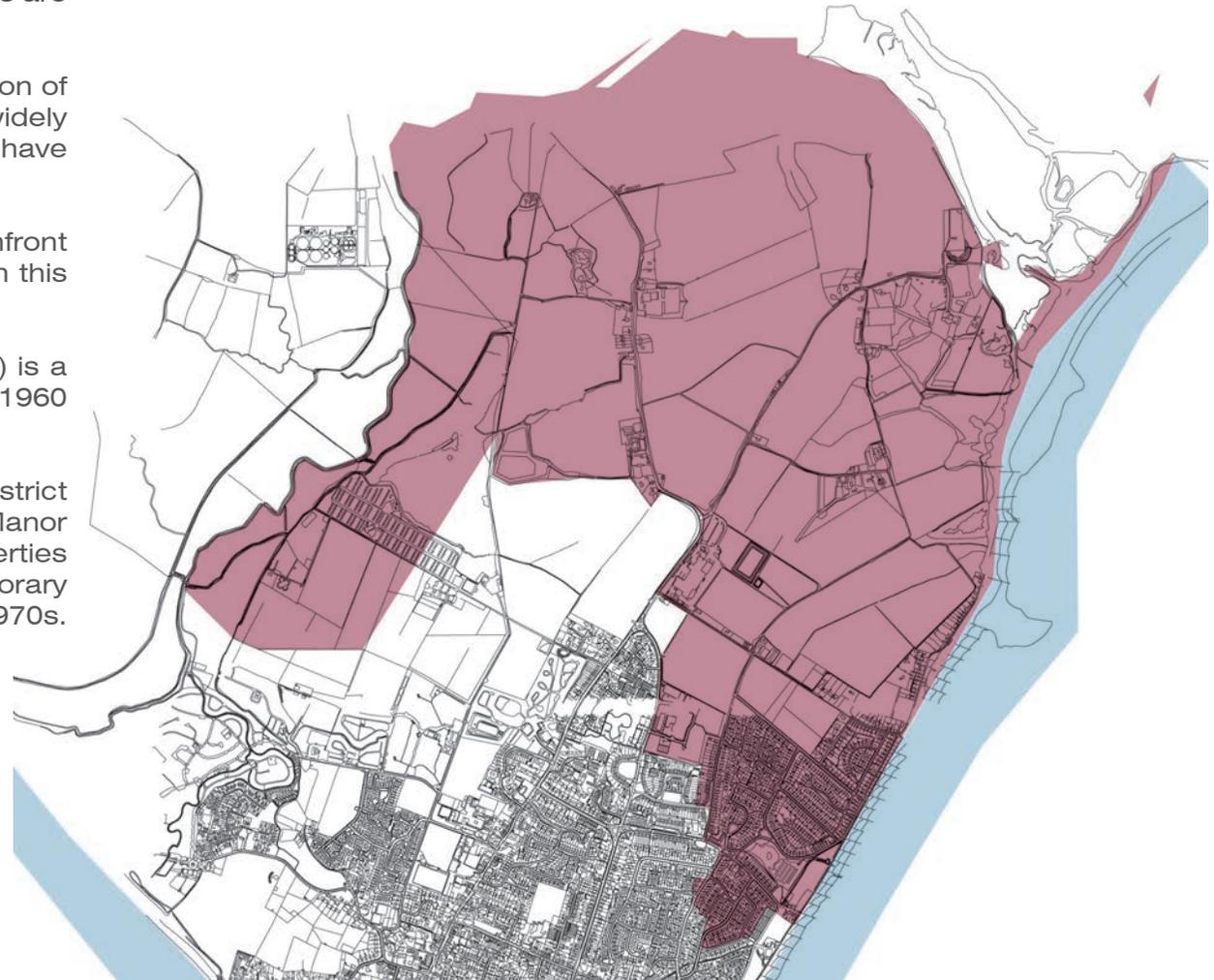
To the north of this area the land is mainly low lying, flat, very open and predominantly put to agricultural use. The fields are intensively farmed on a rotation basis.

Norton/Church Norton in the north-northeast is a collection of older, larger properties occupying substantial plots. It is widely suggested that Norton refers to North Town and may have been the original settlement for Selsey.

The northern part of East Beach features large, beachfront properties on substantial plots. Many of the properties in this area are unique and individual.

The southern part of East Beach (from Park Lane south) is a largely residential area with a mix of estates dating from 1960 to 1990.

The central part of the southern area of this Northern district was built in approximately 2000 as an extension to Manor Road. Manor Road is a wide-open thoroughfare with properties set back from the roadside and made up of contemporary properties or local authority houses from the 1960s and 1970s.



## Points of particular interest and importance

- The North region is focused around the B2145, Selsey's only vehicular access/egress. This encompasses the entrance to the town at the junction of Chichester Road and Manor Road.
- Natures Way Foods and Oceanair are amongst the largest employers in the town and both occupy substantial sites at the entrance to the town or just inside the Settlement Policy Area (SPA) in Manor Road. Ferry Yard on the B2145, Trident Business Park in Norton and Ellis Square in Manor Road represent Selsey's industrial areas and a centre for employment and commerce.
- In Church Norton the presence of St Wilfrid's Chapel, Norton Rectory, the cemetery and the ancient properties and surrounding woodland represent some of the oldest assets in the town.
- The northern and western boundaries of the North region are dominated by the SSSIs (Sites of Special Scientific Interest), RAMSAR and other environmental sites of Pagham Harbour and the forthcoming Medmerry realignment. This land is managed by the RSPB.
- On the B2145 in Upper Norton, a farm shop represents the most northerly private business in the town and also reflects Selsey's rural position and agricultural activity.
- Just inside the southern boundary lies the Listening Post, a listed property currently under renovation. This property demonstrates Selsey's connection with the war. The eastern boundary of this district is the sea and the extremely popular East Beach area. Regarded as one of the primary beaches for visitors and locals alike, East Beach often provides calmer waters than the Bill or West Beach and therefore makes it more popular with families.

## Opportunities or location potential

- Ferry Yard and Ellis Square could both be expanded to provide further commercial or light-industrial units.
- The land off Ellis Square and between Manor Road and Manor Lane could be used for residential development or further live/work units. Ellis Square could also provide relocation sites for the household waste and recycling centre, fire/police/ambulance station and builders' merchants. This would in turn free up potential sites inside the SPA for alternative development.
- The North region offers plenty of scope for the introduction of a cycle route which may reduce road usage and also provide an alternative method of transport for commuters/tourists coming to/from the town
- Church Norton, Pagham and Medmerry offer further opportunity for an enhanced tourism product with a possible ecological bias.
- The land on Selsey's western flank in the North region may be lifted from flood risk once Medmerry realignment is completed. This may offer a large-scale development opportunity.
- Within the region there are a handful of smaller open spaces within residential areas that may provide the opportunity for small-scale residential development to help meet the town's required housing need without large-scale development on or outside the SPA. These sites include Denshare Close, Holford Green/Beach Road, Fontwell/East Beach Road junction and within Mountwood Road. These sites may contribute up to 50 units. Development should be appropriate and in keeping with existing properties.

## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
CHURCH NORTON/ ST WILFRID'S CHAPEL	Original cathedral of the district? / Significant religious building	History, religion, site of original settlement
NATURES WAY FOODS	Large industrial open land and manufacturing site	Employment (major), Entrance to Selsey, Significant landmark
NORTON PRIORY	Listed private residence in large grounds	History and links to St Wilfrid's Chapel
PARK ROAD (NE side Drift Road)	Converted railway carriage and Nissen huts/prefabs installed for residential use post WW2	Heritage, history, preservation, unique and quirky
PARK ROAD	Large, low-rise properties in substantial plots	Land use Preservation of style
PARK LANE	Nissen huts/prefabs installed for residential use post WW2	Heritage, history, preservation, unique and quirky
PARK LANE	Private road	Northern boundary of town?
EAST BEACH ROAD	Large, unique houses with sea views and an open aspect	Unique, individual style and preservation of style
PARK CRESCENT	Nissen huts/prefabs installed for residential use post WW2	Heritage, history, preservation, unique and quirky
MERRYFIELD/ CONSTABLE DRIVE (estate)	Large open development of 1960,s and 1970,s	Uniform development of its time, supporting mixed demographic of town
HOME FARM TO UPPER NORTON	Collection of period/listed cottages including Coles Farmhouse, original farm hand and Manor properties	Heritage, history, preservation, unique and quirky
NORTON -UPPER RECTORY LANE & GRANGE LANE	Variety of large, period/listed residential properties	Heritage, land use, preservation of style
DRIFT ROAD	1960's and 1970's low rise residential/bungalows, open aspect, well proportioned to plots	Uniform development of its time, supporting mixed demographic of town
PARK LANE	Riding stables	Employment and recreational
KINGSWAY	Mixed properties from 1960s, 70s and 80s with town houses and chalet bungalows, some designed with living space on first floor to accept overtopping by occasional large waves and make most of their views	Uniform development of its time, supporting mixed demographic of town, designed for their location

## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
LISTENING POST	Sound mirror inside building used in WW2	Heritage, history
ELLIS SQUARE	Collection of light-industrial units and commercial buildings	Commercial, employment, industrial Opportunity for extension or other land use
MOUNTWOOD ROAD/MANOR ROAD AND LANE	1970's local authority housing stock, mixed styles, open aspect	Uniform development of its time, supporting mixed demographic of town
MANOR LANE (east and north)	Unique bungalows of varying ages and styles	Unique, individual style, preservation of style
GOLFLINKS LANE	Large, low rise properties in substantial plots	Land use, preservation of style

## 3 ARTERIAL ROUTES

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
B2145	Winding, narrow, minimal passing places, limited pedestrian or cycle access	Used heavily by cars, HGV,s, buses and agricultural traffic. Only route into town, Bus route. Acts as a regulator
RECTORY LANE	Very narrow overgrown country lane with restricted views and no pedestrian access	Infrequent use by cars and agricultural Some HGV movement due to access to Natures Way Foods
BEACH ROAD	Open road with development set back from highway. Key access route to eastern part of town and beaches. Part of the bus route	East/west link Bus route Beach access
MANOR ROAD	Unique bungalows of varying ages and styles	Used heavily by cars and HGVs Secondary north-south arterial route in town
CONSTABLE ROAD/ MERRYFIELD	Large, low rise properties in substantial plots	Bus route
CHURCH ROAD	Slightly restricted access due to on street parking, Development up to edge of highway	Bus route and east-west link road

# 1 GENERAL DESCRIPTION/OVERVIEW

# CENTRAL

## General Description

### Eg. Character, position, outlook, principle use

The northwest section of the central district is mainly open agricultural land.

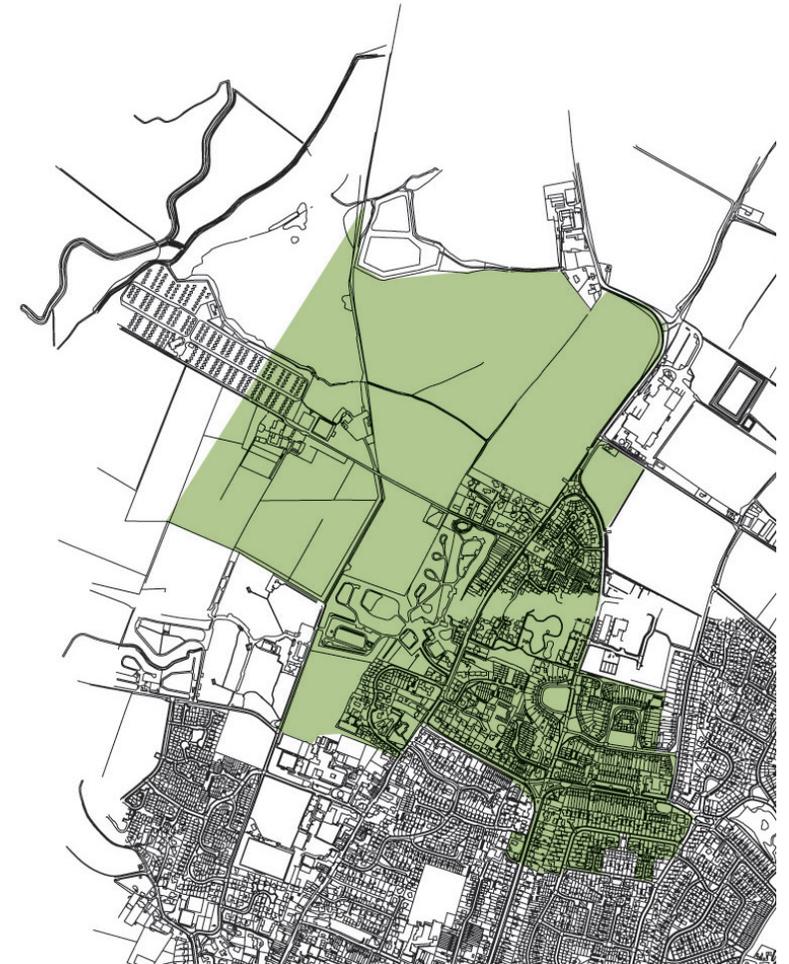
The south and central sections of the district are predominantly set to residential use. The entrance to the town is dominated by 2000s development whilst the other areas see a mix of 1960s, 1970s and 1980s properties of varying styles, but mainly all developed with a specific demographic in mind and reflective of their time. Some small pockets of development date back to the 1920s and 30s

## Points of particular interest and importance

- Selsey Centre acts as the town community centre.
- The central district plays host to two of the town's primary religious sites in St Peter's Church and Our Lady of Mount Carmel and St Wilfred Catholic Church.
- Manor Green Park is one of the town's largest open spaces for recreational use.
- The original Selsey Tramway entered the town in this district and crossed the area laterally.
- To the west of the district are Selsey Golf and Country Clubs, which provide recreational pursuits and also tourist/commercial trade.
- The central district also includes the northern access to Bunn Leisure, the town's largest single employer and primary source of tourism.

## Opportunities or location potential

- At the junction of Manor Road and Church Road – redevelopment of junction would provide potential development plots.
- Manor Farm Court – existing development sites for two to three three-bed units.
- Manor Farm Close – potential development site for four to five units of similar design to existing terraced properties.
- Buildbase, Church Road – relocation of this business to a commercial site such as Ellis Square would provide a sizeable plot



## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
PYE AND SWAN HILL DEVELOPMENT	Mixed style contemporary developments	Uniform development of its time, supporting mixed demographic of town
ST PETER'S CRESCENT	Low-rise developments in an open aspect	Developed for a specific demographic
MARJORIE COBBY HOUSE	1970's local authority housing stock, mixed styles, open aspect	Uniform development of its time, supporting mixed demographic of town
MANOR FARM COURT	Unique bungalows of varying ages and styles	Unique, individual style to be preserved
MANOR FARM COURT	Low-rise open aspect developments in a quiet cul-de-sac	Developed for a specific demographic
MANOR FARM CLOSE	Uniform 1970's terraced housing	Development reflects mixed demographic
GAINSBOROUGH	Mainly low-rise development set in wide open aspect	Developed for a specific demographic
WHITE HORSE/GREEN LAWNS CARAVAN PARK	Holiday park used for tourists/holiday makers	Tourism, commercial
ST PETER'S CHURCH	Original church from Norton moved to the town in 18th century	Religious, historic, heritage
SELSEY CENTRE	Developed in 2007 to support adjacent residential area	Varied community use

## 3 ARTERIAL ROUTES

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
B2145	Main access through to town centre, open aspect with development in various positions in relation to highway boundary	Heavily used by cars, HGVs and buses Main route into/out of town Bus route
BEACH ROAD	Open road with development set back from highway. Key access route to eastern part of town and beaches. Part of the bus route	Bus route and east-west link road Beach access
CHURCH ROAD	Slightly restricted access due to on-street parking. Development up to edge of highway	Bus route and east/west link road

## 1 GENERAL DESCRIPTION/OVERVIEW

# MEDMERRY

### General Description

#### Eg. Character, position, outlook, principle use

Mostly residential and mostly 1990s or later. Relatively dense development with small back gardens. Some of the older properties have larger gardens.

### Points of particular interest and importance

- Some larger properties with large gardens

### Opportunities or location potential

- Main potential exists within land owned by Bunn Leisure west of Old Farm Road.



## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
HIGH STREET	From East Street to School Lane includes mostly retail units. Fire station, parish hall, Methodist church and Medmerry Primary Academy. Access to Warner's Yard is off the High Street controlled by traffic lights. Access to Selsey Football Club ground. Opposite side of the road to the parish hall is a row of older mixed vernacular houses (including The Whyte House). Beside the parish hall are four older terraced houses. Next is a new development of two houses and a bungalow on what was the Milne's Builders site. Next is the Old School House with a couple of older houses in the back yard of the School House. Then comes the thatched house called Iron Latch Cottag	Main route out of Selsey Access to secondary school Not a bus route
SCHOOL LANE	Access to the holiday park via Paddock Lane. Access to builders' merchant, Landerry Industrial Estate, library and academy site on northern side of road. Medmerry Academy on south side with scout hut (old Selsey water tank) and staff access to medical centre. Remainder of road has recreation field separated by hawthorn hedge. Access to Thawscroft development	Access to Bunn Leisure Thawscroft Estate, library, scout hut, recreation ground, school - (academy)
PADDOCK LANE	Very narrow metalled lane suitable for one vehicle at a time. Access to cricket club pavilion and link between School Lane and Crablands to the south and via an unmade track/footpath to Golf Links Lane. North end has access to Green Lawns holiday park and south to White Horse caravan site. Crablands end has a few established houses on Large Acres side with three new detached opposite. Views to lawn tennis club courts	Used by motorists as 'rat run'
WARNER LANE	Access road to Bunn Leisure holiday park on north side (West Mount and The Nook holiday park) and rugby field opposite. Blocked-off access to Old Farm Road, access to Thawscroft development then open fields to Bunn Leisure	Access only
CRABLANDS	On the north side are bungalows built in the 1970s with a few established houses opposite including a thatched detached house. Main access to Bunn Leisure via Mill Lane to Medmerry Mill	Access only
LARGE ACRES	Cul-de-sac. A 1970s development of mixed bungalows, detached and semi-detached dwellings on the site of Large Acres (the house owned by Edward Heron-Allen)	Cul-de-sac
COPPICE ROAD	Dense housing development of semi-detached 1970s/80s houses	Cul-de-sac

## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
HORSEFIELD ROAD	Accessed from Paddock Land. A 1980s bungalow development to the north with semi-detached houses to the south. Blocked by bollards from Horsefield Road	Cul-de-sac
SADDLE LANE	1980's bungalows	Cul-de-sac off a Cul-de-sac
COLT STREET	1980's development of semi-detached dwellings	Link between Horsefield Road and Old Farm Road.
ACORN CLOSE	1980's development bungalows and semi-detached dwellings	Cul-de-sac
THE HORSESHOE	Accessed from Paddock Land a 1980s bungalow development to the north with semi-detached houses to the south. Blocked by bollards from Horsefield Road	Access only
BLACKBERRY LANE	Cul-de-sac. A 1970's development of mixed bungalows, detached and semi-detached dwellings on the site of Large Acres (the house owned by Edward Heron-Allen)	Cul-de-sac
HONEYSUCKLE LANE	Dense 1990's semi-detached dwellings	Cul-de-sac
McNAIR CLOSE	Dense 1990's semi-detached dwellings	Cul-de-sac
GRANARY LANE	Dense 1990's semi-detached dwellings	Cul-de-sac
SPINNEY CLOSE	Dense 1990's semi-detached dwellings	Cul-de-sac
DONALDSON LANE	Dense 1990's semi-detached dwellings	Cul-de-sac
DRIFT LANE	Dense 1990's semi-detached dwellings	Cul-de-sac
BIRCHES CLOSE	Dense 1990's semi-detached dwellings	Cul-de-sac
MILL LANE	Access to Bunn Leisure. Open fields either side towards the holiday park after passing some established dwellings to the east side.	Access only
BUNN LEISURE	Huge holiday park, with full amenities, leisure centre etc.	Access only Green open space for residents
WESTERN ROAD	Unadopted road. Cul-de-sac. No pavements. Grass frontages	Access only

## 1 GENERAL DESCRIPTION/OVERVIEW

# WESTBEACH

### General Description

#### Eg. Character, position, outlook, principle use

Residential area. Low lying within easy walking distance to the sea. High water table. Different types of properties built in different eras with many bungalows and reasonably sized gardens. Typical of seaside town. Many unadopted roads.

### Points of particular interest and importance

- Many larger properties with large gardens.

### Opportunities or location potential

- Main potential is 88 West Street and a derelict barn.
- Development land available only by subdividing large gardens into potential development plots.



## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
HILLFIELD ROAD	Continuation of High Street. Shops mostly converted into residential except for cycle shop. Victorian three-storey terrace on east side. Mixed older properties down to sea. Newish development for retired people at the end close to seafront	Terminus of bus route and turning place Some business use of garage premises at sea end. Public toilets closed Hillfield Road play area Selsey Bill public house
CLAYTON ROAD	Larger private residential. Mostly established but some new-build infill	Residential Some houses built as part of Selsey by Sea plan 1911 The Wishing Well is a thatched house but with the potential for back-garden development
VINCENT ROAD	Mixed residential. Older but some new houses, mixed bungalows and two storeys	Access only Larger gardens some at risk of 'back-garden' development in future
WARNER ROAD	Established residential. Some grassed verges. Large gardens for many houses. Retirement care home on corner with Vincent Road	Residential
BONNAR ROAD	Established residential. Some grassed verges. Large gardens for many houses	Residential
MURRAY ROAD	Cul-de-sac. Detached residential	Access only
COXES ROAD	Established residential mixed bungalows and two-storey detached. Grass verges in front of houses	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Selsey Club</li> </ul>
WEST STREET	A few grass verges. Mostly established residential. New development of terraced homes at Crablands junction. High Street end has retail units, mostly charity outlets part of New Parade. Service road to shops in very poor condition (hazardous). Derelict barn	Link road between High Street and Crablands access to Bunn Leisure. The Farthings has a very large garden at risk of back-garden development. 88 West Street is a prime plot for redevelopment. Derelict barn needs a developer
DANEFIELD ROAD	No access to the sea but ends at the sea defences. Three bungalows at the end with gardens regularly covered in shingle	Access only
HIGH STREET	Main shopping area for the town. Retail and service units along the length from East Street to Hillfield Road	Main retail area Large thatched detached house on west side Three High Street banks
BRIDLE WAY	Very narrow 'lane' with a few residential bungalows and access to business units behind High Street	Very narrow 'rat run' Access to High Street hazardous

## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
LEWIS ROAD	Road cut in half by bollards preventing vehicular access to the High Street. Mixed residential cul-de-sac with a variety of bungalows and a new development of flats at East Street end. From High Street there is access to the rear of three shop units including the old Co-Op site. New three-storey residential units from High Street to bollards	Access only Red Cross hut (where Auntie Ro's Playgroup meet) on the bend, at risk of being sold by the Red Cross. The playgroup (full) would then have to close
EAST STREET	Mixed residential. Mostly older but new houses infilling along the whole length	Main bus route Seal Primary Academy Car park towards High Street Two business units, both hairdressers Public toilets closed but site to be sold by CDC
OTARD CLOSE	Cul-de-sac Two-storey development at end and one large bungalow	Access only
MARINE GARDENS	New development on sea front. Detached houses in cul-de-sac	Access only
SEAL SQUARE	Remainder of Selsey by Sea development 1911. Large detached houses some converted into retirement homes. Centre strip of what was to be the boulevard now infilled	Cul-de-sac
COAST GUARD COTTAGES	Off a side road from the sea end of West Street. Coastguard tower still exists but is redundant	Access only Cottages are listed
THORNEY DRIVE	Newer residential. Larger detached houses.	Access only
HERSEY WAY	Unadopted road. Cul-de-sac Grass frontages to a mixed development of bungalows.	Access only
ST WILFREDS WAY	New development on sea frontage. Detached in cul-de-sac	Residential only
PEACHY ROAD	Mixed established residential. Grass verge along unadopted road	Cul-de-sac Thatched cottage
SEA GROVE	New detached dwellings	Cul-de-sac

## 1 GENERAL DESCRIPTION/OVERVIEW

### General Description

#### Eg. Character, position, outlook, principle use

Residential area.

Low lying and bordered by the sea to the east and south, with high water table.

Different types of properties built in different eras with many bungalows and reasonably sized gardens. Typical of seaside town.

Many unadopted roads. Several nursing/care homes.

### Points of particular interest and importance

- The sea and shore.
- Oval Field with MUGA pitch, open space, and play area ending at the beach.
- Green Lane Park with open area, dog exercise enclosure and play area.

### Opportunities or location potential

- No further building potential, but potential to enhance area by planting trees etc.



## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
BEACH GARDENS	Unadopted, narrow road with no pavements, some grass frontages	Access only Dead end road
BEAUFIELD CLOSE	Unadopted shingle-laid road. Cul-de-sac with no pavements	Access only
BYEWAYS	Narrow road with pavements	Mainly access
CANADIAN CRESENT	Dead end for vehicles. Narrow road with pavements	Access only
CHERRY GARDENS	Unadopted, small road way for housing only - Dead end	Access only
GRAFTON ROAD (southern end)	Unadopted, reasonable-width road, some grass frontages, pavements, ends at sea front	Very busy road as it takes traffic avoiding the High Street
GREEN LANE	Unadopted, narrow road with grass verges and pavements	<ul style="list-style-type: none"> <li>Residents' access but also used as a cut-through by those using Manor Road to avoid traffic signals in High Street</li> <li>Park area at end with children's play area and dog-walking area as well as open green space</li> </ul>
GROVE ROAD	Grass verges and pavements, narrow road with severe parking problems at east end due to crammed-in houses	<ul style="list-style-type: none"> <li>Residents' access but also used as a cut-through by those using Manor Road to avoid traffic signals in High Street</li> </ul>
LONGACRE	Unadopted, narrow road with grass verges and pavementst	Mainly access Central open grass area
LONGACRE LANE	Unadopted road with grass verges and no pavements	Mainly access
MEADOWLAND	Unadopted road with grass verges and no pavements	Access only
ORCHARD AVENUE	Narrow road with grass verges and pavements	Mainly access or cut through from Grove Road to Green Lane
OVAL LANE	Believed to be unadopted but not on list. Dead end for vehicles, very narrow	<ul style="list-style-type: none"> <li>Vehicle access, but is part of the shoreline walkway for pedestrians, where it has to come inland and then return to shoreline</li> <li>Oval Field: open grass area with MUGA pitch and children's play area</li> </ul>
PEACHY ROAD	Unadopted, narrow road with grass verges and no pavements	Access only Dead-end road

## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
SEAL ROAD	Unadopted road with grass verges and no pavements	Access plus heavily used by vehicles avoiding the High Street traffic signals. This means it is used by all vehicle types including HGVs
SOLENT WAY	Dead end for vehicles. Narrow road with pavements	Vehicle access, but is the inland section of the shoreline walkway for pedestrians.
SOUTHERN ROAD	Unadopted, narrow road with grass verges and pavements	Mainly access but also used to cut through to Woodlands, Longacre Lane and York Road
SPARSHOTT ROAD	Dead end for vehicles. Narrow road with pavements	Access only
ST HILDAS CLOSE	Small road to residential enclave only	Access only
THE BRIDGEWAY	Unadopted, narrow road with grass verges and no pavements	Access only Dead-end road
TYTHE BARN ROAD	Narrow road with grass verges and pavements	Mainly access
URSULA AVENUE	Unadopted narrow road with central garden space owned by the individual properties	Access only
URSULA SQUARE	Unadopted road with grass verges and no pavements	Residential
WINDSOR ROAD	Narrow road with grass verges and pavements	Mainly access or cut-through from Grove Road to Green Lane
WOODANDS ROAD	Narrow road with grass verges and pavements (southern end is unadopted)	Mainly access or cut through from Green Lane to Seal Road
YORK ROAD	Unadopted, narrow road with grass verges and pavements	Mainly access

### 3 ARTERIAL ROUTES

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
BEACH GARDENS	Unadopted, narrow road with no pavements. Some grass frontages.	Access only. Dead-end road
BEAUFIELD CLOSE	Unadopted, shingle-laid cul-de-sac with no pavements	Access only
BYEWAYS	Narrow road with pavements	Mainly access
CANADIAN CRESENT	Dead end for vehicles. Narrow road with pavements	Access only
CHERRY GARDENS	Unadopted, small road for housing only. Dead end	Access only
GRAFTON ROAD (southern end)	Unadopted, reasonable-width road with pavements and some grass frontages. Dead end at sea	Very busy road as it takes traffic which is avoiding the High Street
GREEN LANE	Unadopted, narrow road with grass verges and pavements	<ul style="list-style-type: none"> <li>Residents' access but also used as a cut-through by those using Manor Road to avoid traffic signals in High Street</li> <li>Park area at end with children's play area and dog-walking area as well as open green space</li> </ul>
GROVE ROAD	Grass verges and pavements, narrow road with severe parking problems at east end due to crammed-in houses	<ul style="list-style-type: none"> <li>Residents' access but also used as a cut-through by those using Manor Road to avoid traffic signals in High Street</li> </ul>
LONGACRE	Unadopted, narrow road with grass verges and pavements	Mainly access. Central open grass area
LONGACRE LANE	Unadopted road with grass verges and no pavements	Mainly access
MEADOWLAND	Unadopted road with grass verges and no pavement	Access only
ORCHARD AVENUE	Narrow road with grass verges and pavements	Mainly access or cut through from Grove Road to Green Lane
OVAL LANE	Believed to be unadopted, but not on list. Dead end for vehicles, very narrow	<ul style="list-style-type: none"> <li>Vehicle access, but is part of the shoreline walkway for pedestrians, where it has to come inland and then return to shoreline</li> <li>Oval Field: open grass area with MUGA pitch, and children's play area</li> </ul>
PEACHY ROAD	Unadopted, narrow road with grass verges and no pavements	Access only. Dead-end road
PENNYCORD CRESENT	Dead end for vehicles. Narrow road with pavements	Access only

## 1 GENERAL DESCRIPTION/OVERVIEW

### General Description

#### Eg. Character, position, outlook, principle use

Residential area.

Low lying within easy walking distance to the sea. High water table.

Different types of properties built in different eras with many bungalows and reasonably sized gardens. Typical of seaside town. Many unadopted roads.

### Points of particular interest and importance

- Albion Road and the eastern end of East Street have 12 listed buildings, and these are believed to be two of the original roads of Selsey.

### Opportunities or location potential

- Only building potential is one derelict building in Elm Grove, but potential to enhance area by planting trees etc.



## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
ALBION ROAD	Mix of styles and ages of houses and bungalows	Residential Historic with five listed buildings, public house, flint walls and an original tide wall Some large houses at end with grass frontages to sea wall
ARNELL WAY	Large detached properties, mainly pre-1950s bungalows and chalet bungalows	Residential
BEACON DRIVE	Part of recently built estate known as Broadreeds or Pontins (built end of 1990s/early 2000s). Mix of houses and bungalows with fairly small gardens	Residential with green open space to sea wall (flood relief area?) and vegetated shingle
CHAYLE GARDENS	All bungalows	Residential
COTLAND ROAD	Bungalows and chalet bungalows	Residential
CROFT ROAD	Mix of styles, but mainly bungalows	Residential
EAST STREET (up to Lewis Road)	Mix of styles and ages of houses and bungalows and flats. Includes five shops, one school, family centre and a public house	Residential Historic with seven listed buildings Public house
ELM GROVE	Mix of styles, one derelict building. Historic buildings list shows one listed building, but it could not be found – assumed to have been demolished	Residential
GRAFTON ROAD (northern end)	Mix of house styles and ages with mainly bungalows to east side and house to west side	Residential
JAMES STREET	Mix of house styles and ages with two-storey block of flats called Grafton Court	Residential
JONES SQUARE	Part of recently built estate known as Broadreeds or Pontins (built end of 1990s/early 2000s). Mix of houses and bungalows with small gardens	Residential Central green open space
LAWRENCE CLOSE	Part of recently built estate known as Broadreeds or Pontins (built end of 1990s/early 2000s). Mix of houses and bungalows with small gardens	Residential
LEWIS ROAD (part only)	Mix of styles, but mainly bungalows	Residential
LIFEBOAT WAY	Part of recently built estate known as Broadreeds or Pontins (built end of 1990s/early 2000s). Mix of houses and bungalows with small gardens	Residential
MIXON CLOSE	Part of recently built estate known as Broadreeds or Pontins (built end of 1990s/early 2000s). Mix of houses and bungalows with small gardens	Residential

## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
NETHERTON CLOSE	Mainly bungalows	Residential
NORTH ROAD	Mix of styles (thought to be council housing previously)	Residential
PACIFIC WAY	Part of recently built estate known as Broadreeds or Pontins (built end of 1990s/early 2000s). Mix of houses and bungalows with small gardens	Residential
ST ITHA CLOSE	All bungalows	Residential
ST ITHA ROAD	Mix of styles, but mainly bungalows	Residential
SUNNYMEAD CLOSE	All bungalows. Open-plan front gardens (1930s possibly)	Residential
SUNNYMEAD DRIVE	All bungalows. Open-plan front gardens (1930s possibly)	Residential Central open green space in middle
URSULA AVENUE NORTH	Mix of styles, both houses and bungalows	Residential Central garden area owned by individual homeowners
WESTERN ROAD	Mainly bungalows	Residential
WIGHT WAY	Part of recently built estate known as Broadreeds or Pontins (built end of 1990s/early 2000s). Mix of houses and bungalows with small gardens	Residential

## 1 GENERAL DESCRIPTION/OVERVIEW

### General Description

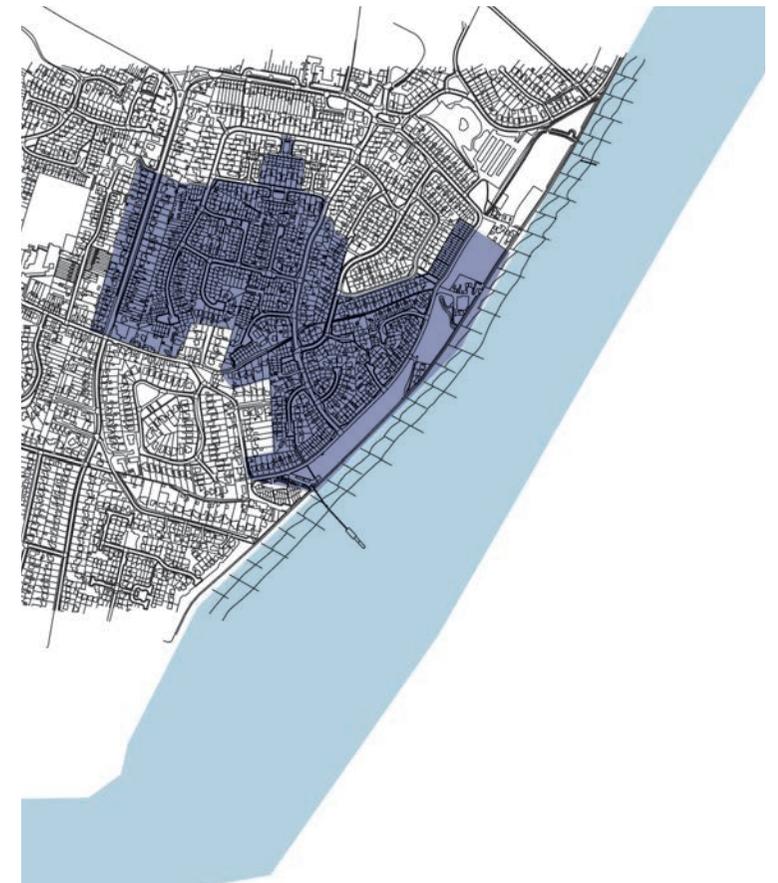
#### Eg. Character, position, outlook, principle use

The major part of this area is the Merryfield Drive development, which sits at the centre of the area. This is a very large development of 1960s buildings, mainly bungalows and low rise. It has wide-open roads with properties set back from road. Inner development is all low rise, while the periphery is more two-storey.

There is very little development opportunity in this area, but the potential lies on the greens and beachfront, which could be developed to provide more tourist/commercial enterprises and a better offering for locals in terms of food and activity.

A key site is Albion Road for its historic listed properties and flood-wall design which is an early indication of building by the sea. Another key site is the iconic lifeboat station and onshore amenities which are well recognised and form part of the intrinsic history of the town.

# LIFEBOAT



## Points of particular interest and importance

- Kingsway has a direct view of the sea and faces southeast, attracting early-morning sun for the whole year and up to late afternoon on the grassed areas in the summer.
- The lifeboat house provides an attraction for visitors and has a museum as an addition to the lifeboat house itself.

## Opportunities or location potential

- The cut grassed area between Kingsway and the sea wall is a major asset. It is in two plots: the lifeboat green and the patch before the fishermen's ramp. Both of these are well used for recreational purposes.
- The kiosk at East Beach has great potential to fulfil some of the needs of residents and visitors alike. Divers and recreational swimmers would benefit from a shower external to the toilets.
- There should be great potential to develop this into an asset that meets the needs of divers, swimmers and parents with children using the playground.

## Threats

- The lobster-processing plant creates a smell that will undoubtedly deter visitors.
- The area is scruffy and does not inspire confidence in the would-be shopper for quality fish and related products.
- There is a lack of parking for divers who choose to dive under the lifeboat slipway and along the western end of the beach. When fully equipped in wetsuits and with heavy tanks, divers find it difficult to walk from East Beach Car Park.
- Divers have little choice but to change by their cars – with the obvious unsightly exposure.
- Buses are often obstructed by parked cars along the seaward side of Kingsway as this spot is favoured by the divers.
- Lack of control on the dumping of boats on the foreshore and the lack of control over engines to recover these from the sea creates an unacceptable obstacle for potential bathers and casual walkers. Boats left in a reasonable state can be seen as part of the coastal scene but rotting plywood boxes and rusting winches that have become litterbins are not much of a selling point.
- There is also the usual conflict between maintaining a working beach and enabling recreational use.

## 2 LOCATION RECORD

ADDRESS	DESCRIPTION	USE/INTEREST/IMPORTANCE
Kingsway	Lifeboat green and East Beach green	Leisure area Amenity space
Kingsway	Beachfront, sea wall, sea walk, sea views	Leisure area Amenity space, aesthetics, tourism
Kingsway	Fisheries	Historic, heritage, culture, employment, tourism, commerce
Kings way/Albion Road	Lifeboat house, walkway and onshore amenities	History, leisure, employment, tourism, heritage, iconic building
Kingsway - between fisheries and lifeboat house	Beach houses, railway carriages (these houses are restricted in planning, cannot be redeveloped and have height restrictions)	History, heritage, tourism, design
East street from JCN with manor road to Albion road and Albion road	Narrow road, fishermen's cottages, flood walls, stone cottages	Heritage, history, traditional building styles, listed properties
Fishermans walk	Long access to beach from East Street, off-street pedestrian access	
Merryfield Drive (estate)	Very large development of 1960s buildings, mainly bungalows and low rise. Wide open roads with properties set back from road. Inner development all low rise, periphery is more two-storey	Development styles, heritage. Selsey by Sea reference perhaps?

## 3 ARTERIAL ROUTES

ADDRESS	DESCRIPTION
Kingsway	Seafront drive. Mainly houses to west and beach to east. Main access to Selsey's main beach-walk area. HGV access to fisheries detracts from the area. Bordered by greens and lifeboat station.
Merryfield	Wide-open road with properties set back from the kerb. Main bus route to east Selsey. Centre of Selsey's largest residential area.
Manor Road	Narrowest part of Manor Road, which in the north is much more open with properties set back from the road. In this section properties are close to the road with minimal front garden/amenity area. Quite a few unique/individual properties.

# LISTED BUILDINGS

## INTRODUCTION

Selsey is blessed with some truly beautiful buildings that for reason of their architecture, age or place in local life have been officially listed by English Heritage. Listing provides protection to the building and places a requirement on the freeholder to maintain the building. As part of the neighbourhood planning process we have documented all of the listed buildings in the parish for future reference. It is worthy of note that with the exception of St Wilfred's Chapel (Grade 1) all of the listed properties in Selsey carry a Grade 2 listing.

More details on the specific listings for Selsey along with further information about the listing process and levels of protection afforded by the different grades can be found on the English Heritage website here:

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

### **ALBION ROAD**

#### **No. 8 LAMBOURNES GRADE II**

Early 19th century. Two storeys. Two windows. Coursed stone with dressings, quoins and modillion eaves cornice of red brick. Hipped tiled roof. Glazing bars missing



### **ALBION ROAD**

#### **No. 10 GRADE II**

Early 19th century. Two storeys. Two windows. Coursed stone with dressings, quoins and vertical strips of red brick. Tiled roof. Glazing bars intact. Modern matching addition of two window bays to north



### **ALBION ROAD**

#### **No. 18 ROSE COTTAGE GRADE II**

18th century. Two storeys. Two windows. Stuccoed. Hipped thatched roof. Casement windows. Doorway with pediment-shaped hood.



### **ALBION ROAD**

#### **No. 22 FISHER COTTAGE GRADE II**

Early 19th century. Two storeys. Two windows. Faced with cobbles with dressings, quoins, two flush horizontal courses and eaves cornice of red brick. Tiled roof. Glazing bars intact. Modern gabled porch



### **ALBION ROAD**

#### **No. 6 FULLICK'S COTTAGE**

Early 19th century. Two storeys. Two windows. Coursed stone with dressings, quoins, vertical strips and modillion eaves cornice of red brick. Hipped tiled roof. Glazing bars intact on first floor only



### **BEACH ROAD**

#### **THE LISTENING POST**

Sound mirror, now incorporated within house. 1916, converted into house by late 1930s. Sound mirror built of reinforced concrete, the shuttered lifts to the exterior clearly visible. House has slate-clad stud walls and corrugated asbestos roof, with two-window front and window inserted into left-side wall; extensions to rear and right.

INTERIOR: curved profile to mirror wall.

HISTORY: This house incorporates a complete example of a sound mirror, built in 1916 (recorded as under construction in March of that year) and one of a series of listening posts built for the Admiralty along the southeast and northeast coasts.

The attacks by the German Fleet on east-coast ports in December 1914 had alerted the Admiralty to the need to provide early warning of future raids, soon underlined by the threat posed by Zeppelins to British ports and urban areas.

The sound signal was reflected by the dish, via a duty observer armed with a stethoscope, to a microphone which enabled the course of the intruder to be plotted. These signal stations thus formed a precursor to the development of radar from 1936. Due to the obsolescence of the technology from the late 1930s, and later coastal clearance work and urbanisation, very few examples (such as Fulwell in Sunderland and the Hythe/Dungeness group in Kent) have survived. It also bears a very direct relationship, through its form and design, to its intended use and thus its technological and historical context. Source: (Chichester Observer, March 1916).

**CHICHESTER ROAD  
COLES FARM HOUSE**

Handsome 18th century house. Two storeys and attic. Five windows. Two dormers. Red brick, largely covered with ivy. Modillion eaves cornice. Hipped tiled roof. Glazing bars intact. Doorway at the head of four steps with Doric pilasters, triglyph frieze, pediment and door of six fielded panels.



**CHICHESTER ROAD  
DIBDI AND MEADOW COTTAGE**

One building. 18th century. Two storeys. Four windows. Painted brick. Stringcourse. Hipped thatched roof. Casement windows



**CHICHESTER ROAD  
ROOKERY COTTAGE**

One building. 18th century. Two storeys. Four windows and one window space. Coursed stone with red brick dressings, quoins and modillion eaves cornice, the northern-most window bay wholly red brick and probably added. Hipped tiled roof. Glazing bars intact. Two gabled porches..



**CRABLANDS  
IVY COTTGAE**

L-shaped building. The back or southeast wing is a 17th century or earlier timber-framed building with infilling of flints. The front or main wing is 17th century. Two storeys. Three windows. Stone rubble with red brick dressings, quoins and stringcourse. Hipped thatched roof. Casement windows. Modern gabled porch.



**CRABLANDS  
BARN AT CRABLANDS FARM TO  
SOUTEAST OF CRABLANDS HOUSE**

18th century. Coursed stone with red brick dressings and quoins. The west end of the roof is thatched, but the main portion is now slates.



**CRABLANDS  
CRABLANDS HOUSE**

18th century. Two storeys. Three windows. Red brick. Modillion eaves cornice. Tiled roof. Glazing bars intact. Doorway with flat hood on brackets and door of six panels



**DRIFT LANE  
CRABLANDS COTTAGE**

18th century. Two storeys. Three windows. Coursed sandstone with dressings, quoins and vertical strips of red brick. Thatched roof with two "eyebrows". Casement windows.



**EAST STREET  
No 77**

Early 19th century. Two storeys. Three windows. Stuccoed. Tiled roof. Glazing bars missing. Doorway with pilasters and pediment.



**GRAFTON ROAD  
THE BILL HOUSE**

HOUSE: 1907 by M H Baillie Scott in an Arts and Crafts vernacular revival style. L-plan with service wing to north and main wing to south. Pebble-dashed and painted with exposed stone dressings, some stone and flint chequer work and exposed timber-framing to tower gallery. Graded slate roofs.

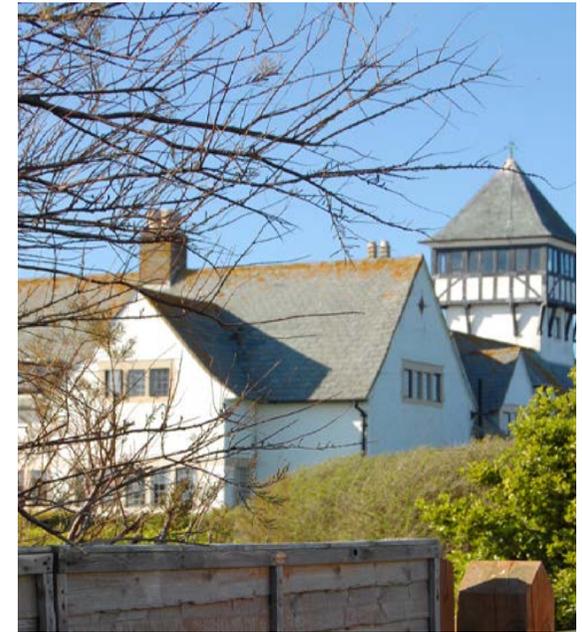
ENTRANCE FRONT: One-and-a-half to two storeys with projecting wings to left and right and in centre, with the roof sweeping down between to form buttresses catslide and further projecting half-hipped wing to extreme right. Diamond stone and flint chequer in central gable. Various mullion and mullion-and-transom stone windows with iron casements. Central low round-arched doorway with recessed boarded and ribbed door.

SEA FRONT: One storey and attic. Almost symmetrical with low gabled cross-wing projections towards each end of block, that to left glazed with mullion-and-transom multi-light window flanked by similar window to right and that to right with five-light mullion window on ground floor and three-light window in gable above. Triple arch centre glazed with French casements, and brick and flint chequer above with four-light window to right.

SERVICE WING COURT SIDE: Central yard entrance with two two-light mullion windows to right and various one and two-light windows to left with pair of cart-doors and smaller door beyond. Tower to left with timber-framed gallery arch on brackets and pyramidal bellcast roof with weathervane.

EXTERIOR SIDE: Gable to left projecting the east end of the main block. Central flat-headed dormer with two semi-dormers to left and gabled dormer to right. Deep catslide to right of courtyard entrance.

INTERIOR: Chalk-vaulted loggia with groin-vaults. Framing displayed at end of living hall, which also contains very large tiled inglenook with wood surround to opening. Some Arts and Crafts-style plasterwork of leaves and grapes survives.



**GRANGE LANE  
BARN AT GREEN LEASE FARM  
ADJOINING THE FARMHOUSE IN THE  
SOUTHWEST**

18th century. Faced with tarred weather-boarding. Hipped thatched roof with arched traces inside.

**GRANGE LANE  
GRANGE FARM HOUSE**

18th century. Two storeys and attic. Seven windows. Two dormers. Sandstone with dressings, quoins, vertical strips and modillion eaves cornice of red brick. Tiled roof. Glazing bars intact. C19 porch of red brick and flints



**GRANGE LANE  
GREENLEASE FARM HOUSE**

Early 19th century. Two storeys. Five windows. Faced with cobbles with dressings and quoins of red brick and grey headers. Hipped slate roof. Glazing bars intact. Small porch with slender columns.



**THE HIGH STREET  
THE PARISH CHURCH OF ST PETERS**

Chancel, nave with aisles, east porch and shingled bell-turret with small spire at south end of nave. The original parish church was at Church Norton to the northeast of the village. In 1865 the nave of that building was demolished and the parish church was established in High Street. The new building incorporates the late 12th-century arcades of three bays of that original building. The remainder was designed in 13th-century style by J P St Aubyn.



**THE HIGH STREET  
THE METHODIST CHURCH**

Erected as the Bible Christian Church in 1867. The east front is faced with squared knapped flints, the south front with coursed stone rubble. Both have white brick dressings and quoins. Narrow pointed lancet windows, five on the south front and two plus one smaller triple one on the east front. Gable ends to east with later gabled flint porch. Good example of the 13th-century Gothic manner.



**THE HIGH STREET  
THE HOMESTEAD**

Restored 17th century. Two storeys. Five windows. Red brick and grey headers. Hipped thatched roof. Modern casement windows. Doorway with pilasters, pediment and door of six moulded panels.



**THE HIGH STREET  
THE OLD MALT HOUSE**

Probably 18th century, very much altered and restored. Two storeys and attic. Five windows. Two dormers and gable in the centre. Faced with flints and red brick. Timbered gable. Hipped tiled roof. Modern casement windows. Included for group value.



**THE HIGH STREET  
OUTBUILDING ADJOINING ON THE  
SOUTHWEST**

19th century. One storey. No windows facing the street. Painted brick. Hipped thatched roof.



**THE HIGH STREET  
No. 20 - STABLE COTTAGE**

18th century. Two storeys. Three windows. Faced with cobbles, heavily repointed, with red brick dressings and quoins. Thatched roof with two "eyebrows". Casement windows.



**THE HIGH STREET  
THE WHITE HOUSE**

L-shaped 18th century building. Two storeys. Three windows facing west, two windows facing north. South front stuccoed, north front stone rubble and red brick. Modillion eaves cornice. Tiled roof. Glazing bars intact. Doorway in moulded architraves surround with pediment over.



**THE HIGH STREET  
BARN ADJOINING No.20 ON THE  
NORTH WEST**

Small barn the size of a granary standing on staddle stones. 18th century. Faced with weather-boarding. Hipped thatched roof.



**THE HIGH STREET  
No.102 TADD'S COTTAGE GALLERY**

L-shaped building. South wing 18th century. Three windows. Stone rubble. Glazing bars intact. East wing early 19th century. Coursed stone and cobbles. Casement windows. Two storeys and tiled roof to the whole.



**THE HIGH STREET  
IRON LATCH COTTAGE**

17th century or earlier. Two storeys. Two windows. Painted brick. Thatched roof. Casement windows.



**THE HIGH STREET  
THE NEPTUNE PUBLIC HOUSE**

18th century. Two storeys. Three windows. Coursed stone with dressings and quoins of red brick and grey headers. Hipped tile roof. Glazing bars missing.



## **THE HIGH STREET SESSIONS HOUSE**

Former farmhouse, probably later 17th century or early 18th century. Extended and refurbished after 1908 and used as Magistrates' Court during the 1930s, giving the house its name. The house was seriously damaged by fire in August 2006.

**MATERIALS:** Coursed stone rubble with red and burnt brick dressings and red brick stacks. The rear wall is painted. Formerly with a long straw thatched roof. The build and contemporary alterations of c1908 are rendered on the ground floor with projecting upper-floor bays clad in rough-cut weather-boarding.

**PLAN:** A three-bay, two-storey lobby-entry house, with a stair behind the stack and small closet over the entrance. The original northern bay was redesigned as an entrance hall with a stair c1908 when the northernmost bay was added. The main stack was of T-shaped plan, but removed above the ridge after the fire.

**EXTERIOR:** Roadside elevation. The stone fabric is enhanced by plinths, flush storey and cill bands in brick.

A replaced raised and fielded panel door under the stack is flanked on the ground floor by small-paned, five-by-four pane sashes of 19th century and early 20th century date in flush, exposed, moulded timber frames. The ground floor right-hand frame is possibly of late 18th century date. All are set in smaller brick reveals with red brick quoins and integral cambered soldier arches in slightly burnt brick. Above the entrance is a small two-light timber casement with chamfered reveals and diamond leaded lights.

First-floor sashes, which cut through the cill band, were of five-by-three panes, but were removed after the fire. The former northern bay has an early 20th century inserted doorway with chamfered brick reveals and a keystone inscribed OFH. Above the entrance is a small brick tablet inscribed R(?)H 1728. A robust oak door has applied mouldings on the outer face.

The inner face is heavily studded with a circular, revolving viewing panel, probably a former lock-up or cell door and rumoured to have come from Newgate Prison which was demolished c1912. Above was a two-light casement removed after the fire of 2006. The northern bay was added after 1908. The ground floor is rendered, the projecting upper floor clad in rough-cut weather-boarding. Windows are timber casements with diamond leaded lights. The rebuilt former gable end-stack, and early 20th century gable stack both had moulded collars and caps, removed to ridge level after the fire. The main stack was of T-shaped plan, with moulded collars and caps and a tall chimney pot. The west, garden-elevation, stonework is painted. The c1908 northern extension is rendered at ground floor, with a projecting rough-cut, weather-boarded upper floor. The former central bay was altered at the time to match. Diamond leaded casements are early 20th century except for the eyebrow dormer added in the 1970s, when the southernmost bay was also refurbished. Late 20th century door. The southern elevation is of coursed stone rubble with an inserted 20th-century doorway.

**INTERIOR:** The lobby entry gives onto a large brick stack exposed and restored on the northern face and with an oven on the west flank. To the rear, formerly enclosed behind an early 20th century panelled alcove, is the base of a vertically boarded, curved timber stair frame. The principal ground floor rooms and hall were lined throughout in full-height, small-framed, moulded oak panelling when the house was extended after 1908. Spine beams are encased.

Door cases have moulded architraves with tall chamfered bases; doors are small-panelled, similar to the walls. The open-well closed-string oak stair has square newels with ball finials, alternate twisted and moulded balusters, and a moulded rail. The drawing room has a large four-centre arched, moulded stone chimneypiece, possibly introduced from elsewhere. A similar smaller chimneypiece is inserted in the hall and has a small inserted carved fireback. The southern bay was refurbished during the 1970s, replacing joinery on both floors. The front wall with most of the wall plate survives. Fragments of charred uprights from timber partitions framing the original stair, and much of the partition between the second and third bays survives, with some reused chamfered timber intact. Brick stacks remain but are damaged. Fittings were formerly late 20th century stripped pine, destroyed in the 2006 fire. The roof, said to be largely 20th century and certainly altered on the west front, was also destroyed.

**THE HIGH STREET  
OUTBUILDING BETWEEN 22/24 and  
26/28**

One building. Early 19th century. Two storeys. Two windows and one blocked window space. Faced with coursed stone with dressings quoins vertical strips and modillion eaves cornice of red brick. Glazing bars intact. Small modern shop window at north end of ground floor. Three doorways in moulded architrave surrounds with pediments over.



**THE HIGH STREET  
Nos. 34 - 42**

One range. Early 19th century. Two storeys. Six windows. Stone rubble with red brick dressings and quoins. Tiled roof. Casement windows.



**THE HIGH STREET  
Nos. 26 and 28**

One building. Early 19th century. Two storeys. Two windows and one blocked window space. Faced with coursed stone with dressings quoins vertical strips and modillion eaves cornice of red brick. Glazing bars intact. Small modern shop window at north end of ground floor. Three doorways in moulded architrave surrounds with pediments over.



**THE HIGH STREET  
SELSEY PRESS PREMISES**

18th century barn faced with stone rubble with red brick quoins. Half hipped thatched roof with two large “eyebrows”, faced with weatherboarding.



**THE HIGH STREET  
Nos. 109 and 111**

One building. Early 19th century. Two storeys. Three windows. Stuccoed. Modern hipped slate roof. Windows with Venetian shutters and glazing bars intact. Porch with slender columns. Modern shop front built out to north west



**THE HIGH STREET  
Nos. 16 and 18**

One building. 18th century or earlier. Two storeys. Four windows. No. 16 red brick, No. 18 painted. Slate roof. Glazing bars intact. Derelict condition. Now two residences:

White – Rock Cottage  
Brick – Beggars Roost



**THE HIGH STREET  
No. 133 - THE COTTAGE**

18th century. Two storeys. Three windows. Stone rubble with red brick dressings and quoins. Thatched roof. Sash windows with glazing bars intact. Doorway with pilasters, pediment and door of six fielded panels.



**THE HIGH STREET  
No. 72 - CENTURY COTTAGE**

18th century. Two storeys. Three windows. Faced with modern rough plaster. Thatched roof with three "eyebrows". Casement windows.



**THE HIGH STREET  
No. 87**

Early 19th century. Two storeys. Two windows. Red brick. Modillion eaves cornice. Hipped tiled roof. Glazing bars intact. Doorway in moulded architrave surround with pediment over.



**THE HIGH STREET  
No. 97**

18th century, altered and restored since. Two storeys. Three windows. Red brick. Eaves cornice. Tiled roof. Glazing bars intact. First floor windows have Venetian shutters. Two modern Georgian doorways.



**THE HIGH STREET  
No. 99**

Early 19th century. Two storeys. Three windows. Red brick. Modillion eaves cornice. Slate roof. Glazing bars intact on first floor only. Doorway with pilasters, pediment, semicircular fanlight and door of six fielded panels. Modern shop window on each side of the doorway.



**THE HIGH STREET  
No. 35 - OLD ROSE COTTAGE**

Dated 1760. Two storeys. Three windows. Stone rubble with red brick dressings and quoins. Thatched roof. Casement windows.



**THE HIGH STREET  
THE GARAGE OF 35**

An 18th century stable building. One storey. Two windows. Faced with coursed stone with red brick dressings and quoins. Hipped tiled roof. Lunette windows.



### THE HIGH STREET

#### No. 43

Early 19th century. Two storeys. Two windows. Red brick. Modillion cornice. Hipped tiled roof. Glazing bars intact. Doorway with pilasters and pediment.



### THE HIGH STREET

#### No. 44

Small 18th century. building adjoining the last range. One storey. The street frontage is blind, but there is one window with a small shop front facing south. Faced with cobbles. Thatched roof..



### THE HIGH STREET

#### No. 48

Early 19th century. Two storeys. Two windows. Faced with coursed cobbles with red brick dressings and quoins. Slate roof. Casement windows. Gabled red brick porch. Included for group value.



### THE HIGH STREET

#### No. 65 - IVY LODGE

18th century. Two storeys. Three windows. Red brick and grey headers. Modillion eaves cornice. Tiled roof. Sash windows with glazing bars on ground floor, casement windows above. Modern addition of two window bays in red brick to east.



### THE HIGH STREET

#### No. 30 & 32

One building. Early C19. Two storeys. Three windows. Faced with stone rubble with red brick dressings and quoins. Tiled roof. Casement windows. Included for group value.

### THE HIGH STREET

#### HOLLYHOCKS

17th century. Two storeys. Three windows. Faced with cobbles and stone rubble with dressings, quoins and dripstones over the ground floor windows of red brick. Thatched roof with two "eyebrows". Casement windows.



### THE HIGH STREET

#### No. 35



### MILL LANE MEDMERRY MILL

Good example of a tower mill in excellent condition following repair in 1960s. Now used as a shop. Circa 1829. Red brick. Circular cap made of sheets of metal with finial. Round-headed windows. The sweeps remain but have no shutters. Fan-tail missing.



### MILL LANE FORMER MILL HOUSE

The former mill house of Medmerry Windmill. Early 19th century. Two storeys. Three windows. Stone and brick, both painted. Hipped tiled roof. Glazing bars intact. Two later bay windows on ground floor with tiled roofs continued over the whole facade to form a hood over the central doorway.

**RECTORY LANE  
NORTON PRIORY**

**RECTORY LANE  
ROSE COTTAGE**

**RECTORY LANE  
ST WILFRID'S CHAPEL**

**SCHOOL LANE  
No. 54 BARN (BUILDBASE)**

C18 building faced with coursed stone with red brick dressings and quoins. Hipped roof of corrugated asbestos.



**THE WILLOWS  
THE WILLOWS**

HOUSE: Probably 17th century re-fronted in early 20th century and altered in 20th century. Stone rubble with galletting on stone and brick plinth, tiled roof with red chimney stacks. Two storeys and two parallel ranges. L-shaped.

Front elevation has brick modillion eaves cornice, and pilasters at the ends of the windows. Three sashes (two double) to main part and one double sash in set-back wing to right-hand side.

Cambered arches to ground-floor windows. Central door-case with open pediment pilasters, Gothic glazing to semicircular fanlight, panelled reveals and six-panelled door.

Rear elevation similar but with three modern triple dormers to roof and five sashes, with cambered brick arches to ground-floor windows.

The staircase has been replaced in the 20th century but a repositioned early 19th century newel post and two circular rails to a subsidiary staircase may be the remains of the original staircase. Fireplace in right-hand ground-floor room has a beam with three graffiti of sailing ships. There is also a massive spine beam with lambs tongue stops and oak panelling, probably 20th century.



**WEST STREET  
THE CRESCENT**

18th century. Two storeys. Three windows. Red brick. Modillion eaves cornice. Tiled roof. Glazing bars intact. Doorway with pediment over and door of six fielded panels.



**WEST STREET  
OLD COASTGUARD COTTAGES 1 and 2**

One building. Mid 19th century. Two storeys, three windows. Slate-hung. Slate roof. Gable facing west at south end of the main front. Glazing bars intact.



**WEST STREET  
WEST STREET HOUSE**

Late 18th century. or early 19th century. . Two storeys. Three windows. Red brick. Modillion eaves cornice. Slate roof. Glazing bars intact. Doorway with Doric pilasters, triglyph frieze, pediment and door of six fielded panels



**WEST STREET  
OLD COASTGUARD COTTAGES 3-9**

Interesting and for Sussex unusual mid 19th century terrace of small houses. Two storeys. Fourteen windows. The front is hung with slates. Projection of two window bays at each end with gable over. Slate roof. Glazing bars intact.



**WEST STREET  
THE OLD COTTAGE**

18th century. Two storeys. Three windows. Coursed stone with red brick dressings and quoins. Hipped thatched roof with two "eyebrows". Casement windows.



**WEST STREET  
OLD COASTGUARD COTTAGES 47-49**

One building. This building has a date on it but this is illegible. Probably early 18th century. Two storeys. Three windows. Plastered front. Formerly thatched roof, of which the centre portion has fallen in windows boarded up. The condition of the building is derelict.



**WEST STREET  
IVY HOUSE**

18th century. Two storeys. Three windows. Red brick. Modillion eaves cornice. Tiled roof. Sash windows with glazing bars on first floor. Modern casement windows below. Doorway with fluted pilasters and pediment over.





**Thanks to the following people and groups for their help and co-operation in compiling this study:**

Jill Sutcliffe – Manhood Wildlife and Heritage Group – MWHG

Joe Saville – Manhood Wildlife and Heritage Group – MWHG

Gill Jennings (Town Clerk), Cllr Ben Cooper and members of Selsey Town Council

## **PICTURES**

- **TOP ROW: Welcome to Selsey, The High Street, converted railway carriage – East Beach**
- **MIDDLE ROW: Fields to north and west of Selsey, new single-housing development, Fisheries – East Beach**
- **BOTTOM ROW: Thatched cottage – High Street, The Lifeboat House, East Beach Promenade**

This Audit has been conducted by members of Selsey Town Council, and compiled by BroomeJenkins Ltd

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**SELSEY**

**NEIGHBOURHOOD PLAN**

Part 2

**PLANNING GUIDANCE  
DESIGN GUIDE  
AND KEY POLICIES**

**FINAL VERSION FOR  
SUBMISSION  
FEBRUARY 2015**

**[WWW.SELSEYTOWNCOUNCIL.GOV.UK](http://WWW.SELSEYTOWNCOUNCIL.GOV.UK)**

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**Action in  
rural Sussex**

## FOREWORD

The Localism Bill introduced by Eric Pickles MP in 2011 aims to devolve powers previously held by central government to local authorities by making a number of changes to the planning process.

The aim is to give local communities greater influence over the way their neighbourhoods are developed, placing community need at its heart, along with co-operation with developers and local authorities.

In addition to a number of policy changes, one of the most significant effects of the Bill will be the way the National Planning Policy Framework (NPPF) will be applied through the involvement of local communities and a presumption in favour of sustainable developments in line with community need. By removing the regional tier of the NPPF through the abolition of regional spatial strategies (RSS), local planning policy will become essential. Therefore communities defined by parish or geography have been encouraged to develop their own neighbourhood plans. Their aim is to provide an informed and contextual framework to determine future development, whilst conforming to strategic policies including the NPPF and Chichester District Council's Local Plan.

Through the development of neighbourhood plans, it is essential to give the community every opportunity to contribute their thoughts and to comment on any proposed developments. But it is also important to apply realism, so that the neighbourhood can evolve and prosper whilst addressing challenges of climate change, the economy, transport and population.

This Neighbourhood Plan is the result of community engagement and has been developed by members of Selsey Town Council, with support from other local agencies including Chichester District Council, West Sussex County Council and Action in Rural Sussex (AIRS) along with input from the business and residential communities.

# INTRODUCTION

The Selsey Neighbourhood Plan has been produced over a period of three years and has included extensive consultation with local residents, statutory consultees, landowners, developers and local business. The evidence for this plan is drawn from recent consultation and a range of studies conducted over the last decade.

However, the plan has met with a degree of apathy during its drafting, with the residents survey drawing a response of just over 1%, despite hand delivering the survey to all 4500 properties in the town. A further 3.5% attended open roadshow consultations, conducted in six separate locations around the town over 4 days, in September 2013.

It is the belief of the Neighbourhood Plan working group that apathy among Selsey residents results from 'consultation fatigue'. This is a reasonable outcome after ten years of studies and consultation, and is supported by many anecdotal responses and comments made by residents who now wish to see action, rather than further discussion. The claim has been levelled on local authorities that many of the issues faced by Selsey as a town, are the result of inaction and too much consultation.

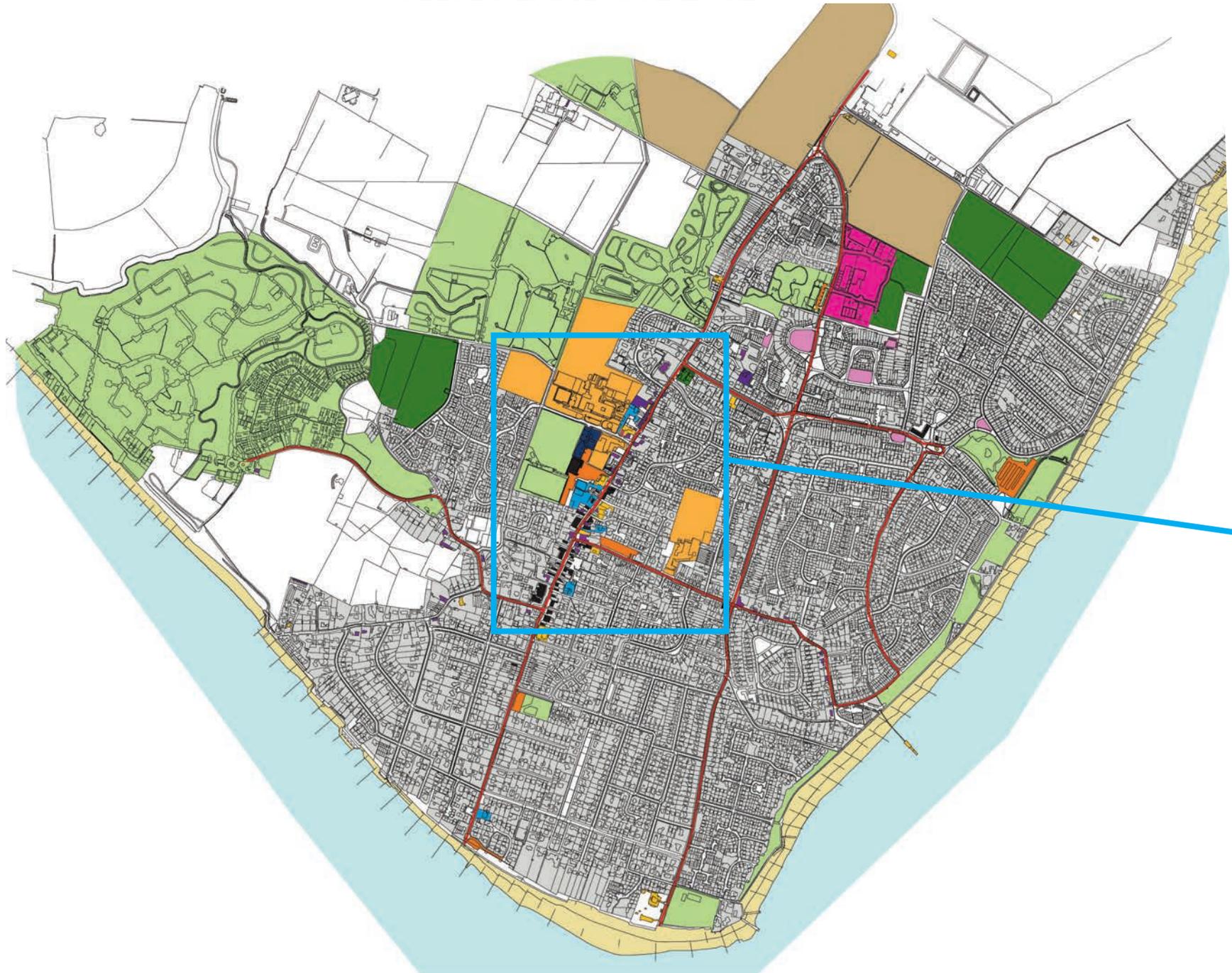
From this we have drawn the conclusion that the low response is actually a significant key finding of the plan, and when taken into consideration with other findings from recent valuable consultations (listed below), underlines the need for an action plan for the town that will now make things happen.

## CONSULTATION OVER THE PAST DECADE

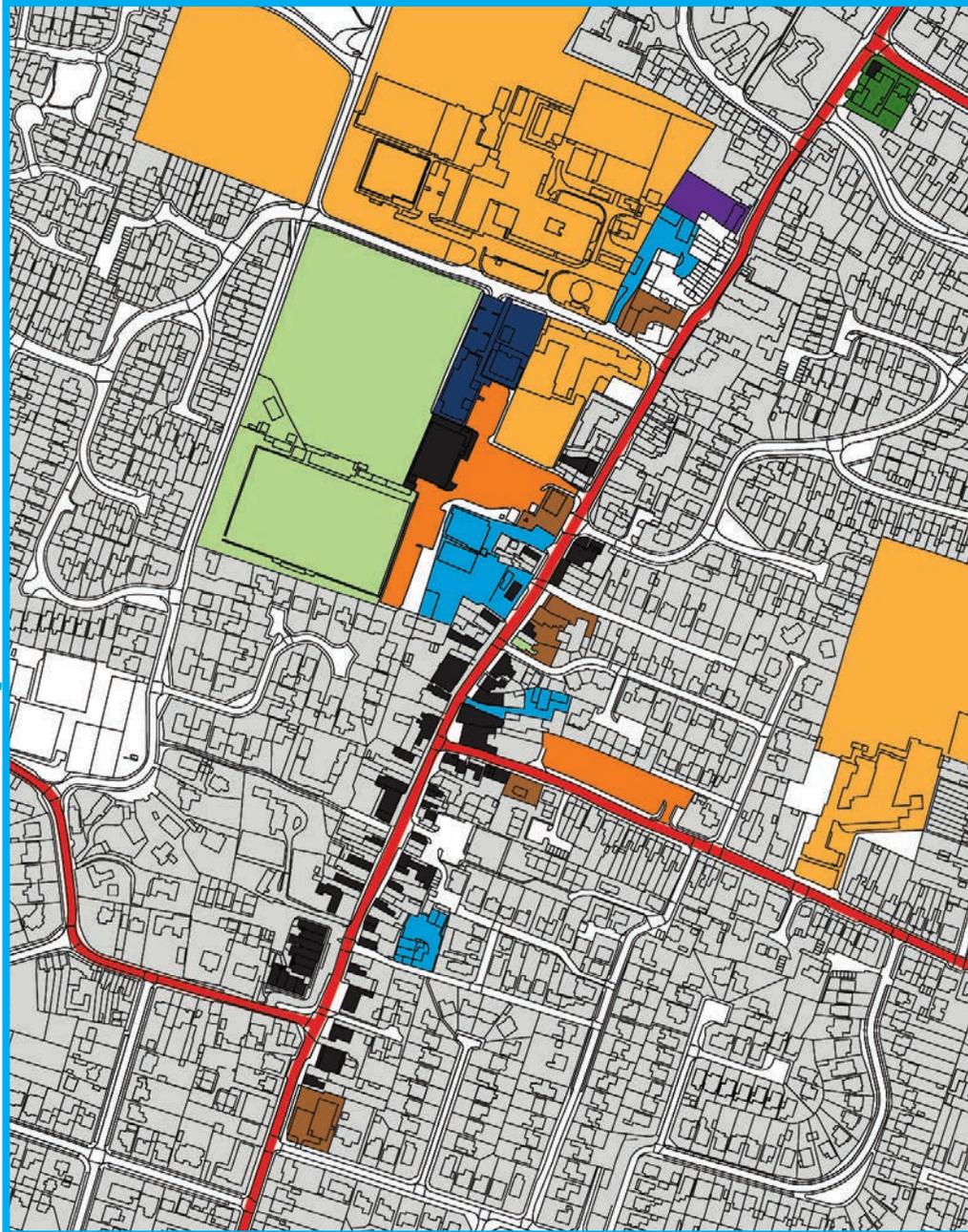
Selsey Community Action Partnership (SCAP) Report on Youth Provision	June 2003
Assessment of Selsey Community Sports/Leisure Needs	2004
Selsey High Street Improvement Study	2005
Space – A Climate for Change	2006
Selsey High Street Vision and Action Plan	2007 – 2012
Pagham to East Head Coastal Defence Strategy	2007
Selsey Town Council Survey	2008
Selsey Community Action Plan	2008
Selsey East Beach – Reconnecting with the sea	2009
Selsey Community Vision	2011
Selsey Coastal Trust Project (Living by, and working with the sea)	February 2011
Manhood Integrated Coastal Zone Management (ICZM)	May 2011
Selsey Community Plan Report	2012
CDC Targeted Support for Communities – Selsey North	2012
Selsey Neighbourhood Plan Audit	2012



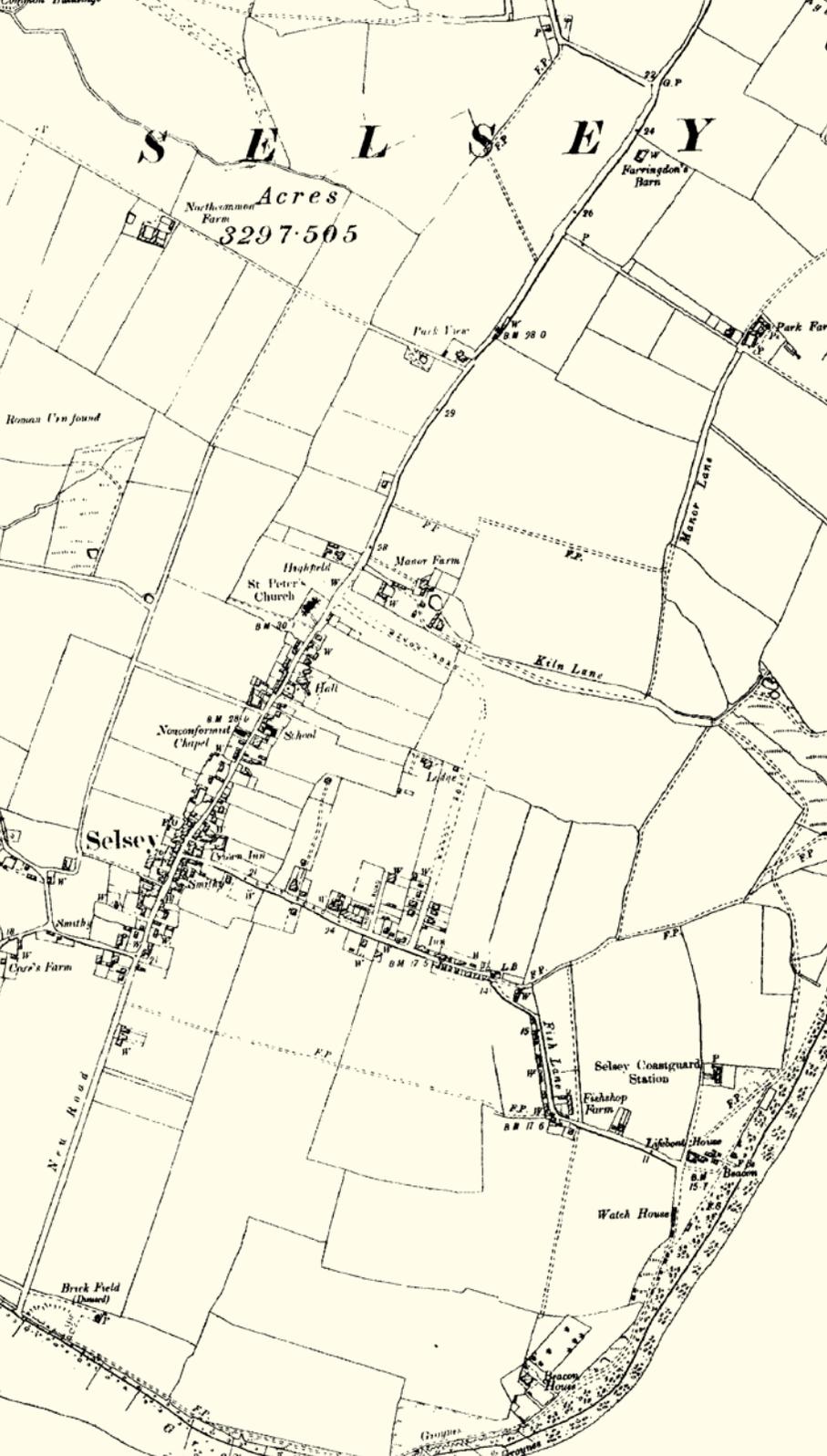
# SELSEY LAND USE 2012



# SELSEY HIGH STREET



- ARTERIAL ROUTES
- SITE WITH PLANNING PERMISSION
- BROWNFIELD SITE WITH DEVELOPMENT POTENTIAL
- GREENFIELD SITE WITH DEVELOPMENT POTENTIAL
- EXISTING RETAIL USE
- EXISTING LEISURE AND RECREATIONAL USE
- EXISTING INDUSTRIAL USE
- EXISTING AGRICULTURAL USE
- URBAN OPEN SPACE WITH DEVELOPMENT POTENTIAL
- CAR PARKS
- EDUCATION
- EXISTING RESIDENTIAL USE
- MEDICAL CENTRE
- EMPLOYMENT DESIGNATION



## SELSLEY'S GROWTH 1086 - 2013

Although a settlement has been on the site of Selsey since Roman times, the Doomsday Survey of 1086 recorded a population of between 160 and 170.

By the first recorded census of 1801 this had grown to 564 and throughout the 19th century the population grew steadily or organically to just over 1,000 by the time of the 1891 census.

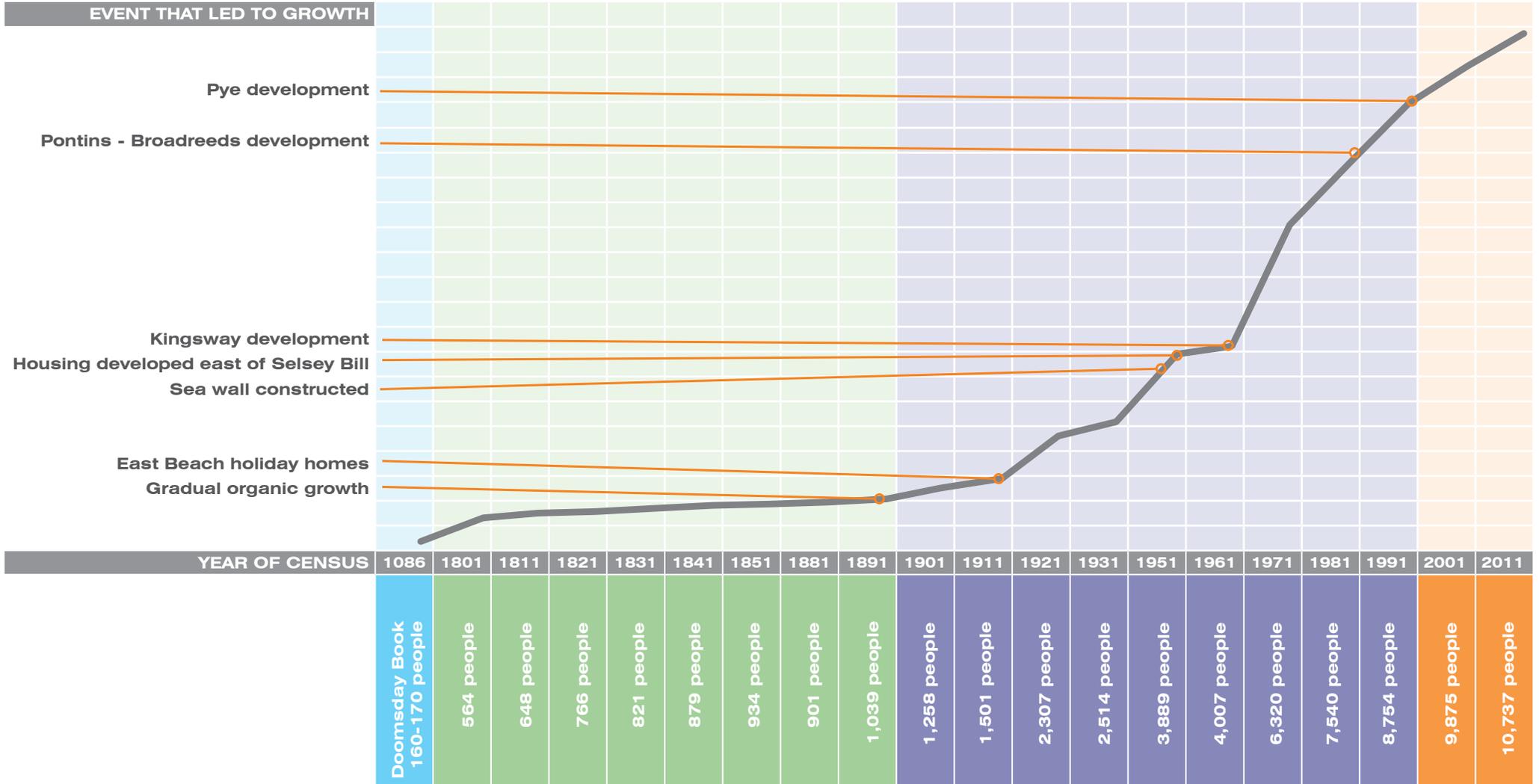
However, through the 20th century with the growth in tourism and direct interventions such as large-scale house-building projects, population growth increased so that by the census of 2001 the population stood at just under 10,000, with Selsey earning town status in 1995.

The table shows this growth very clearly. It demonstrates the relationship between significant developments such as the building of the sea wall in the 1950's and the opportunities this and other developments have created for new people to settle in Selsey.



### LEGEND

	Sea and Previous Coastline
	Subsequent Coastline
	Previous Development/Dwellings
	Subsequent Development/Dwellings
	Previous Roads
	Subsequent Roads





## SELSEY NEIGHBOURHOOD PLAN - 2014

The UK is facing a housing shortage. We now have to deal with a situation combining increase in population, increased demand on land and ever-increasing costs.

Selsey is not immune from these pressures, and no matter how much we want to preserve our little corner of Britain and resist change, it is inevitable that changes will occur. It is the role of Selsey Town Council, with the aid of all interested parties, to ensure that existing residents are not inconvenienced and that the community gains maximum benefit from any new developments.

It is unrealistic to expect nothing to change and for no new developments to be given planning permission. Should such a policy even be possible, its primary impact would be to discriminate against people born in Selsey who wish to continue living here and need to buy a property for the first time or those who are priced out of the local market because of the type of housing available. It is also not possible or desirable to propose or adopt policies that aim to prevent others from enjoying Selsey by limiting residency only to those who were born here or who can demonstrate a connection to the town. Consequently, the planning system has to be used to try to maximise the benefits from any new development, be it large or small scale, and to minimise the impact it might have on both existing residents and the environment.

## **DEVELOPMENT PRIORITIES**

Over the next 15 years Selsey will be expected to meet its share of the district housing quota, as outlined in the Chichester Local Plan, which will mean building between 150 and 250 new houses in the town. These new houses will be a mix of open-market, affordable and housing association properties. Priority will be given to the development of infill and brownfield sites where possible, practical and feasible as the primary means of delivering the housing quota. However, cramming or 'garden grabbing' must be avoided as it can be detrimental to the street scene, market values and the environment and can adversely affect the character of an entire area. As a result of this preference for brownfield sites and the decision not to support back-garden development, it is clear that some development will be required on what are currently classed as greenfield sites, in order to deliver our share of the housing need.

Development on greenfield sites will always be contentious and therefore development within the agricultural land surrounding Selsey should only be considered as a last resort, as it would not only significantly change the character of Selsey but also remove prime agricultural land from production at a time of national shortages. As such, preference will be given to greenfield sites which nest into the current footprint of the town, over any expansion to the north/north eastern edge of the town. Care must be exercised to ensure that all other alternatives have been explored before any land is removed from food production or any decision is taken to develop greenfield sites.

## **BUSINESS DEVELOPMENT**

Selsey needs a supply of light-industrial and business units. Marketing of the available land should be a priority. We should encourage niche-market companies to locate in Selsey and use the available workforce. This would reduce the demands on the B2145 in both directions as many residents who need to work have to leave Selsey and consequently drive the whole length of the road and beyond for employment. Pressures to sell off this land should be resisted.



## SELSEY 2029

The purpose of a neighbourhood plan is to determine a start point (2013), an end point (2029) and the transitional period, and use this to create a series of policies and plans that enable the community to grow and develop. The plan should be a working document, used by successive councils as a guide to help them deliver new housing and infrastructure in a controlled manner and in a way that represents the wishes of the existing and future community.

The plan may also be used by service providers, developers, employers and partner organisations to inform their plans and allow them to bring forward ideas, projects and schemes which fit with the needs and wishes of the community.

So, we know what Selsey looks like today, but what will it look like in 2029 if this plan is delivered?

Selsey will have a renewed identity as a centre for eco-tourism, walking, cycling and bird watching. This identity will be promoted around the UK and Selsey will increase its profile and therefore economy as a result.

Selsey will have an economic product that reflects the demands of its permanent and temporary inhabitants. It will adjust in order to reflect the skills available, the shopping habits of a changing consumer and will encourage and support industries most likely to work within the unique set of restrictions and constraints placed on Selsey by its location and infrastructure e.g. the B2145 is not ideal for companies involved in distribution and logistics.

The B2145 will have been upgraded but not re-classified. It will have been resurfaced along its entire length, have bus pull-off points wherever practical, have a crawler lane along the Paddock straight and will be supported by emergency access routes. It will also have a commutable cycle path linking east and west of the peninsula, and Selsey with Chichester as the primary employment hub.

Selsey will gain more than 15% (the Government target for 2020) of its energy from renewable sources, primarily wind, wave and solar.

The town will have a population of approximately 11,500 (2011 census 10,737), having delivered its proportion of locally required housing – up to 250 units. These new properties will have been built on one or more of the sites identified in the plan, along with associated infrastructure and amenity improvements.

Any new housing will have been built to a local design code set out in the Neighbourhood Plan and will seek to exploit the town's position and reflect its historical design code. The design statement will also have helped to avoid back-garden development and right the wrongs of yesteryear, applying a retrospective code that will have guided any renovations, extensions or major construction to existing properties. The design code will also work alongside national planning policy to help protect and enhance the town's iconic buildings and heritage assets.

There will be specific zones for retail, industrial, tourism and residential development. This zoning will ensure economic vitality and avoid confused development that undermines the existing shops and businesses. Through careful planning and collaboration with retailers, we will avoid the artificial subdivision of the High Street, maintaining a single central shopping area.

New leisure and hospitality facilities will have been introduced to meet the needs of a varied and changing populace. This will include visitor facilities additional to the current holiday parks, holiday lets and B&Bs: a hotel, possibly a hostel, and decent restaurants serving good food late into the evenings. Entertainment will be focused around small-scale attractions which are sustainable year-round and which do not rely on the tourism trade solely. These will include the reintroduction of the Selsey Cinema, an educational yet entertaining solar and stellar observatory with auditorium, and pop-up facilities for short-term events around East Beach, the High Street and Oval Field.

The High Street will have a mix of shops, which have been promoted and encouraged by a more focused understanding of what is required. This will include mainly independent retailers with some national chains where there is a defined need e.g. Robert Dyas for general hardware or Marks and Spencer for a full range of quality clothing. There will be limited charity and secondhand shops, but we accept these play an important role in filling vacant shops and supporting the local charities and voluntary groups. Elsewhere, the East Beach shopping area will have been refurbished with a new public realm. Concessions or seasonal pop-ups will be housed in and around the kiosk at East Beach or any potential development at Selsey Bill or Hillfield Road Car Park.

Public transport will be regular and reasonably priced and will serve the whole community of Selsey, ensuring that all residents are within five minutes' walk of their nearest bus stop. The reintroduction of a monorail or tramway with a circular link round the Manhood Peninsula and into Chichester will remain a high priority for the town's long-term viability and sustainability, as well as providing an alternative to private car usage on the B2145.



## ENVIRONMENTAL AND COUNTRYSIDE

Selsey occupies a unique position at the southern tip of the Manhood Peninsula. Pagham Harbour borders it to the northeast. This is a natural harbour, which is managed as a nature reserve, originally by WSCC but since 2012 by the RSPB. It is an internationally important wetland site for wildlife and as such has been designated a Site of Special Scientific Interest, a Special Protection Area and a RAMSAR site.

To the northwest lies Medmerry with a shingle bank running north to the village of Bracklesham. This currently provides coastal flood defence for many of Selsey's properties, holiday homes, single road link (B2145) and sewage works. However, by mid 2013 the new Medmerry managed realignment scheme should be completed. This, in effect, will create a new harbour with inland banks running from Medmerry north out towards Ham and then south to Bracklesham. Though primarily a coastal protection scheme, it will create new coastal salt-marsh and mud-flat habitats needed to replace losses across the Solent. This newly created harbour will be developed as a nature reserve and managed by the RSPB.

To the south lies the sea. Currently large areas of sea to the south of Selsey are under consideration for designation as a Marine Conservation Zone (MCZ). This has been put on hold, however, and will not be implemented during 2013. Clearly the impact of designation on Selsey's tourism, leisure and commercial fishing, and essential coastal defence works, remains uncertain.

To the north lies the rest of the Manhood Peninsula with its villages, hamlets, farms and prime agricultural land.

Selsey town itself is characterised by a large number of open spaces. These include a range of recreational/play areas and parks, scrubland designated for wildlife, the East Beach Pond conservation area, the Sensory Garden and a new orchard planted with some rare apple trees.

**In the consultation the following responses were received to the question:**

*Should the Neighbourhood Plan aim to protect and enhance the quality of the built environment by promoting the following?*

<b>Design that respects the scale of the existing townscape</b>	<b>81.8%</b>
<b>Retain and protect the large gardens</b>	<b>64.1%</b>
<b>Minimum standards for living space in dwellings</b>	<b>57.6%</b>
<b>Use of traditional local building material/styles</b>	<b>69.4%</b>
<b>High levels of energy conservation and sustainable construction in new buildings</b>	<b>68.2%</b>
<b>The green space within the town</b>	<b>85.9%</b>
<b>Better pedestrian and cycle access</b>	<b>67.6%</b>
<b>Signage, advertising and street furniture that respects the locality</b>	<b>47.6%</b>
<b>Enhance protection of historic and natural features</b>	<b>76.5%</b>
<b>Positive management of the varied local wildlife</b>	<b>67.1%</b>
<b>Improved flood/erosion prevention/mitigation measures</b>	<b>92.4%</b>

Clearly future development, especially any potential large projects, within the environs of Selsey can only be on brownfield sites or on prime agricultural land. Given current concerns over food independence and security it would seem perverse to lose acres of prime food- production land for further housing development. In the public consultation 95.6% of respondents felt that the Neighbourhood Plan should seek to protect agricultural land.

Any development needs to be conscious of the flood and erosion risks that exist in Selsey and therefore have clear mitigation measures within their design. This was considered a key issue by 92.4% of respondents. Other key issues included the protection of the green space within the town (85.9%) and design that respects the scale of the existing townscape.

The Neighbourhood Plan needs to ensure that any future housing/commercial developments respect the essential character of Selsey and maintain the balance between the built environment and the open, green spaces that play such an important part in the life of the town.





## SUSTAINABILITY

Sustainability is central to the Localism Bill and should be central to any neighbourhood plan. The primary aim is to encourage economic growth, whilst protecting the environment and improving the quality of life – all without affecting the ability of future generations to do the same. As such there are three aspects to it, namely the economy, society and the environment.

Long-term economic growth relies on protecting and enhancing environmental resources, underpinned by a desire to achieve sustainability whilst respecting social need. Therefore, this underlying commitment to wellbeing as a result of sustainability is not simply about economic growth or our standard of living, but is also about the quality of life.

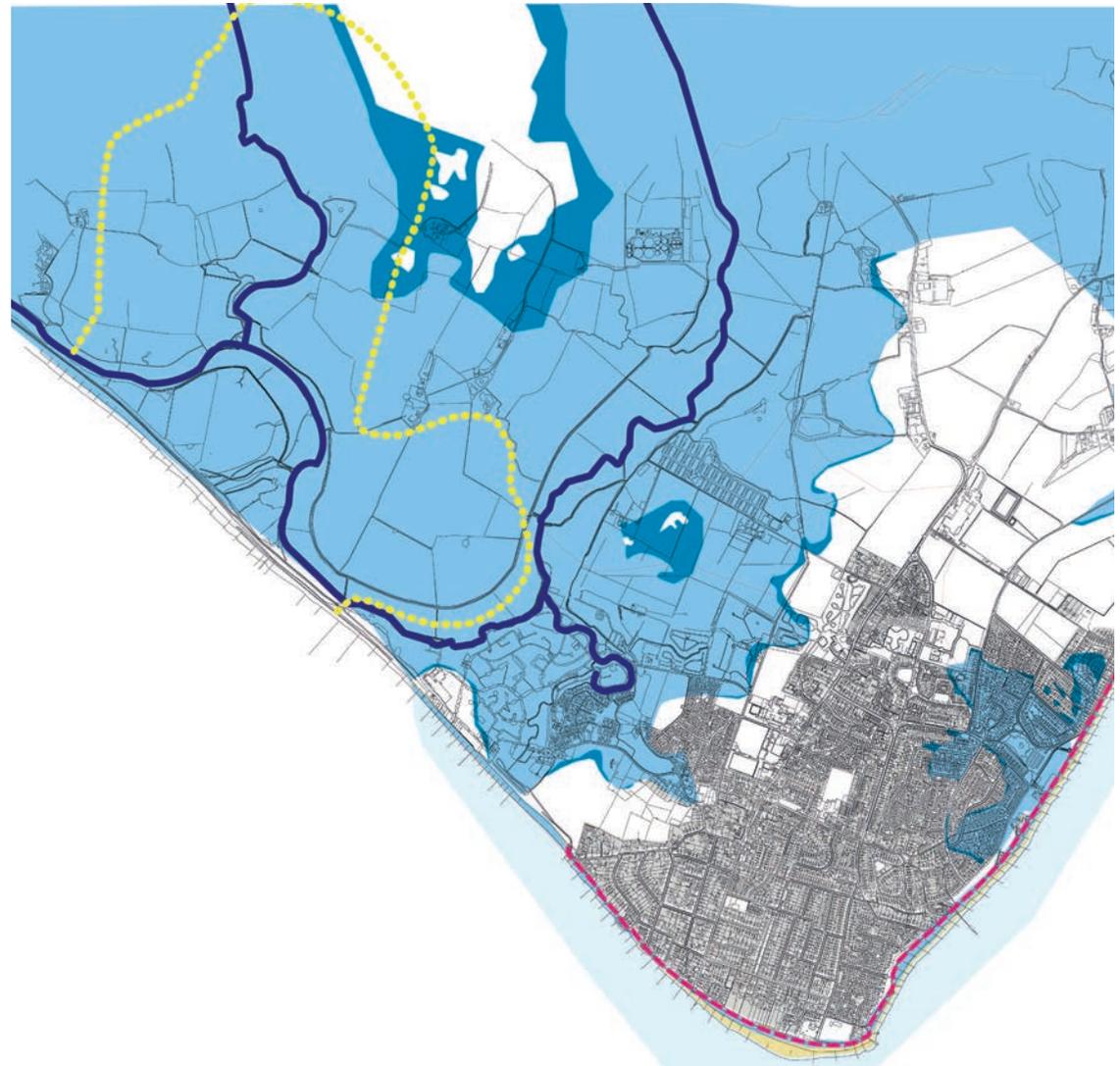
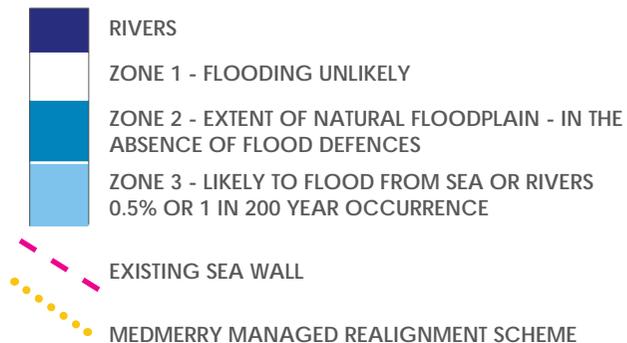
In this regard, we know that people move to Selsey for an improved quality of life to take advantage of the local environment and coastal location. This is a great place to start from. Therefore the main pillars of sustainability should fit well into place as an over arching aim within the Neighbourhood Plan.

As a global imperative, the need to reduce our impact on the environment is primarily concerned with the reduction of waste, the use of water and the reduction of carbon emissions. But as a consequence, it is understood that getting this right is also about efficiency. In terms of future development goals within the Neighbourhood Plan, efficiency can be considered at every stage from building a new home through to its eventual running costs and the beneficial impact on the quality of life of its inhabitants. It is therefore vital that the broad interpretation of sustainability is applied to any future development as follows: **sustainable environment, sustainable economy, sustainable society.**

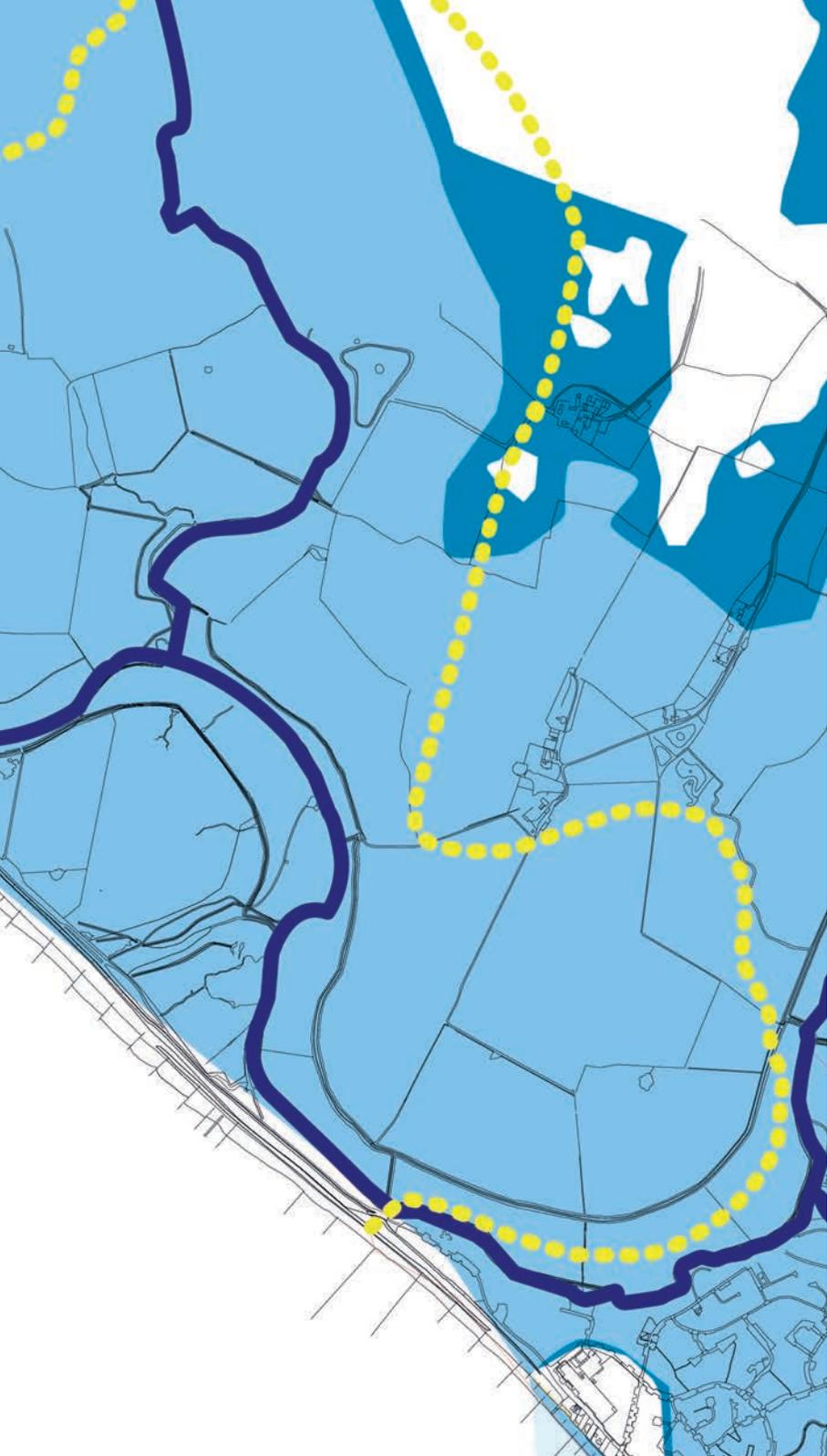
# SUSTAINABLE ENVIRONMENT - CLIMATE

When Selsey was a small fishing village, people were more self-sufficient and so in modern terms we would say the community was 'sustainable'. But today with a population of around 10,700 and growing, Selsey's future sustainability in this sense has become impossible. Today, sustainability has a much wider definition than self-sufficiency. We need to consider sustainability in a more wide-ranging way. The list is not complete and will change as time goes by. Some of the current threats may be eliminated through new legislation or new technologies, whilst others will remain and demand considerably more investment than the residents of Selsey could provide alone.

Climate change has to be top of the list, especially in the longer term. Selsey is a coastal town with the constant threat from the sea. Natural processes will take their toll, but as Selsey and the Manhood Peninsula defend the whole of the Chichester district from the sea, it is in the interest of the district and the UK as a whole to protect homes, valuable agricultural land and businesses.



**MEDMERRY MANAGED REALIGNMENT SCHEME**



## SUSTAINABLE ENVIRONMENT - CLIMATE

The realignment scheme at Medmerry will go a long way to defend Selsey. But if, as predicted by climate-change scientists, sea levels continue to rise, then the whole of the coastline is vulnerable and at risk of flooding. Government statements on sustainable food supply and pressure on land elsewhere mean areas such as the Manhood Peninsula need protection from the sea to guarantee food supply into the future.

Of course, Selsey does not face this threat alone. Whether climate change is natural or man-made, if sea levels continue to rise every coastal area across the planet will be underwater. This is, therefore, a matter to be taken very seriously. It is neither affordable nor desirable to build ever-higher sea walls, so an alternative strategy has to be found. Equally, new technologies need to be developed and tested to help reduce greenhouse gases and move the world away from a carbon-based economy. Given its position, there is therefore an opportunity for Selsey to become a testing ground for alternative energy technology – working with climate change and not against it.

Whilst being a threat, the sea also provides another opportunity. The reliability of the tidal flow has the potential to keep Selsey powered with no reliance on any other source. Community heating schemes could be developed to take heat out of the sea. In addition, the wind blows on all but a very few days a year. Harnessing these renewable power sources would make Selsey an exporter of clean, nonpolluting energy. Selsey also has high levels of sunlight. So instead of developing solar arrays on high-quality agricultural land, every roof should be covered with photovoltaic panels and/or passive water-heating units, thus making the most of currently untapped solar power. As an industry sector, this could also provide employment in both the development of solar technology and the harvesting of solar energy.

New developments are recommended to take a sustainable approach and consider the impact of climate change and to protect food supply, homes and employment. Building on prime agricultural land should be avoided if at all possible and new houses must be built in accordance with the design specifications outlined in this Neighbourhood Plan. In addition, it should be a primary goal to achieve high levels of energy and water efficiency, which may also include the installation of renewable energy sources as part of any new development.

## SUSTAINABLE ENVIRONMENT - ENERGY

**Current situation** - Selsey relies almost wholly on the National Grid and gas network for electricity and gas, with some residential oil heating. A few households have employed the use of solar and photovoltaic panels to supplement their supplies.

Selsey's geographical location and widely documented microclimate are important factors. Because it is surrounded by coast on three sides and has a southerly position, our area enjoys a high level of sun, wind and wave. All are renewable sources of energy that are not currently used to their full potential.

### RESPONSE TO INITIAL CONSULTATION

The following responses were received from the initial Neighbourhood Plan Consultation:

Interested in alternative energies for their home, business or community	68%
Would like to see community energy schemes developed in the town	80.1%
Would like to see wind turbines encouraged	38%
Would like to see photovoltaic/solar encouraged	69.4%
Encourage land used for alternative fuel production (eg..... wood, biomass)	24.2%
Would like to see farm slurry or green waste encouraged	50.3%
Would like to see hydro/wave power encouraged	75.2%

**Vision** - Selsey is well placed to benefit from various forms of renewable energy. The town should be able to take advantage of the wind, solar exposure, ground and air-source heat recovery and tidal power on both a domestic and commercial scale to expand the use of renewable energy. We can do so by:

- Engaging with developers and power-generation companies wishing to undertake schemes that offer Selsey long-term energy security by providing dedicated power generation for the town.
- Making private domestic renewable-energy schemes more affordable by encouraging renewable-energy developers to share their competitive purchasing power.
- Implementing Selsey Town Council's policy for renewable energy.

Image of 'Solar Slates' - integrated PV panels - courtesy of Monier Redland © 2013





## SUSTAINABLE ENVIRONMENT - ENERGY

Selsey Town Council must be part of the strategy to reduce carbon emissions in the fight against global warming. As the rise in CO<sub>2</sub> emissions and impact of climate change on sea levels will undoubtedly have a detrimental long-term effect on Selsey, we must be at the forefront of behavioural change and be willing to support the use of renewable energy as a tangible means of reducing our local carbon footprint.

In addition to all forms of renewable energy such as solar, wind and wave, we will encourage the use of district heating and combined heat and power (CHP) networks. Development will be expected to incorporate, where feasible, low-carbon-energy generation and distribution by these means – or connect to nearby networks where there is available capacity for this to be viable. This infrastructure will be most feasible in large new developments, or where new developments are situated near existing areas of high building and heat density. Where currently infeasible, developers will be expected to consider connection to these networks in the future.

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## SUSTAINABLE ENVIRONMENT - INFRASTRUCTURE

In order to grow, develop and accommodate future trends, Selsey requires some basic infrastructure improvements and enhancements to local facilities.

In the public survey in October 2012, residents suggested that the Neighbourhood Plan should aim to improve road safety (66% of respondents), youth facilities (59% of respondents) and public footpaths (56%) primarily. Further improvements to leisure facilities, parking and library services were also nominated by over 40% of respondents.

### YOUTH FACILITIES

In 2010, Selsey Youth Dream was created to plug a gap left by the County Council budget cuts in youth funding. Since its inception the Youth Dream has delivered a number of projects and secured significant funding to help it provide facilities for the youth of Selsey. Having been specifically created to address their needs, we are confident that Youth Dream remains the best vehicle for improving youth facilities. The Neighbourhood Plan should continue to support Youth Dream in its aims and ensure that any development does not disadvantage young people or create isolated pockets of development with limited access to youth facilities.

### ROAD SAFETY AND FOOTPATHS

At the heart of any neighbourhood plan must be the safety of the community it represents. The Selsey Neighbourhood Plan must seek to improve road safety through a series of actions. Those measures should include regular review of road usage in communal areas to identify and address safety issues, enhanced civil enforcement in areas with restricted access or visibility, and the introduction of regulatory road safety measures such as Traffic Regulation Orders, speed-indicator devices, reduced speed limits and changes to road layouts. Pedestrian footpaths should be maintained to ensure they remain usable and new paths introduced where required to service any new development and keep residents off the main carriageways.

## **LEISURE FACILITIES, LIBRARIES AND PARKING**

Whilst not the primary areas identified for improvement in the resident survey, these elements are important facilities and the plan must therefore make suitable provision for them.

**Leisure** – Many previous consultations and surveys have identified ideas for varied leisure facilities, ranging from cinemas to ice rinks. Where opportunity arises for one of these on a sustainable basis and where a commercial partner is happy to deliver it, the plan will support such a scheme. Speculative development of a large-scale leisure scheme would not be supported. Alternatively the concept of a single amenity that is used to host ‘pop-up’ events or facilities would be highly desirable and would offer maximum flexibility and economic sense

**Libraries** – We must maintain the presence of a library and associated facilities around ICT and information access. Free access to information and books is a core part of continuing to develop our children and widen the skills base of our residents. Whilst the form and location of the library facility is likely to change over the lifetime of a plan, the essence of its existence must remain sacrosanct.

**Parking** – To maintain a sustainable High Street and encourage visitors to facilities around the town, we must continue to provide car parking. The form and location of the car parks may change to meet usage needs but the concept of parking close to the point of demand is important. Car-park charging appears to be a necessary evil but the plan should seek to keep this to an affordable level that does not penalise residents for choosing to shop locally and equally does not remove valuable spending money from visitors’ pockets.

The survey also asked residents for ideas to some very specific issues around existing infrastructure such as highways, public transport and signage.

## **ACCESS TO THE A27 AND CONGESTION ON THE A27**

Access to the A27 and the congestion on it were actually two separate questions in the survey but unsurprisingly received very similar responses. Unlike the local roads, the A27 is managed by the Highways Agency. Local input is not always taken into consideration and any improvements to the road have to meet national calculus on delays versus cost versus benefits.

As a result of this, the Neighbourhood Plan is limited in what it can directly deliver. The role of the Town Council and the community is therefore one of lobbying and petitioning regional and national government to ensure the A27 remains on their agenda. In particular, residents suggested that the plan push for:

- Junction improvements including widening, additional approach lanes and the use of lights to regulate traffic flows.
- Changes to the A27 itself such as flyovers, which allow through traffic to pass through and local traffic to cross over at key junctions.
- A potential additional access point via a spur road from the A286 or B2145.

We must also work with WSCC on the approaches to the trunk road to ensure these are free flowing and make commuting as easy as possible, given the accepted limitations.



## SUSTAINABLE ENVIRONMENT - TRANSPORT

### **B2145**

Ideas for improving the B2145 were wide ranging. Many residents suggested a ban on further development would stop the problem getting worse. As this does not fit with the wider objectives of the Neighbourhood Plan, however, we must instead consider what practical changes can be made to the road to help alleviate the current issues and facilitate further increases in traffic.

Re-classification of the road to A class is believed to be inviable. Increasing the width to dual carriageway with the road in its current location is also not possible due to the presence of residential development on both sides of the highway at various points. Keeping the road as a single-carriageway B-class road actually offers some benefit to Selsey, as there is a tipping point where the road will reach its physical capacity. This will throttle large-scale future development in the town.

However, this does not mean that enhancements could not be introduced which keep its classification and single-carriageway design but bring significant benefits to users.

### **THE VISION FOR THE B2145:**

- Widening at various points to remove pinch points and lane blocking by buses and HGV's.
- Straightening bends that significantly reduce speed and cause congestion.
- Introduction of additional 'pull-off' points for buses and slow-moving vehicles.
- Traffic-calming measures to bring a consistent speed along the entire route, avoiding stop-start congestion.
- Speed reductions on dangerous points to reduce accidents.
- Improvements to east-west connecting roads and potentially the introduction of a new east-west route behind the new Medmerry scheme.
- Junction improvements and general surface and highway improvements.

## **PUBLIC TRANSPORT**

Selsey is well served by regular daytime buses but there is concern within the community about out-of-hours public transport and the cost of bus fares at all times. With well-documented issues about congestion on the B2145 and the lack of a cycle route, good quality, affordable public transport is imperative to ensure residents and visitors can commute to and from the town.

In the resident survey, it was noted that it remains easier and cheaper to get in a car and drive to Chichester and onward points east and west than to use public transport. This does not ease congestion on local roads or have any positive impacts on the environment. The Neighbourhood Plan must seek to address this by providing multiple options to get people out of private cars and using alternative means of transport.

## **THE VISION FOR PUBLIC TRANSPORT**

- Promote a car-sharing scheme for Chichester commuters.
- Introduce a commuter cycle path (see below).
- Investigate the viability of alternative transport – reinstate the Selsey Tram?
- Lobby public-transport providers to keep costs as low as possible.
- Make it possible for more people to shop and work in Selsey, reducing the need to commute.

## **COMMUTING CYCLE ROUTES**

The resident survey showed overwhelming support for the long-desired provision of a safe, off-road commuter cycle path to Chichester which does not deviate far from the B2145 and which gives access to the intervening villages.

## **THE VISION FOR CYCLE ROUTES**

- This cycle path must remain the primary objective of the Neighbourhood Plan.
- Improvements to cross-peninsula routes are, at the time of publishing, expected as part of the Medmerry realignment scheme but the Neighbourhood Plan will seek to ensure these happen.



## SUSTAINABLE ENVIRONMENT - TRANSPORT

### SIGNAGE OF ROADS, PATHS AND CYCLE ROUTES

Traffic management has been an issue for several years and has been identified in numerous historic consultations. Arriving at the entrance to Selsey, visitors are only offered directions to the town centre, with no mention of the sea, tourist destinations or the holiday parks. Once in the inner roads, signage is inconsistent and does not always lead a visitor confidently, offering only last-minute signage to prominent points.

Way signs and finger posts have traditionally been used to identify non-vehicular routes but again these are often at the entrance to the route and do not guide people on a journey. Lack of promotion results in lack of use and in some cases restricted access because of uncontrolled vegetation and overgrowth.

The coastal path is not currently a public right of way and not clearly identified by signage. Because it diverts inland in the west of the town, visitors are not always led on the entire journey from east to west. When the Medmerry scheme is completed, the physical walking link from Pagham to Medmerry will be important to the tourist offering.

In the resident survey, people called for fewer, better and more informative signs that bring consistency. Many feel there are too many signs and that this detracts from the environment.

### THE VISION FOR SIGNAGE:

- An overall review of road signage in and around the town to manage movement of traffic to key destinations.
- Remove all unnecessary signage and reduce clutter of street furniture.
- Improve signage for footpaths, rights of way, bridleways and cycle paths.
- Publish and promote cycling and walking maps for residents and visitors to encourage use of these routes.
- Petition for the sea wall/coastal path to be designated as a public right of way and introduce a formal coastal-path signage scheme.

# SUSTAINABLE ECONOMY

## EMPLOYMENT

Employment is a problem. Selsey lies eight miles south of the A27 and Chichester. The B2145 is the only way in/out so there is no passing trade. Fishing and farming used to be the main source of income when Selsey was a small village but nowadays, with approximately 10,700 inhabitants and 4,500 properties, it attracts a lot of retired people. They prefer the slower pace of life and the seaside feel of a town surrounded by the sea on three sides. We also have a lot of young families whose children attend the three local schools.

Selsey is home to Bunn Leisure, one of the largest holiday parks in Europe, with 2525 holiday homes (2375 static and 250 touring). It can attract more than 12,000 holidaymakers a week during the summer months, exacerbating the seasonal nature of business for the High Street. The High Street has a mix of around 80 shops and businesses, many of them independent, including a couple of charity shops and multiple public houses.

Bunn Leisure directly employs 295 full time staff rising to 600 in peak times. Our other main employers are Natures Way, Oceanair and Checkatrade who together employ around 400 people. Other sources of employment are care homes and a health centre. There are also a large number of self-employed people i.e. builders, gardeners and people who work from home. The more people we can employ in Selsey, the less congestion on the B2145 at peak hours. Selsey also needs more affordable housing for local people, as this will help support local shops.

Tourism offers great potential with local nature reserves, good walks, diving, cycling etc. However, we do need to offer a better selection of evening entertainment such as good restaurants, a hotel and cinema as there is very little for visitors to do in the evenings. Lately much of Selsey is also looking tired and untidy, which does not project an impression of a vibrant economy that encourages new businesses and employment opportunities.

The fishing industry continues to contribute around £2m to the local economy and any activity that can protect this income and/or make it more sustainable should be promoted. Such schemes may include boat havens that integrate green energy projects or new slipways that can introduce efficiencies to existing processes.

## PROTECTING SITES SUITED TO PROVIDING EMPLOYMENT

In order to create a sustainable economy, any land currently earmarked or restricted for commercial use must be protected. It is incongruous for the draft local plan to identify a need for more employment/commercial land in the district whilst at the same time de-restricting land already set aside for this purpose in order to make it available for housing. Chichester District Council has previously enabled the relocation of businesses to Selsey (Oceanair in 2007) and therefore precedent exists to help other businesses use the available space in Selsey to create new employment opportunities.

With unemployment in Selsey running above local averages and a specific project in 2013 focused on reducing the effects of deprivation in the North ward, we should do more to protect and promote valuable employment land/space. In this plan we have identified sufficient space for new housing in Selsey on other sites without the need for reallocation of commercial land. Equally, when we have delivered our share of new housing needs to 2029, Selsey is going to need more employment space, not less over the plan period.



## SUSTAINABLE SOCIETY

### POPULATION

The population of Selsey in 2011 is seven times that of 1911. In the last 50 years alone the population has more than doubled. This rate of growth is unsustainable both practically and physically. Constraints of land availability, access and services mean that Selsey is nearing a point, potentially in the life of this plan, where it reaches its maximum practical population, within the current set of restrictions.

If all sites identified in this plan were fully developed, it would result in a population increase of between 600 and 1,300, taking into account the mix of sites and second-home usage.

At present the town has roughly 5,000 houses. The census population is approximately 10,700 people, perhaps approaching 12,000 when second homes are taken into account. This makes average occupancy around 2.66 heads per household.

Demographically, of the current population, just over half (6,025 in 2010) were working age adults. 30% were over 65 and 15% were under 16. The number of those over 65 in Selsey is almost double the national average. The number of working-age adults and under 16's living in the town is between 5% and 10% below the national average. In addition, around 20% of households with residents over 65 in 2001 were single occupancy. However, the population of pension-age residents has stayed largely the same over the decade from 2001 while inward migration of 1-64 year old's has shown an increase. This is probably due to the Pye and Swanhill developments in the last decade, which have predominantly attracted families, thereby to some degree offsetting the bias towards the over 65's.

## **WELFARE**

**Education** - Selsey has two infant/primary schools, Seal and Medmerry. There is one secondary school, The Academy. All schools have academy status. Neither of the primary schools have pre-school classes. Pre-school provision takes the form of established nurseries and playgroups.

**Healthcare** - We have two doctors' practices, both in the Selsey Medical Centre. The Medical Centre also provides surgery space for visiting practitioners such as podiatrists and physiotherapists. There is one private dental practice, but no NHS dental service. There are two pharmacies, but no formal ambulance station, although there is the facility for an ambulance to be based at Marjorie Cobby House.

There are several care or nursing homes in the locality, including a respite home. There are also several estates purposely designated for the elderly, with wardens either on site or on call: The Willows, Sea View Court and The Rookery. Additionally there is Lap Wing Court, which is a purpose-built complex of apartments for the elderly with full-time nursing staff on site.

There is a strong local voluntary organisation.

**Community Priorities** - During 2011 the Selsey Community Vision Document was created. Residents completed questionnaires and came to a public meeting to choose their priorities for Selsey. The neighbourhood Plan endorses the findings of the vision process and does not seek to replace them. The findings were:

## **OPPORTUNITIES FOR ALL**

- Cinema/theatre
- Youth facilities to include indoor and outdoor venues
- Fibre-optic/faster broadband
- Improve transport links – rail/tram to Chichester, cheaper bus service with better routing around Selsey

## **A BETTER PLACE TO LIVE**

- Sea-defence improvements to include accessibility for all to sea wall, promenade all round, cycle path and signposting
- Limit housing development – no development without infrastructure improvements, better building control
- Improve visitor attractions and benefits – make more use of seafront, fishing and heritage, consideration of boat haven
- Parking enforcement

## **BETTER HEALTH FOR ALL**

- Better health provision – NHS dentist, more doctors, ambulance station
- More local employment opportunities
- More green spaces and protection of existing green spaces
- Sports club facilities



## SUSTAINABLE SOCIETY

### HOUSING NEEDS

In preparing this Neighbourhood Plan we have consulted with Chichester District Council about their evaluation of housing needs for Selsey. Their most recent survey was conducted at district level but one of the key indicators they included is the local housing register numbers. They directed us to do the same, as this is often the most relevant measure of housing need.

At the end of June 2013, there were 448 people on the housing register who had an immediate or direct connection with Selsey. These applicants have varied needs, from single people to families, with varying degrees of priority and preference for property type and location both in Selsey and elsewhere in the district.

The National Planning Policy Framework (NPPF) makes it clear that the local plan should seek to meet the full objectively assessed development needs for both market and affordable housing. Whilst at district level a duty is placed on local authorities to have established a Strategic Housing Market Assessment (SHMA), at Parish or Town Council level, the primary objective is to address the housing needs of the local community, where specific issues may be of greater importance – such as demographics.

The SHMA suggests that housing demand across the district is mainly for two and three-bed properties, drawing between 65% and 75% collectively. In Selsey we expected that although the demand for larger family homes will be strong, consistent with the SHMA, one-bed properties also change occupier reasonably frequently. Therefore a mix of housing types is required.

### TRAVELLER AND GYPSY HOUSING NEEDS

Planning applications and appeals in 2013 suggest that the majority of Selsey's new housing stock to 2029 will be built on larger sites at the town's boundaries and outside the Settlement Policy Area (contrary to public feedback). Therefore, the smaller brownfield sites inside the town identified in this document can either be used for small-scale private development or may conceivably be used for permanent/static traveller sites. These would be private land transactions and would be subject to appropriate planning permissions being sought. However, Selsey does not have or offer a suitable location for the County requirement to provide a transit site. By its very nature, Selsey is not somewhere one travels through, and as the outlying part of West Sussex, is unlikely to work as a viable site for the entire county.

## **FUTURE HOUSING PROVISION**

The recent trend for building a mix of family homes is likely to continue as existing residents seek to scale up from two to four-bed properties, or settle in the town to raise families. Within reason we expect mid-size family houses to continue to make up a large percentage of new units consistent with the recommendations of the SHMA.

Future housing provision should address the need of those born in Selsey wishing to get onto the property ladder for the first time. This could be done through affordable homes for first-time buyers including shared-ownership schemes. In addition, over the years Selsey has seen many of its seasonal tourist population settle here permanently. Whether first-time buyers or retirees, each group has different housing needs.

At present the town has a surfeit of one-bedroom flats as a result of splitting, infilling and new estate developments. Whilst these are great options for both rental and first-time buyers, a one or two-bedroom house with freehold opportunity is arguably a preferable option. In the late 1980's and 1990's the traditional two-up, two-down house was extremely popular as it offered good development potential and gave people a foothold in the property market. As well as being affordable for first-time buyers, these properties are generally more affordable for those on limited incomes, are still of interest to the rental market, double as small holiday lets and can suit pensioners keen to release equity from larger properties by down-sizing. Therefore, well-designed 'cottages' or terraced two-up, two-down-type houses should be included in new developments.

A dominant style of housing within the town is the bungalow. Often set in generous-size plots, properties of this type appeal to retirees and contribute to Selsey's architectural character and so should be considered as an attractive and contextual style of development for the future as well.

## **HOUSEHOLD WASTE**

In 2012, the cost of the landfill tax alone to provide the weekly Friday mobile waste collection service was in excess of £42,000. That figure excludes the cost of providing the service itself. There is little segregation of waste and therefore the waste deposited will only ever go to landfill.

Residents normally transport waste not deposited in this scheme in individual carloads to the main facility in Westhampnett, Chichester. This puts more cars on the road, further increasing the environmental impact Selsey has in the disposal of its waste; and also adds to well documented congestion issues on the B2145.

It will remain a priority of the Town Council as part of this plan to continue to lobby West Sussex County Council, Chichester District Council and the contracted service provider (currently Viridor) for the provision of a permanent waste recycling site in the town.

The preferred site for the development of such a facility remains around Ellis Square due to its commercial nature.



## SUSTAINABLE SOCIETY

### COMMUNITY SAFETY - POLICE, AMBULANCE, FIRE AND WARDENS

With a rising population in a semi isolated location and a higher than average age demographic; the safety of our community is of great importance. The simple presence of emergency services for many can be reassuring but for others, access to rapid care or attention could mean the difference between life or death or whether they become a victim of crime or not.

Whilst the primary emergency services are managed at County or regional level and may be subject to wider operational reorganisation, it will remain a priority of the Town Council as part of this plan to continue to lobby for the continued presence of all 3 in the town either as full time manned services or on a retained basis.

The Town Council will engage in any consultations over the future of emergency services in the town and will provide facilities or funding where it is appropriate and possible to do so to ensure a continued presence. An example of which may be the provision of facilities for a combined community safety team in a single location alongside other council services.

The Town Council can directly affect the community wardens' service as it currently part funds their presence. The Town Council maintains a working group to oversee the work of the Wardens to ensure they remain proactive and deliver value for money. Whilst this continues to be the case the Town Council will support the concept of Community Wardens as an additional form of community safety, but not as a replacement to a traditional Police force.

## **EDUCATION AND HEALTHCARE SERVICES**

The provision of education and healthcare is managed by Central Government and follows a standard calculus on £ per head of population. Therefore it is not within the power of the Neighbourhood Plan to insist on increased spending in any one area.

West Sussex County Council oversees the local management of health and education and they continually monitor resources to ensure they meet demand. As a consultee on any planning application they will be aware of the impacts of future development and will demand suitable funding through Community Infrastructure Levy or S106 payments, linked to the scale of the development.

However, with all 3 schools in Selsey now under Academy status, additional funding can be made available in support of their work (but not for the provision of core services).

In healthcare, funding or facilities could be made available to support expansion of current services as happened with the delivery of the medical centre as a result of previous development in the town.

In a bid to deliver quality primary care services and education in the town, the Neighbourhood Plan will:

- Work with developers to see where additional facilities for health and education could be included within their schemes
- Use Community Infrastructure Levy derived from new development to support the schools and primary care providers in the town as deemed appropriate (in consultation with them)

Aside from primary care services, the role of social care, advice and wellbeing services is also an important constituent in creating an inclusive society. Selsey Town Council, Youth dream, Selsey Works, the community warden service, Selsey Carers and the education establishments have the ability to provide a joined up offering that connects with the entire community. Working together it is possible that they could increase their role in the delivery of health and social care providing a personal service that is more responsive to local need.



## DESIGN GUIDANCE - CONTEXT AND CHARACTER

Whilst Selsey can boast an impressive collection of listed buildings, it is fair to say that there is no dominant architectural character or vernacular style to provide a reference for future development. Furthermore, given the way the town has evolved in waves over time from being a small village in the late 1800's, to a town of more than 10,000 by 2010, there are quite distinct areas defined by the different styles of architecture prevalent at the time of construction.

Although the use of local flint is seen in some older cottages and has been used decoratively in newer houses, the need to preserve any local context and character appears not to have been a requirement of past development. As a result the town has a mix of styles from traditional brick and flint cottages, through to bungalows, converted railway carriages, modern town houses and a measure of Arts and Crafts-inspired houses, the most notable being Bill House in its prominent position on Selsey Bill.

Occupying the tip of the Manhood Peninsular, the town has mainly developed east of the High Street (forming a central axis extending from the B2145), which runs to the sea. Without a coastal road running east to west, or a continuous coastal path, Selsey's coastal location has no real impact on the character of the town 'centre', which is also without a central open space or square. This is due to its origins as a ribbon development forming along a road, rather than around a common or green as is the case with many other villages.

The basic layout of the town is well established and the aim of this section of the Neighbourhood Plan is not to establish grand masterplans, but to provide some practical guidance to the design of future developments. Whilst it is not possible to be too prescriptive in terms of style, the aim is to provide a reference for an approach that is appropriate to Selsey's location and considers present and future community needs.

To that end, and with sustainability at the centre of the Neighbourhood Plan, it is important to provide design guidance that will establish and then maintain standards of wellbeing and efficiency. This means setting standards for housing density, the integration of open spaces, avoiding 'garden grabbing', energy efficiency and the effects of climate change.



Different house styles around Selsey

# DEVELOPMENT CONSIDERATIONS

## DEVELOPMENT CONSIDERATIONS

Selsey is vulnerable to continual sea-level rises, whatever the cause. Consequently we should be in the vanguard of setting priorities to alleviate the effect of climate change. All development, high or low-density, large or small-size, must take this into consideration. To achieve this developers and architects should take account of the following:

1. For both economic and technical reasons, installing energy-efficient features into a house when first designed and built is considered to be significantly beneficial compared to similar retrofit systems. With new build, the cost will be spread over the term of the mortgage.
2. All units, whether domestic or business, should have the major roof area south facing. This enables photovoltaic panels and solar gain hot-water panels to be included in the design from the beginning.
3. New developments of any size should be designed with a 'grey water' system included.
4. When in the initial stages of development, ground heat pumps could be installed in new builds. This would reduce considerably the heating costs for space heating in any unit, whether it is domestic, business or light industrial.
5. Assuming the largest roof area is south facing, it is likely that the largest windows would also be south facing. We should make the most of the opportunity for maximum solar gain. Triple-glazed units with heat-reflective glass should be the construction standard in Selsey regardless of existing building standards. Every new building should exceed the minimum national standards of the day. By delivering new homes in Selsey that exceed current standards we will be ensuring the homes of the future are energy efficient and affordable to run.
6. Selsey has a windy microclimate. To protect against the impact of the 'wind-chill' effect on the cost of heating, every home should include an entrance porch on front and back doors.

7. Given Selsey's position, residents will continue to rely on the private car as the preferred mode of transport. Therefore, all garages should be wide enough to open the car doors when in the garage. Garages should be fit for purpose.
8. It is accepted that land is expensive and developers claim the modern householder does not require large plots of garden. However, estate agents will use a large garden plot as a selling point. Both cannot be right. In an effort to save energy consumption all domestic units should be built with a garden large enough for a shed and a rotary clothesline with room to operate in a reasonable wind.
9. The layout of a larger development (where the number of units means they are facing each other) should be designed so that living spaces in adjacent properties do not overlook each other.
10. All developments should aim to make full use of their position and outlook. Developments should consider the detrimental impact of blank facades or gable-ends and ensure that, when available, they take advantage of a view of the sea or countryside.
11. Where possible, design should consider crime reduction by positioning windows to have a clear view of the street and/or back gardens.
12. Wherever possible, layouts should also be designed so that all roads go somewhere and there are no circuitous routes that lend themselves to dangerous cycling/driving, or rapid escape routes that could be used by burglars. The internal road layout should include easy turning points large enough for minibuses: the demographic of Selsey and the local bus routes demand that buses and minibuses are catered for. Road layouts should include lay-bys in the verges for visitors to park off-road. Grass verges used to break up the road edge should include systems to prevent parking on the grass.
13. To create an attractive environment with visual interest, developments should include a variety of roof levels and house types. Picturesque 'chocolate box villages' get their appeal from a mix of vernacular styles, rather than uniformity.



## LOCAL DESIGN AND PLANNING POLICY

### Positioning/Location/Layout

To avoid over development and to set standards of quality, all future developments should make good use of the available site and location. The emphasis should be on considering the impact the development will have on its surroundings and neighbouring properties. It should also aim to exploit opportunities the site may present including its position and outlook.

Whether coastal or rural, any new development should consider views from the site. New developments immediately on the coastline must be positioned so that primary living space has clear views of the sea. Where the site is in a rural location, it should take full advantage of views over countryside.

To maximise the benefit of views, balconies should be considered as an integral architectural feature (when possible), to avoid issues of retrofitting. But this should only be made possible with due consideration to the privacy of others. This means that subject to the design and density of the site, main living rooms should not be overlooked by neighbouring properties if at all possible.

The density of the site must also be given due consideration to ensure there is adequate external space. Households should have access (preferably on a private basis but otherwise shared/communal) to a:

- Safe play area for children
- Shed or other structure to store bicycles
- Area sufficient for a rotary clothes dryer
- Optional vegetable patch

Where possible and subject to the particular style of development, plots with generous gardens should be considered to provide diversity. This is not only aimed at managing the density of new developments, but is also aimed at preserving the character of Selsey, especially in the more established areas.

Three examples of properties using location and position differently

Top - wasted view gable-end faces the sea

Middle and bottom - design places living space on first floor and integrates balconies

### Energy efficiency/environmental sustainability

It is essential that any new developments meet the highest possible standards of environmental and energy efficiency. This should include systems that minimise the wastage of water, heat and light, as well as energy self-generation through various technologies including biomass and solar energy capture.

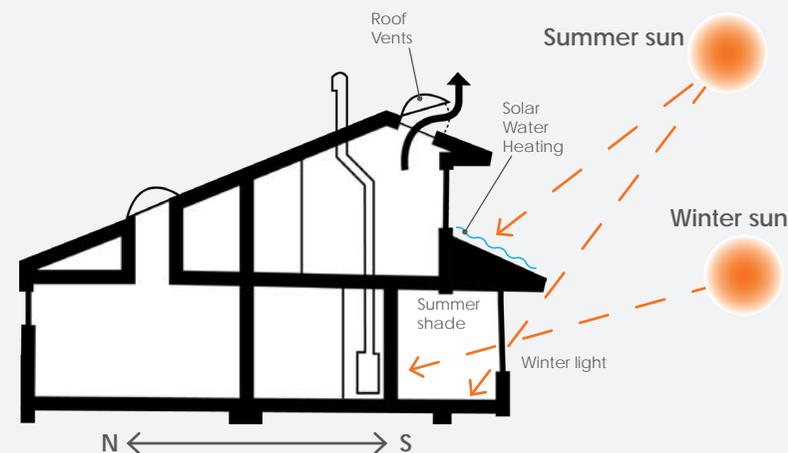
Integrating the different systems to manage the energy consumption of a development during initial design and construction is preferable to using products fitted after construction. This will provide greater levels of systems integration, achieve better design standards and be more attractive to the homeowner.

The technology in this area is improving all the time and there are many types of products and systems to consider, including:

- Photovoltaic/solar panels – both applied panels for water heating and electricity generation as well as integrated 'solar tiles'.
- Energy-efficient glazing to reduce heat loss and make use of solar gain.
- Other forms of self-generation including biomass and heat-recovery systems.
- Efficient use of water by using water-conserving WC's and 'grey water' harvesting.
- Insulation to exceed minimum building standards to ensure any new build secures an Energy Performance Certificate (EPC Grade A).
- Other design features such as storm porches to further insulate and protect the property from heat loss and adverse weather.

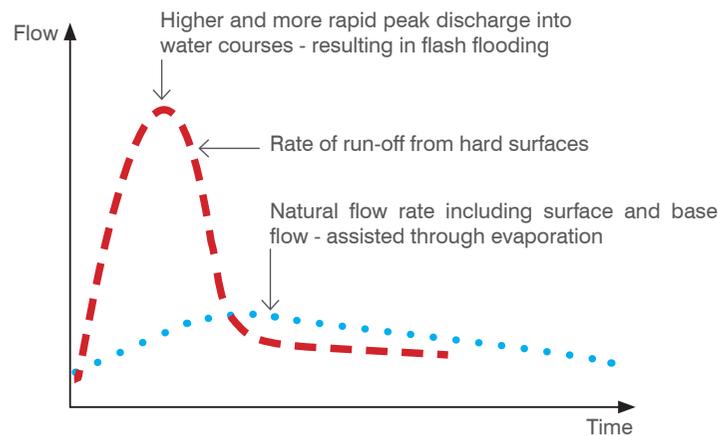
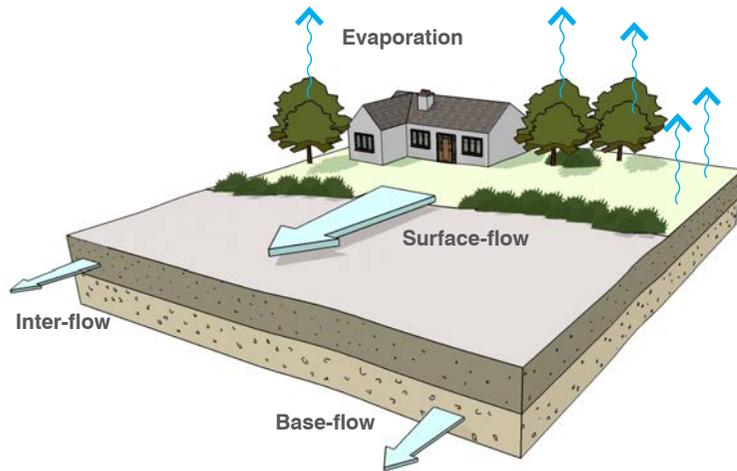
Whilst there is a global imperative to be environmentally responsible, on an individual level the economic benefit is likely to be the greater incentive. It is inevitable that energy costs will continue to rise. Energy efficiency will not only save money but will also contribute towards energy and environmental sustainability. Therefore, renewable energy systems should be viewed commercially by developers as an added value benefit to assist sales. They should avoid justifying reduced quality and inefficient practices on the grounds of price sensitivity and local market conditions.

Top and middle: Redland - Solar slates provide a less obtrusive way to capture solar energy  
Image of 'Solar Slates' - integrated PV panels - courtesy of Monier Redland © 2013  
Bottom: shows principles of using solar gain in determining position of building



# LOCAL DESIGN AND PLANNING POLICY

## NATURAL CHARACTERISTICS - ground conditions and evaporation



**COMPARISON** - between natural rate of discharge and that of typical non-permeable hard surfaces - and the potential for flash flooding

**NOTE:** SUDs aims to emulate natural flow rate characteristics

## Flood Prevention/Avoidance/Recovery

According to the Environment Agency, “Over five million people in England and Wales live and work in properties that are at risk of flooding from rivers or the sea”.

Given Selsey’s coastal position and semi-rural location, both present a potential threat, although the more dominant flood risk has come from the effects of coastal erosion. This is being partially addressed by the Medmerry managed realignment scheme.

As a result of widespread flooding throughout the UK during 2012, flooding has been highlighted as a national problem and must be addressed at the design stage, if new developments are to be genuinely sustainable. Flood risk must be assessed fully in each case and, if necessary, works carried out to ensure the site is viable and there is a clear understanding of obligations and responsibilities of neighbouring landowners. It is also necessary to understand the impact of the development on existing drainage and the existence of naturally occurring flood plains or ponds. Considering the flood risk as a condition of planning will mean developments actively mitigate known flood risk through sound planning, good design and preventative measures.

To that end, hard surfaces should be replaced with permeable surfaces in line with SUDs (Sustainable Urban Drainage). SUDs is designed to manage water quantity (flooding) and water quality (pollution) and imitates nature to attenuate the flow of water. It stops localised flooding and the concentration of water towards rivers and watercourses, which in turn can cause localised flooding.

In terms of a general design approach, houses with a measured but acceptable risk of flooding should also be designed and built to be flood resistant to help with recovery. This may include a design that lifts all living accommodation off the ground floor, as with the houses in Kingsway. Here garages effectively provide protection, so that in the event of a flood, the car parked in the garage could be moved and home life will have minimum disruption. Other measures include the design of electrical installation to ensure that power sockets and electrical equipment are above the potential level of floodwater. In addition, the location of air bricks and other vents needs to be at a safe height above ground level or they should be of the type that close to become watertight. It is also good practice to include the use of flood-resistant materials and, if necessary, integrated flood barriers.

### **Practical design principles**

As a general reference, CABE's (Council for Architecture in the Built Environment) Design for Life 12 offers a useful ten-point plan, which captures a number of practical ideas for building adaptable homes.

Future development must consider the practical needs of building for the 21st century. Where this means building houses, external space must be considered to provide adequate parking and visitor parking spaces within the space available. Garages should be large enough to allow the users to open the car doors when inside the garage.

To maintain Selsey's semi-rural character, landscaping and planting is essential. This should include grass verges to punctuate walkways. When trees are planted, indigenous species should be used.

### **Disability Discrimination Act 1995 and Part M of Building Regulations**

Planning Policy Guidance (PPG) considers Access, Movement and Parking in terms of planning policies that seek to facilitate improved accessibility for all. The main objective should be to ensure the needs of people with disabilities and others whose mobility is impaired are taken into account in relation to accessibility to buildings and parking provision.

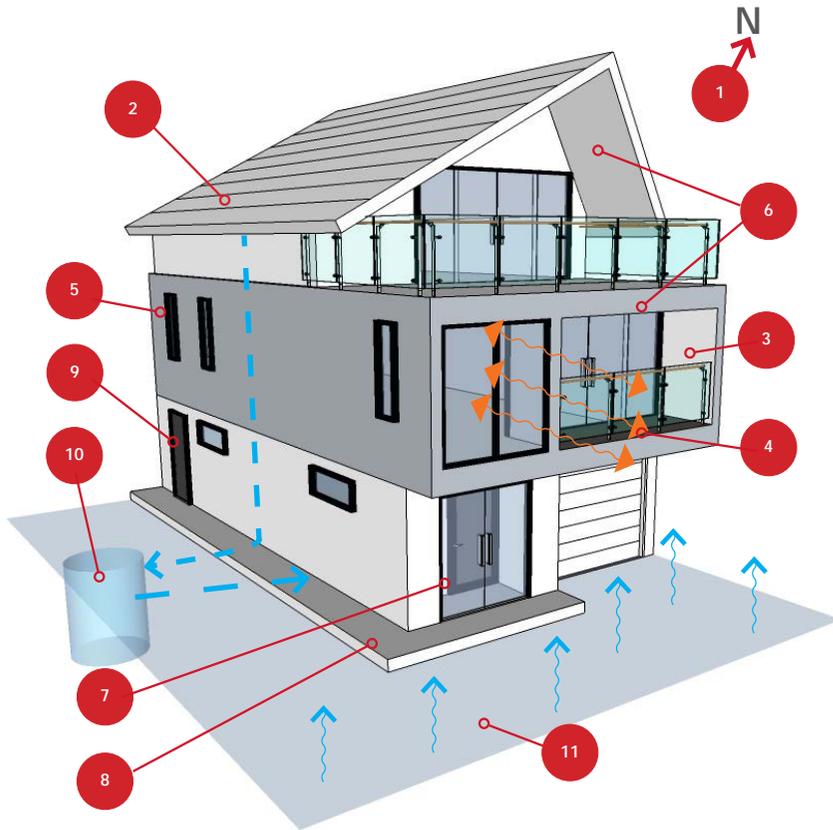
Policy AMP1 – Creating an Accessible Environment may require the inclusion of external facilities to aid accessibility and convenient movement, and in the case of new buildings open to the public there is a presumption in favour of a level approach from the boundary of the site to the building entrance.

Opposite page - SUDs - imitate nature by attenuating surface water through evaporation  
This page - CABE -Building For Life

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Delivering great places to live:  
20 questions you need to answer

**BUILDING  
FOR LIFE**



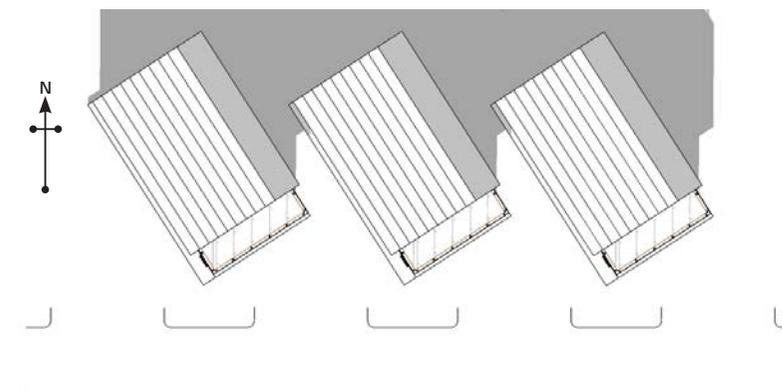
## LOCAL DESIGN AND PLANNING POLICY

### Design style and quality

As stated earlier, there is no dominant vernacular style associated with Selsey, and therefore no established reference to preserve. Its character is born out of diversity and so this should be the central aim of any future design guidance, encouraging different styles of architecture, active frontages of properties and varying heights of roofs. Therefore, without stating any subjective claims about style or being prescriptive, this section of the Neighbourhood Plan is to reflect a desire to improve the quality of future developments to avoid monotony and faddish design.

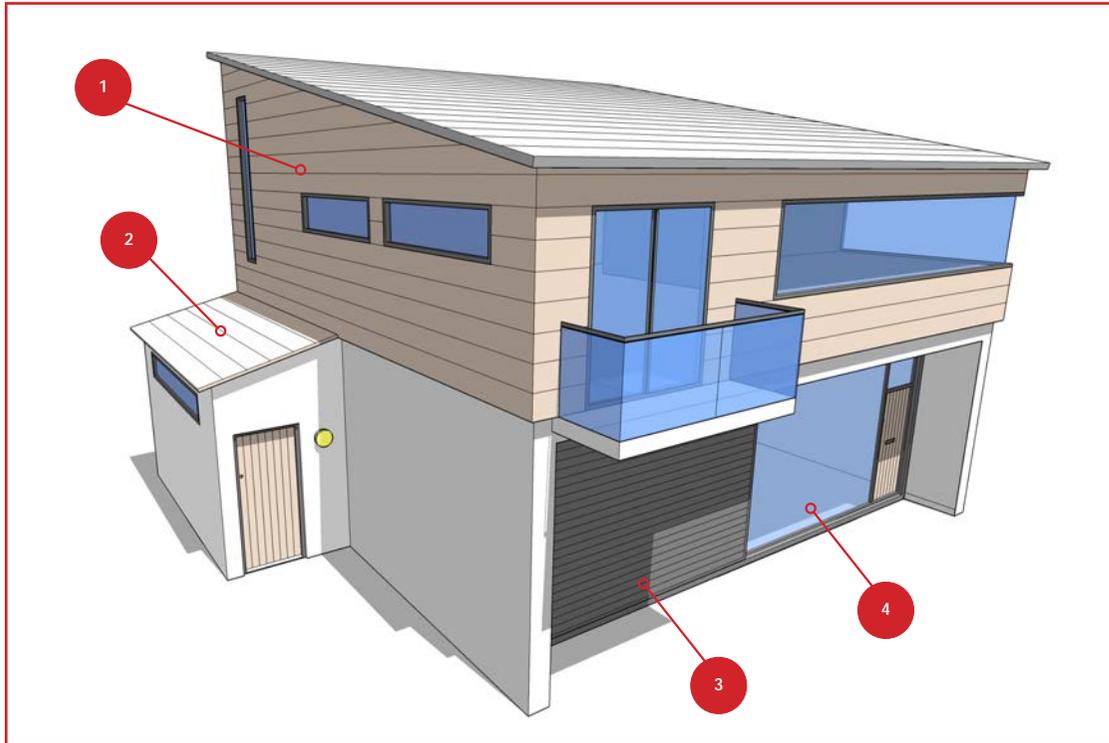
Future development must reflect community need and establish the type of development required to create a sustainable community. It is important to have an understanding of the future population of Selsey and therefore housing need: this may suggest that apartments are not required, but work-live units are. Therefore a proposed development must be justified on the basis of community need and not economic expediency.

In terms of local context and subject to the size of the development, it is important to avoid creating isolated developments around cul-de-sacs. Developments must link physically to the immediate surroundings, whether this means the layout of roads and cycle paths, or physically in the mass of a building being no higher than three storeys, or in the use of particular materials.



Solar gain 12.00 Noon mid-December

1. Incorporate renewable energy sources
2. All units whether domestic or business, should have the major roof area facing south to benefit from solar gain. In addition, consider future roof access.
3. Use position of property to make best use of views. Use large windows and correctly designed integral balconies.
4. Use energy-efficient glazing to reduce heat loss and harvest solar gain
5. Use smaller windows on other elevations to increase natural light, whilst maintaining neighbours' privacy
6. Main accommodation on upper floors to resist flooding. Use ground floor as garage
7. Provide integral entrance porch - with door to reduce heat loss.
8. Raise threshold to resist flooding
9. Provide integrated safe storage for bicycles
10. Maximise efficient use of water. Use 'grey water' system to capture rainwater and re-use clean wastewater for irrigating garden and other uses except human consumption
11. All hard surfaces constructed to be permeable and to apply SUDs principles to minimise localised flooding through evaporation



1. Living accommodation on first floor
2. Private side entrance - separate from workspace entrance
3. Large garage type door for easy access to ground floor workspace - if required
4. Workspace with separate entrance

NOTE: Live-work units will be built incorporating the same types of sustainable features as recommended in the theoretical house including low energy use, solar slates, flood recovery and resistance, water efficiency etc.

### Live-Work Units:

Selsey is home to in excess of 500 businesses (Those with a registered office at Companies house shown as being located in Selsey), very few of which are 'visible'. When considering the isolated nature of the town it suggests a large proportion of home based businesses operate in the town. The introduction of live work units would provide a more formal work-space for small and micro businesses and could encourage growth which may in turn deliver employment opportunities in the town. The aim would be to facilitate 'one man bands' expanding to employ at least one other person. Live work units may be individual units or may be delivered through better use of otherwise 'dead space' e.g. the loft area of a shared garage block. The provision of live work units may also encourage more people to work from home, further easing pressure on the B2145.



Extract of site plan for Thawscroft site, showing how work-live units could be integrated into a residential area.

Opposite page: Theoretical design for a house employing a number of best practice design features - Plus position and layout to maximise privacy

# LOCAL DESIGN AND PLANNING POLICY

## Designing Crime Out

As with other issues raised in this section, future developments should consider crime prevention at the outset and 'Design Crime Out'.

- 1 Parking can be a major source of neighbour disputes, anti-social behaviour, and in some cases criminal damage and assault:**
    - Rear parking courts – are particularly prone to crime especially if they are large and have multiple access points, or give access to the rear of lots of dwellings.
    - Garages in unusual locations – such as the rear of properties accessed via side lanes or rear access are prone to burglary.
  - 2 Spatial design of the whole scheme, and keeping this consistent, is very important. Particular crime-encouraging elements to avoid include:**
    - Spaces next to boundary fences that are not overlooked
    - Corner properties, if these do not provide adequate overlooks to both streets
    - Exposed backs or rear access to properties
    - Public paths and other access at the rear of properties, or at the side if not overlooked properly
    - 'Dead spaces' attract dumping of unwanted goods, which can lead to antisocial behaviour such as setting fires
  - 3 Perimeter security and 'gating' is not a substitute for good crime-lowering design within a development:**
    - Using gating is not necessarily a means to secure a site. For example within a gated community, large parking courts with access to the rear of many dwellings were found to lead to higher levels of domestic burglary and car crime.
  - 4 Design and plan for consistent and appropriately arranged management and maintenance alongside careful physical design of a scheme**
  - 5 It is the combination of consistent physical design quality and well planned and delivered management and maintenance that appears to create the best outcome for residents in terms of their quality of life. In extremis where both elements are absent, the evidence from this research shows problems could quickly arise, particularly in relation to car parking with inter-neighbour disputes escalating into criminal acts of assault and criminal damage.**
- Planning applications should be accompanied by a Crime impact Statement (CIS) or Design Out Crime Assessment (DOCA). The objective is to reduce burglary and crime in the UK by designing out crime through physical security and processes.
  - Secured by Design is the official UK Police flagship initiative supporting the principles of 'designing out crime'.
  - Secured by Design focuses on crime prevention of homes and commercial premises and promotes the use of security standards for a wide range of applications and products.
  - The principles have been proven to achieve a reduction of crime risk by up to 75%, by combining minimum standards of physical security and well-tested principles of natural surveillance and defensible space. The Secured By Design Award is presented to a building owner or developer in recognition that the development was constructed in accordance with the secure standards of SBD.
  - Registered Social Landlord's (RSLs); local authorities and housing associations, and developers should seek to achieve SBD in their schemes.

## External and Community spaces

In the past streets played a variety of roles including access, commerce, play and **Inclusive Spaces**. Since the growth of car ownership in the 1960's, the street has become the responsibility of the traffic engineer, with a clear emphasis on a standard approach to vehicle flow. As a result the car dominates our streets – often at the expense of gardens and a public realm that is pedestrian friendly.

In a typical urban setting where there are transport alternatives, policies that limit the use of the car in favour of walking and cycling can work well to improve the built environment, promote health and encourage a mix of more sustainable transport options. Where possible this approach must be applied to future developments within Selsey, although given its location and public-transport provision, it is likely that families will remain car dependent for some time.

Therefore future developments must consider the need to park vehicles whilst at the same time working towards better quality shared and private open spaces.

CABE (Council for Architecture in the Built Environment) have studied the way streets and open spaces affect local communities. In their 2009 publication *This Way to Better Streets* they say: "Too many neighbourhoods make it hard for people to find their way around, lack character and feature spaces where ownership is ambiguous. This threatens their long-term sustainability, because they do not work well and are not seen as attractive places to live".

An approach promoted by CABE is to design streets as 'inclusive spaces' rather than spaces for vehicle movements alone. As such they need to consider the needs of different users.

Making a safe environment relies on basic elements such as permeability rather than cul-de-sacs and dead-ends that can become threatening at night. Another idea is developing a bespoke approach to the design of the open space rather than a standardised approach that does not encourage any sense of place or community ownership.

Inevitably space will be at a premium so it needs to be used wisely with due consideration to the residents' needs for outdoor activities that form part of a more sustainable lifestyle, such as growing food and drying clothes in the open.

# LOCAL DESIGN AND PLANNING POLICY

## Recreational spaces

In addition to open space adjacent to homes, we need to understand the use of shared public open spaces such as playing fields and parks. To that end, the current provision and use of recreational facilities are being monitored through the Sport Dream Project.

This has so far recorded:

- The football ground is fully used and well maintained.
- The recreation ground is fully used for cricket and occasional football, rounders, stool ball and athletics plus community events
- The Academy rugby field is fully used by school and junior football and rugby teams. It is also used for training exercises
- Discussions are going on about other Academy fields being used for junior weekend football in the future
- Seal School is happy for its field to be used for football and cricket provided a community toilet is built. WSCC surveyor is preparing a report
- Bunn Leisure are prepared to offer their fields for community use, especially for football training, but their facilities are often affected by flooding in the winter
- Other open spaces are not at present used regularly for sports, neither are tennis facilities in the town fully used

The key issue is maintaining such grounds to a good quality and resources to do this at present in terms of machinery and staff are just about adequate.

On balance we do not think new space is needed. We would prefer to see any money available put into improving present clubhouse and ground facilities. In recent years both the football and cricket clubs have made enormous strides in improving their quality in terms of numbers, diversity and resources. Help in their clubhouse project is desirable.



## Planning Process

The Neighbourhood Plan and Design Guide marks an important change to the planning system. It allows communities to permit the development they want to see – in full or in outline – without the need for planning applications. Instead, there will be ‘neighbourhood development orders.

However, these must:

1. Have regard to national planning policy
2. Be in general conformity with strategic policies in the development plan for the local area (i.e. such as in a core strategy)
3. Be compatible with EU obligations and human rights requirements

# LOCAL DESIGN AND PLANNING POLICY

## **Brownfield sites and windfall developments**

As outlined earlier in the plan, brownfield sites remain the preferred option for delivery of new housing development in the town, ahead of greenfield sites within the SPA and greenfield sites outside the SPA.

However, it is accepted that the brownfield sites identified in this plan are:

1. Not sufficient, even if all were available, to deliver the full number required to conform to the local plan
2. Currently in wide and varied ownership and various states of use meaning they cannot be guaranteed to come forward for development during the lifetime of this plan.

A few of the brownfield sites have achieved planning permission or applied for permission during the neighbourhood plan process. Where possible the town council planning committee and neighbourhood plan working group has sought to work with the owners of those sites to ensure their plans accurately reflect the ambitions of the emerging neighbourhood plan.

The neighbourhood plan, will continue to give preference to:

- The development of brownfield sites that meet the aims of the plan, primarily
- or
- The development of brownfield sites before the development of any greenfield sites.

However, for the purposes of delivering the housing needs identified in the local plan, it is accepted that greenfield sites are more likely to provide the space required for the volume of housing required and therefore brownfield sites and small, currently unidentified, single unit developments will have to be treated as windfall and may mean Selsey delivers a figure, in excess of that set out in the local plan.

### Community right to build

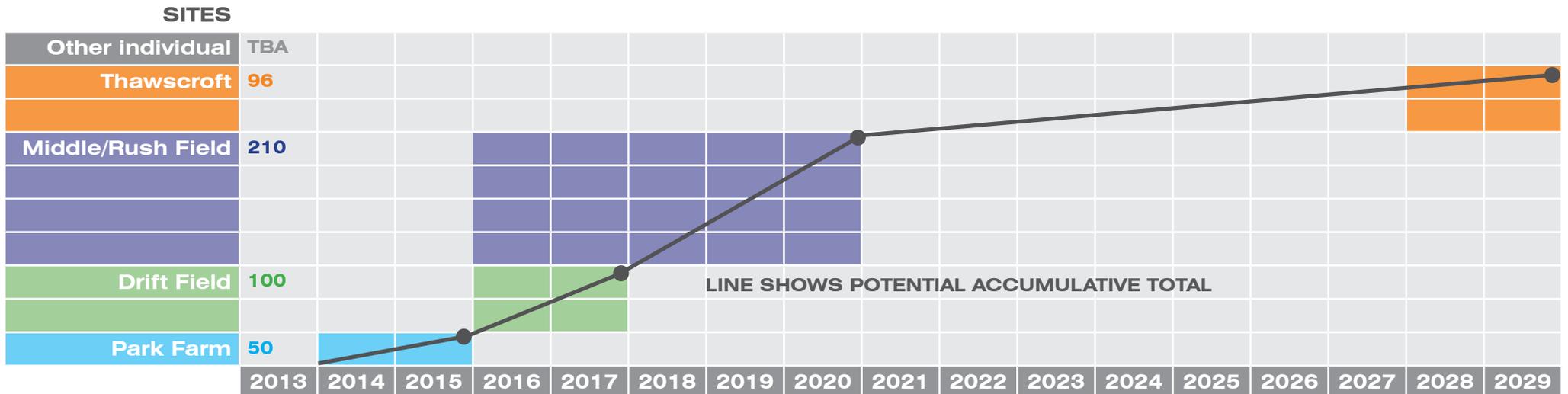
Under the NPPF, communities were given the ability to apply for a licence to develop particular sites under a community right to build order. The right to build removes certain hurdles from the planning process allowing communities to deliver projects, which have majority support in the local populous, and help to deliver the aims for a local or neighbourhood plan.

In the development of the neighbourhood plan, no specific sites have been identified which are:

- a) Currently within the ownership of the Town Council or other local body, that could apply for right to build permission – or,
- b) Likely to be affordable to the town council or other local body, that could apply for right to build permission.

However, this should not rule out the option for the Town Council or other local body to apply for a Community Right to Build order on any site identified in this plan and during the plan lifetime. It is accepted that any such site is likely to come from those currently identified as brownfield.

### DEVELOPMENT POTENTIAL PER SITE



# DESIGN AND HERITAGE

## Background

Whilst Selsey can boast an impressive collection of listed buildings, it is fair to say that there is no dominant architectural character or vernacular style to provide a reference for future development. Furthermore, given the way the town has evolved in waves over time from being a small village in the late 1800's, to a town of more than 10,000 by 2010, there are quite distinct areas defined by the different styles of architecture prevalent at the time of construction.

The Neighbourhood Plan has to be used to try to maximise the benefits from any new development, be it large or small scale, and to minimise the impact it might have on both existing residents and the environment. We must be at the forefront of behavioural change and be willing to support the use of renewable energy as a tangible means of reducing our local carbon footprint.

As identified in the census and SEA, Selsey's unique set of circumstances – located at the tip of the peninsula, serviced by a single road with an 8 mile journey to the nearest major retail and employment centre -result in higher than average car ownership in the town. Accordingly any new development demands a slightly higher car parking allocation than is set out in national and regional (WSCC) policy.

## Policy DES01

The Design Policy will apply to all new housing developments and where practical, extensions to existing properties.

- Buildings should be designed in order to minimise the impact of flooding by:
  - Relocating essential living spaces to the first floor; or
  - Raising ground floor levels; or
  - Providing floodable basement area; or
  - Building in flood defence systems to the property such as flood gates, vent closures
- Buildings should include at least one of the following: renewable energy/water generation such as solar hot water gain, solar electric, photovoltaic, ground source heat pumps or grey water recycling
- House height should be restricted to 3 storeys or less, unless there are exceptional design reasons to do otherwise
- New properties should include front and rear porches to help prevent heat loss
- Native planting should be encouraged where possible
- Hard landscaping and paved areas should use permeable surface material
- Development should look to adopt the principles of Secured by Design (or similar national design statements as may supersede Secured by Design)
- Shared pedestrian/cycle surfaces will be incorporated into new developments
- Development should conform to code for sustainable homes level 5, increasing to level 6 by 2020 (or similar national policy as may supersede these codes)
- New properties should be placed on the site so that the benefits of solar gain can be fully utilised.
- New residential development of two bedrooms or more, should provide 2 parking spaces per dwelling, to avoid adding pressure to the highway network, which detracts from the street scene, causes issues with access and can affect neighbourly relations.
- New garages should be at least 3.5m wide to enable their proper use for car storage and to accommodate cycle and/or general storage
- New development should provide off street visitor parking at a ratio of 1 space per 3 houses on the development, to avoid adding pressure to the highway network, which detracts from the street scene, causes issues with access and can affect neighbourly relations.
- New developments should include full height, native species trees in their landscaping, not just silver birch or ornamental trees etc.
- Existing large properties on large plots must be preserved and should not be identified as an opportunity for infilling in order to preserve the character of Selsey and the distinct periods of development that are evident in Selsey

# HISTORIC ENVIRONMENT

## Background

By developing Design Guidance within the Neighbourhood Plan, it is important to not only consider new developments, but also consider the historical context of Selsey.

Selsey benefits from having an existing Conservation Area, but this only covers a small part of the overall built environment and therefore does not afford protection to other, historical or iconic features of the town. National Planning Policy and guidance from English Heritage needs to be taken into account in any planning applications, but it should be noted that policies applied nationally can lack local context.

Care should therefore be exercised when creating proposals for new developments in proximity to Selsey's special buildings and features. Any new developments should:

- Support the role of the conservation area to ensure inappropriate developments are not permitted that would detract from the special character of the location
- Not obscure the view or detract from the special character of historic and iconic buildings

## Policy DES02

- Planning applications for new development proposals within the Conservation Area that relate to or are adjacent to an historic or iconic building (as identified in Part 1 and/or Part 2 of the Selsey Neighbourhood Plan) will need to submit a detailed impact study to demonstrate the likely impact of the new development on the surrounding area and on the significance of the heritage asset and how the proposals have been designed to avoid or minimise any adverse impact.
- Proposals that accurately reflect the character of adjacent historic or iconic buildings will be supported
- Proposals for development in close proximity to historic or iconic buildings that protect a clear view of the feature or property will be supported

# CONSERVATION AREA MAP

-  LISTED BUILDINGS
-  POSITIVE BUILDINGS
-  NEGATIVE SITES OR BUILDINGS
-  SIGNIFICANT TREES/TREE GROUPS
-  IMPORTANT VIEWS
-  CHARACTER BOUNDARY AREA
-  EXISTING CONSERVATION AREA BOUNDARY
-  PROPOSED CONSERVATION AREA BOUNDARY
-  PROMINENT WALLS
-  FOCAL BUILDING
-  AREA FOR ENHANCEMENT



# ALLOCATION AND SETTLEMENT POLICY BOUNDARIES

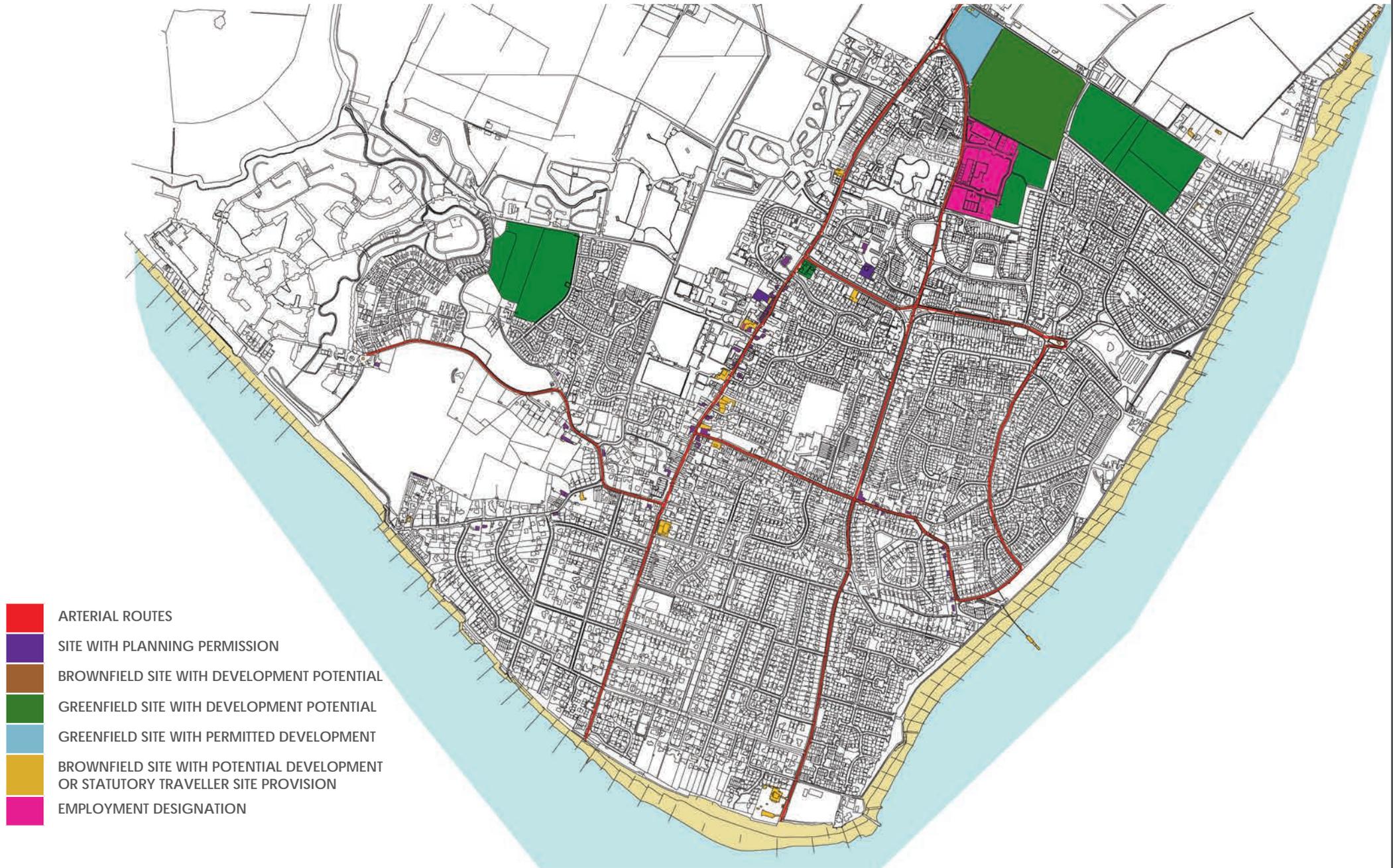
## Background

The Chichester District Emerging Local Plan has allocated 150 homes to Selsey. These new houses will be a mix of open-market, affordable and housing association properties. Priority will be given to the development of infill and brownfield sites where possible, practical and feasible as the primary means of delivering the housing quota.

However, cramming or 'garden grabbing' must be avoided as it can be detrimental to the street scene, market values and the environment and can adversely affect the character of an entire area. As a result of this preference for brownfield sites and the decision not to support back-garden development, it is clear that some development will be required on what are currently classed as greenfield sites, in order to deliver our share of the housing need.

Development on greenfield sites will always be contentious and therefore development within the agricultural land surrounding Selsey should only be considered as a last resort, as it would not only significantly change the character of Selsey but also remove prime agricultural land from production at a time of national shortages. As such, preference will be given to greenfield sites which nest into the current footprint of the town, over any expansion to the north/north eastern edge of the town. Care must be exercised to ensure that all other alternatives have been explored before any land is removed from food production or any decision is taken to develop greenfield sites.

# POTENTIAL DEVELOPMENT SITES





## DESIGN PROPOSAL FOR PARK FARM AND MIDDLE/RUSH FIELD

Following the recent appeal by Landlink Estates Limited on land adjacent to Park Lane to the North of Selsey, the company has come back to Selsey Town Council having heard the comments of Selsey residents at the appeal. Whereas Landlink could use their current planning permission it was considered that a better overall development might be achieved. The comments made by residents called for a mixed range of beneficial facilities in addition to the housing needs of the town.

Faced with an interim local planning policy designed to Facilitate Appropriate Development (FAD) and permission granted at appeal, Selsey Town Council wanted to create a 'gateway' scheme that will improve the facilities available to the town and reduce the need for local traffic to travel to Chichester for basic supplies and to enhance the town's offering to tourism and business overall.

Faced with FAD policy and appeal permissions Selsey Town Council took up the opportunity to take control of the content, layout and usefulness of a development, which may have easily been imposed on the town. The scheme that has been developed by consultation includes a quality supermarket, a hotel, soft play, pub/restaurant and dental facility in addition to varied housing types. As Landlink, (which is associated with the largest employer in the area), controls a good deal of land up to Ferry Bend, a feature of the scheme will be to incorporate passing places and improvements, subject to Highways Agency advice.

An illustrative draft of the scheme layout has been provided showing the general content and layout. This will be adjusted according to the responses received from residents.

Congestion on B2145 at Ferry Bend could be addressed by new passing places



**NOTE:**

This plan has been reproduced with the permission of Landlink Estates Ltd - all rights reserved 2013©

Please note it has been included for information purposes only and does not imply that Selsey Town Council support the scheme in its present form.

# ALLOCATION LAND AT PARK FARM AND MIDDLE/RUSH FIELD

## Overview of scheme:

Land at Park Farm and Rush Field is allocated for mixed use development, comprising:

- Up to 90 homes
- A 27,000 sq ft. Supermarket
- 60 bed hotel with associated food & beverage provision
- Health/Dental Clinic

## Policy ASP01

Any new development should be subject to project-level HRA and mitigation approaches should include:

- A financial contribution from the developer toward wardens, and signage and interpretation aimed at walkers and dog walkers (or such other mitigation measures as recommended by RSPB or the incumbent management of Pagham and/or Medmerry reserves at the time),
- An information pack for homeowners;
- Allocation of a dog-walking route on site;
- Development of a wetland scrape adjoining the harbour, and/or resources for continued access management close to little tern breeding locations with associated monitoring of any measures undertaken.
- Provide a connection to the nearest point of adequate capacity in the sewerage network, as advised by Southern Water.

Any new development should be subject to survey and data search to establish their value as feeding/roosting areas for any bird species for which the SPA/Ramsar sites have been designated. Development will be planned in accordance with policy DES01 of this plan, the CDC Local Plan and NPPF. Taking into account site specific requirements, proposals for this site should:

- Provide for the provision of a soft play area as part of the scheme
- Provide where possible retention of the existing hedgerow dividing the site
- Provide improvements to the western end of Park Lane to accommodate alternative site access
- Provide on-site green space to minimise the impact of recreational disturbance on the Medmerry realignment and Pagham Harbour.
- Provide fencing to protect the Medmerry realignment and Pagham Harbour from waste from commercial and residential premises
- Deliver improvements to the B2145 as identified in the infrastructure list

## Time line for delivery

*Extant permission for 50 residential units on Park farm only.*

*The enhanced mixed use scheme could be delivered between 2015 and 2020.*



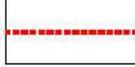
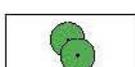
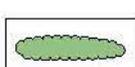
## DESIGN PROPOSAL FOR DRIFT FIELD

This scheme is proposed for the land north east of Drift Road in Selsey. The developer promoting the scheme is Pye Homes Limited who has experience of developing properties in Selsey having delivered the Selsey gate development in the last decade.

This image is the scheme summary, which accompanied a full planning application for 100 houses on the site. The full planning reference which can be reviewed on the Chichester District Council website planning portal is SY/13/01115/FUL. At the date of publication of this document, the District Council had refused the application and the Developer had lodged a notice of intended appeal which was upheld in part by the Planning Inspector, giving the expectation of a revised submission in summer 2014.



**LEGEND**

-  Site Boundary
-  Existing vegetation
-  Houses
-  Hardstanding
-  Grass
-  Proposed trees
-  Proposed hedge
-  Proposed shrubs
-  Balancing pond
-  Balancing pond
-  Bench

**NOTE:**

This plan has been reproduced with the permission of Pye Homes- all rights reserved 2013©

Please note it has been included for information purposes only and does not imply that Selsey Town Council support the scheme in its present form.

# ALLOCATION LAND AT DRIFT FIELD

## Overview of scheme:

Land at Drift Field is allocated for residential development, comprising:  
Up to 100 homes

## Policy ASP02

Any new development should be subject to project-level HRA and mitigation approaches should include:

- A financial contribution from the developer toward wardens, and signage and interpretation aimed at walkers and dog walkers (or such other mitigation measures as recommended by RSPB or the incumbent management of Pagham and/or Medmerry reserves at the time),
- An information pack for homeowners;
- Allocation of a dog-walking route on site;
- Development of a wetland scrape adjoining the harbour, and/or resources for continued access management close to little tern breeding locations with associated monitoring of any measures undertaken
- Provide a connection to the nearest point of adequate capacity in the sewerage network, as advised by Southern Water.

Any new development should be subject to survey and data search to establish their value as feeding/roosting areas for any bird species for which the SPA/Ramsar sites have been designated.

Development will be planned in accordance with policy DES01 of this plan, the CDC Local Plan and NPPF. Taking into account site specific requirements, proposals for this site should:

- Provide access to the site through either land at Ellis Square or the Park Farm/Rush Field Development
- Provide on-site green space to minimise the impact of recreational disturbance on the Medmerry realignment and Pagham Harbour.
- Provide fencing to protect the Medmerry realignment and Pagham Harbour from waste from commercial and residential premises
- Provide space for public art at the South East corner of the site. It is suggested this site would provide a suitable location for a 'star disc'

## Time line for delivery

*As at 20th February 2014, an application by Pye Homes Limited was dismissed at appeal.*

*It is expected that a further scheme will come forward and be delivered between 2015 and 2020.*





## ALLOCATION LAND AT THAWSCROFT

*In identifying sites suitable for development on a scale which would help in the delivery of Selsey's housing allocation, land to the West of the town centre, previously entitled Thawscroft, was identified as having the potential to take up to 90 new homes.*

*In the public consultation which took place in September 2013 this site was very popular with residents due to its proximity to the town centre and existing infrastructure, laid as part of the adjacent development in the 1990's.*

*However, despite there being general support for development on this site, the Environment Agency (EA) has advised that the allocation and related policies for this site should be removed from the neighbourhood plan due to the flood risk on the site and the proximity to the new compensatory habitat being created at Medmerry. The EA acknowledge that the flood risk on this site may change during the life of this plan as the Medmerry scheme proves its value, in providing renewed flood protection to the western flank of the town, but at the point of drafting the neighbourhood plan the site poses an unacceptable risk of flooding and therefore cannot currently be allocated for development.*

*If, during the life of this plan, the flood risk on the site should be reassessed and a more favourable outcome agreed, it will be the responsibility of the developer to carry out all relevant assessments and prove the site is viable to the approval of the EA and Natural England as the responsible bodies for flooding and nature protection.*

*The location map for this site and the indicative plan presented to the community in the previous public consultation are set out on the following pages for reference only.*

### DISCLAIMER:

The site plan on page 65 was commissioned for the Neighbourhood Plan to illustrate potential land use so that residents can draw comparisons with proposals for other sites outlined herein.

In commissioning the outline site plan we have sought to demonstrate how the housing ideas proposed in the Design Guide would look in reality. This illustration should not be read as a live proposal nor does it replace any other plans the landowners may have previously submitted, considered or be considering.

We are aware that part of this site is included in Bunn Leisure's long term plan (as owners of the western edge of the site) and the illustrative design on pages 65 is not intended to replace or supersede that plan.

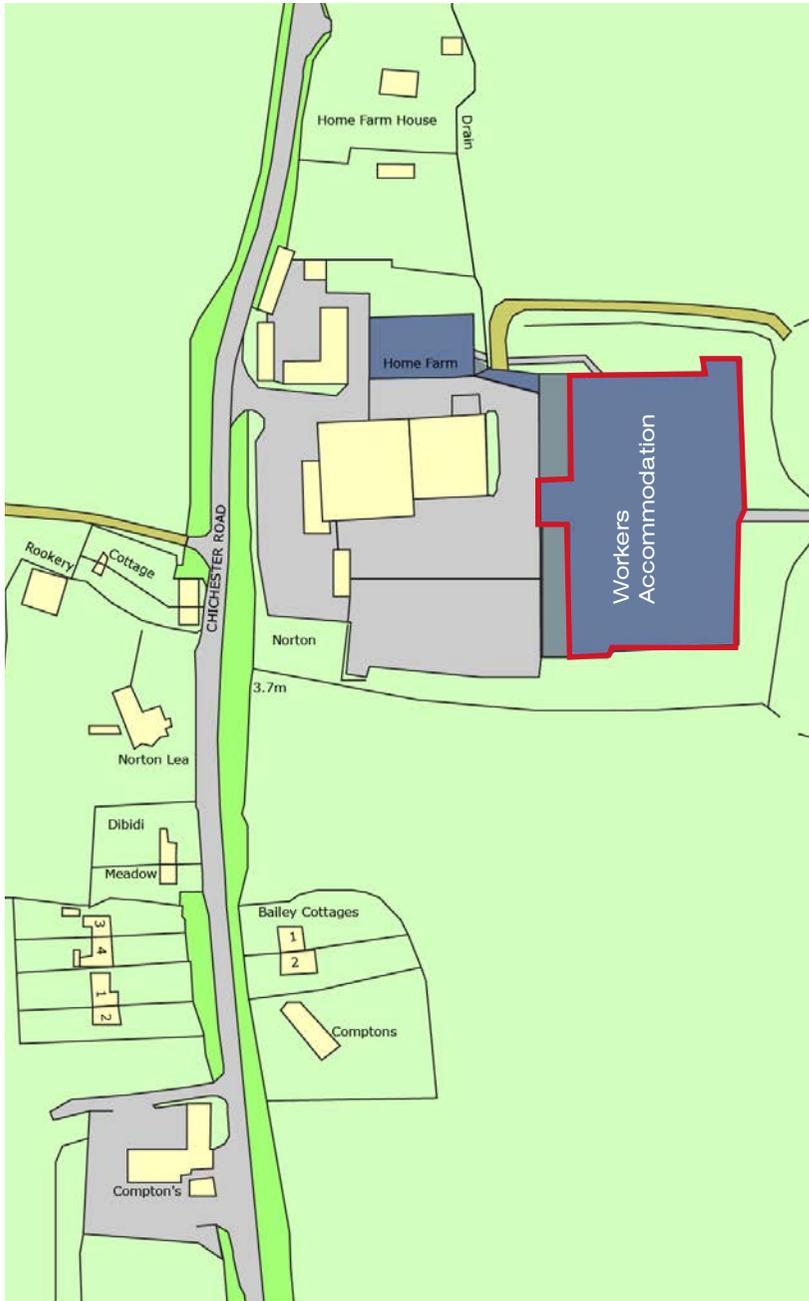
We are also aware that part of this site is of local natural importance and would make it clear that any proposed development of this site would of course be subject to appropriate permissions being sought.



**LEGEND**

- Community garden/allotments
- Footpaths
- SUDs pond
- Pond overflow
- Parking space
- Private garden
- Public Space
- Footpath and driveways
- Access road
- Work units
- 3/4 bedroom homes
- 2 bedroom cottages

# TEMPORARY AGRICULTURAL WORKERS ACCOMMODATION ALLOCATION



## Background

Large scale farming plays a key role in the economy of Selsey Parish and as such the Neighbourhood Plan is looking to ensure that the needs of this business are supported. Within the countryside, outside the settlement policy boundary new dwellings will only be permitted where they meet a proven need to accommodate agricultural workers.

## Policy TAW01:

Land at Home Farm is allocated for development comprising:  
Temporary accommodation for (number?) Agricultural workers.  
Proposals for this site should:

- Look to minimise the impact of recreational disturbance on the Medmerry realignment and Pagham Harbour.
- Ensure that the site can be returned to its original condition when the intended use has ceased.

# SETTLEMENT BOUNDARY

## Background

The existing settlement policy boundaries have been in place since 1991.

In recent years, the SPA boundary has been under debate as the result of the District Council interim policy on housing (Facilitating Appropriate Development - FAD) and several large scale planning applications on land adjoining the boundary.

The FAD policy opened the door on limited housing outside the adopted boundary, with an indicative limit of 50 units for Selsey.

In 2012, outline permission was granted on appeal at Park Farm for 50 units, in line with the FAD. In the appeal decision, the Inspector suggested that Park Lane would make an appropriate northern boundary to the town.

A further application for 100 units at Drift Field was dismissed at appeal in February 2014 but the Inspector's decision was not made on the basis of the site or the volume of proposed housing.

These two planning appeals set an expectation that development of some description would happen outside of the existing SPA.

As outlined in these policies, it is accepted that in order to meet its share of the housing provision to 2029, some development will take place outside of the current SPA. Sites have been allocated and designated with a number of units, the cumulative delivery of which would more than meet Selsey's allocation in the Local Plan. In order to facilitate these developments, it will be necessary to move the boundary of the SPA to encompass the identified sites.

## Policy SPA01

- Within the Settlement Boundary, there is a presumption in favour of sustainable development as defined in this Neighbourhood Plan, the Emerging Local Plan and the National Planning Policy Framework.
- Any land within the parish of Selsey which is outside the revised Settlement Boundary as identified in Appendix V is deemed to be rural and development will only be permitted where it complies with Policy TAW01 of this Plan or relevant policies of the Local Plan and NPPF.
- The Settlement Boundary of Selsey Town is defined in Appendix V

# SOCIETY

## Background

Community and social facilities play an important role in Selsey due to being located at the southern tip of the Manhood Peninsula. As a result, Selsey is relatively isolated from community and social facilities across West Sussex, resulting in the need to travel. Limited access to facilities within the region imposes travel and time cost on Selsey residents, and in the case of emergency services raises potential risks to health and wellbeing.

In addition to these policies, the Town Council is open to the idea of assuming responsibility for community facilities and open space within the settlement area that are currently owned or managed by the District and County Councils. With the aid of commuted funds, localised management of existing amenities would enhance the environment for the enjoyment of local residents. Any moves to make health and social care services more responsive to local need with community partnerships taking over certain aspects of delivery, should also be supported, where it is safe and sustainable to do so.

## Medical and Health services provision:

The Police and Fire and Rescue Services within the town operate from small and elderly premises. There is no permanent ambulance station within the town. Congestion on the B2145 has the potential to exacerbate delays to people within Selsey accessing emergency care. The provision of improved or new medical or health services will be supported.

## Policy SOC1

Planning Permission will be granted for the provision of new medical or health services or for the refurbishment, modernisation or upgrading of existing medical or health premises, subject to the other policies in the Neighbourhood Plan, Local Plan and NPPF.

## The Selsey Hall

The Selsey Hall is a building of local historic importance and distinctiveness. The Hall was traditionally used as a cinema / theatre. The building should look to be conserved and enhanced in its existing form and the reuse of the building as a cinema / theatre will be supported. Reuse as a cinema / theatre will be the first preference for the site.

## Policy SOC2

Proposals for the conversion of the Selsey Hall will only be supported provided that evidence can be presented to demonstrate that all the following criteria have been considered:

- The use of the building as a theatre or cinema has been explored.
- The proposal conserves and enhances the special interest and setting of the building.
- The proposal conserves and enhances key historic features of the existing building.
- The proposed development would provide a beneficial facility to the local Community.

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# INFRASTRUCTURE

## **Background:**

Due to its location, restricted catchment area, pockets of deprivation and limited transport options, Selsey will need to provide for itself to avoid putting greater reliance on the transport network. Therefore the Neighbourhood Plan needs to ensure that infrastructure and facilities exist to support the needs of the residents today and into the future – where it is feasible and sustainable to do so.

## **Infrastructure:**

The provision of infrastructure is key to the ensuring the development of Selsey as a sustainable settlement in the future. The Parish will use funding from future CIL receipts to support the projects outlined in Appendix I. The funding priorities listed may change subject to needs, viability and timing.

It is important with future growth in Selsey that infrastructure is provided alongside new development in order to minimise the need for out commuting for work, social and leisure purposes.

## **Policy INF1**

Infrastructure will be progressively introduced during the Plan period by means of Section 106 funding and/or Community Infrastructure Levy (CIL).

A list of infrastructure projects is set out in Appendix I

## **Open spaces:**

The supply of recreational open space within Selsey is limited and is unlikely to increase with further development. It is therefore important that the existing open spaces are retained. As such the Neighbourhood Plan looks to designate the Recreation Ground, Manor Green Park, Lifeboat Green, Hillfield Road Park and Oval Field as local green spaces in line with paragraphs 76, 77 and 78 of the NPPF.

A map showing the designated areas is included in Appendix III

## **Policy INF2:**

This Neighbourhood Plan designates the Recreation Ground, Manor Green Park, Lifeboat Green, Hillfield Road Park and Oval Field as Local Green Spaces. The specific designation of the land is shown in Appendix III. Within these designated areas, development related to sport, open space, recreational and educational facilities will be permitted.

Should the need arise, development for essential infrastructure (where essential relates to major utilities, coast protection schemes or security projects) will be supported in special circumstances, where the benefit outweighs any harm or it can be demonstrated there are no reasonable alternative sites available.

## **Policy INF3:**

Any proposals (such as those identified in the Greenlinks across the Manhood (GLaM) strategy) to provide a series of alternative, cross peninsula links that better connect Selsey with Pagham and Medmerry reserves and the west of the peninsula will be supported.

# TRANSPORT

## Background

As with all the policies in this document, the transport related policies set out in the following pages show due regard to national, regional and local planning policy including West Sussex County Council transport policies. However, as a community based planning document these policies seek to set local context or extension to existing policy to reflect the unique characteristics of the town or address issues presented by further development in Selsey.

Selsey only has a single point of access via the B2145. All forms of transport share this winding, single carriageway B Class road which for the final 2.5 miles is the only option for traffic accessing or egressing the town. Whether public or private, big or small, vehicular, pedestrian or cycling everyone shares the same route.

With limited employment options, leisure and social facilities in the town, demand on the road is high and in 2013 the road is anecdotally beyond its original intended capacity whether measured by volume or in terms of the variety, weight and size of traffic using it.

When accidents occur forcing the closure of the road, the town is isolated leaving the residents vulnerable. However, it is also recognised that the road offers something of a throttle to development and will ultimately dictate the maximum expansion possibility.

Therefore the Neighbourhood Plan seeks only to enhance the road in the following ways:

- Increase safety for all users
- Reduce demand through better provision in the town
- Increase affordable transport options
- Make the road more traversable for regular users
- Maintain secondary access for emergency vehicles via an alternative route

It does not seek the reclassification or major upgrading of the road.

# TRANSPORT

## **Policy TR1:**

Traffic calming along the B2145 in the parish of Selsey, and community transport facilities within the parish will be progressively introduced during the Plan period by means of Section 106 funding, or the Community Infrastructure Levy (CIL) direct provision on any open market development greater than one house in size.

The objective of the traffic calming measures will be to introduce a safer environment for pedestrians and cyclists and to improve traffic flows. Planned improvements are:

- Straightening of the road or making the bend shallower at Ferry Corner
- Reduction of variances in speed limits creating a more consistent speed
- Introduction of a commutable cycle route following the B2145 wherever possible to Chichester
- Relocation of bus stops to existing or creation of laybys
- Increase the number of pull off points for slow moving vehicles

## **Policy TR2**

Any residential developments of 25 units or more and any commercial developments of 10,000 sq ft (Gross internal area) or more must provide up to date traffic surveys for:

- the B2145, from its junction with the A27, to Selsey
- the B2201, from its junction with Street End road Sidlesham to its junction with the A286 Stockbridge Road

## **Policy TR3**

Aside from direct improvements to the highway, the Town Council will continue to lobby for the retention of existing and introduction of new forms of public, mass transport; in particular a frequent and reliable bus service and the reintroduction of a shuttle such as monorail or tram. Further, the Council will lobby the providers of such services to ensure their offerings remain affordable to all elements of the community.

# ECONOMY

## Background

Due to its location at the end of the Manhood Peninsula and approximately 8 miles to the nearest main employment centre, it is important for Selsey to be as self-sustaining as possible in terms of the local economy and employment opportunities. A key element of this will be the retention of employment opportunities within the town and further development of appropriate commercial property.

The seasonal effect of agriculture and tourism makes the retail economy extremely challenging with most retailers having to deliver 12 months revenue in 8-10 months. Despite frequent investment into the retail offering, the high street struggles to maintain a consistent capacity with some shops lying vacant for months or years and others only operating in conjunction with seasonality of trade.

The limited floor space of the 2 existing supermarkets in Selsey pushes prices up and restricts competition. The range of products on offer, forces families to commute to Chichester or have shopping delivered from the large hyper/supermarkets.

Unemployment in the town is above the local average and the skill base of those seeking work is either very sector specific or of a low skill level.

## Policy ECO1

With limited opportunity for new employment or commercial land, the existing allocated sites should be protected unless there is no reasonable prospect of the site being used for the allocated use.

Existing buildings with a commercial usage classification should also be retained where they can readily be extended, refurbished or upgraded to stay in commercial use. Employment land is allocated at Ellis Square for B1-B8 Business and should be retained as such.

## Policy ECO2

Planning applications for the development of new employment floor space, refurbishment, upgrading or modernisation of existing premises, and/or proposals which make more efficient use of under used employment sites and premises will be permitted.

A map showing the land at Ellis Square is included in Appendix II

# ECONOMY

## Retail Centres Policy

In addition to Selsey High Street, the small shopping precinct at Orchard Parade, East Beach is used by residents for their day to day shopping. The protection of Selsey High Street and the Orchard Parade/East Beach shopping precinct are key to providing important local services. Artificial subdivision of the high street must be avoided and therefore it is recognised that changing shopping habits mean the high street may need to be condensed into a more focussed precinct to ensure its long term viability.

New retail developments in the town will only be considered where a compelling business case or benefit to the town can be demonstrated or where the provision of such facilities enhances the tourist offering or delivers enhanced community facilities.

## Policy ECO3

Planning permission will be granted for retail development in the identified centres.

Planning permission for change of use in the identified centres will be granted where it has been demonstrated that all the following criteria have been met:

- Removal of the unit leaves a mix of varied floor spaces (varied in terms of class and Gross Internal Area) in the residual units; or
- There is no demand for continued retail use and the site has been marketed continually and effectively for such use for a period of 12 months; or
- No alternative local community need has been identified

Within Selsey this policy will apply to the identified retail centres:

- Selsey High Street between its junctions with West Street and Malthouse Road
- Orchard Parade/East Beach Shops

The retail zones are outlined in Appendix IV

## Policy ECO4

Planning permission will be granted for new retail or commercial development where:

- The provision delivers significant employment opportunity across a range of skillsets likely to be available in the town; or
- The provision of such facilities enhances the tourist offering; or
- The provision of such facilities delivers enhanced community facilities as identified in the Infrastructure Priorities list (Appendix I)

Any new commercial or retail development on large arable or open fields, not enclosed by current development, should be subject to survey and data search to establish their value as feeding/roosting areas for any bird species for which the SPA/Ramsar sites have been designated.

# NEIGHBOURHOOD PLAN - NON PLANNING OBJECTIVES

## Overview

In addition to the planning policies set out above Selsey Town Council will look to have a number of additional non land use objectives. These objectives will not be used in the determination of planning applications but do form part of the wider aims of the Neighbourhood Plan.

## Society

*As the most local level of Government, Selsey Town Council is best placed to deliver the majority of local services. Any reassignment of services from District or County Council to the Town Council, which can offer significant environmental improvements to the town and its inhabitants in their daily business, will be supported.*

*The Town Council will support the District Council Housing Policy which encourages the provision of Key Worker housing within the Town.*

*The Town Council will look to support the provision of a Stellar and Solar observatory at Oval Field and the provision of a café / kiosk at Hillfield Road car park.*

## Economy

Due to its location at the end of the Manhood Peninsula and approximately 8 miles to the nearest main employment centre, it is important for Selsey to be as self-sustaining as possible in terms of the local economy and employment opportunities. A key element of this will be the adoption of an economic development policy by the Town Council. The policy will:

- Adopt a formal communications strategy
- Seek, or make available, funding for a 'Town Manager' or Economic Development Officer whose sole focus is on delivering benefit to the businesses of Selsey
- Work with local education providers to deliver improved and relevant skills training matched to the needs of the town
- Work with Selsey Business Partnership to deliver mentors and active support to businesses
- Help to promote employment opportunities in the town
- Seek and apply for local, regional and national funding to help deliver training, aesthetic improvements, and stage events that fit with and promote the local economy/produce/assets
- Work with tourism related organisations to define the tourism product and identify ways of maximising the revenue spend in the town throughout the year
- Publish a list of supported business types that research shows are required, desired or appropriate to the town – and support any business coming to the town in these areas
- Continue to campaign for improved infrastructure in the town to facilitate economic growth – broadband, office and retail space, transport links

## APPENDIX I - SELSEY INFRASTRUCTURE PROJECTS AND PRIORITIES

PROJECTS	JUSTIFICATION/RATIONALE	DELIVERY LEAD	COMMUNITY PRIORITY
Cinema	Lack of current facility and distance to nearest option	Sports Dream	3
Concrete Skate Park	Current park is aged/likely to be condemned	Youth Dream / STC	6
Sports Dream - Football and Cricket Clubhouse	Local community requirements for better facilities	Sports Dream	6
Youth Worker (5 Year Commitment to 2 x Youth Workers)	Cuts in WSCC youth services	Youth Dream STC	
Museum	Addition of a visitor attraction for Selsey Present local heritage	Arts Dream	6
Solar and Stellar Observatory	Large following in Selsey and national awareness of quality viewing opportunity in the town Memorial to Sir Patrick Moore	Selsey Coastal Trust STC	6
B2145 Improvements - Bus and Tractor Pull off points	Only transport link to town	STC WSCC	2
B2145 Improvements - Ferry Bend improvements	Only transport link to town	STC WSCC	2
B2145 Improvements -Commuting cy- cle Path to Chichester/Pagham	Only transport link to town	STC WSCC	1
Extension to Selsey Centre	Space required to support additional user groups	STC	6
Price Competitive Supermarket - (to compete against main Chichester supermarkets)	Lack of current facility. Poor competition locally Reduce traffic load on B2145, Distance to nearest option	Developer	5
Soft play Area/Indoor Play Area for Children	Local demand	STC	8
Hotel	Lack of current facility and distance to nearest option	Developer	7
Petrol Station	Lack of current facility and distance to nearest option	Developer	4
Public Realm Enhancements - East Beach Shops	Identified in CDC study of 2007 as in need of regeneration	STC	
Educational Grants - IT Equipment for 3 x Schools	Direct enhancement to handle increased demand	STC WSCC	

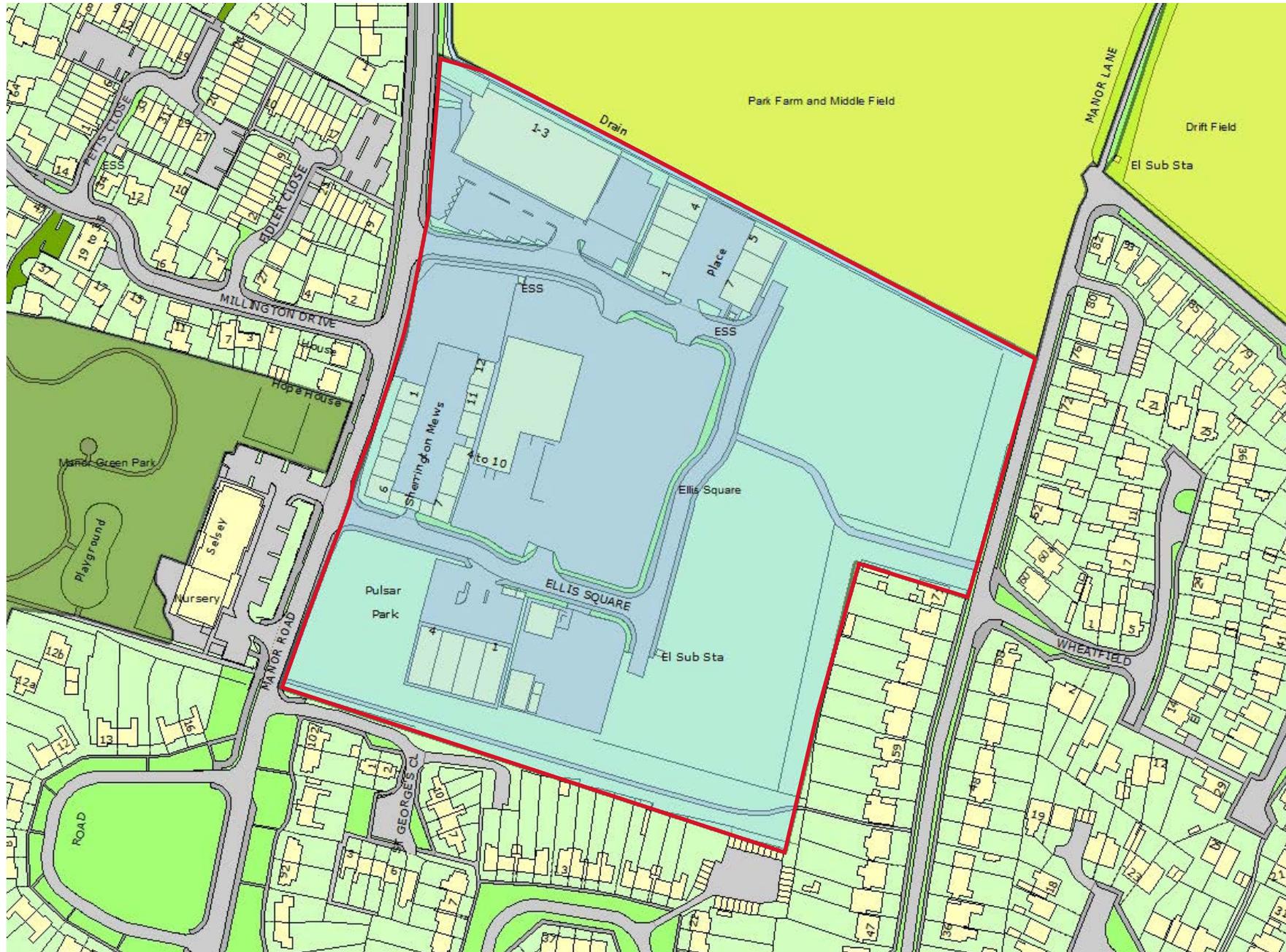
PROJECTS	JUSTIFICATION/RATIONALE	DELIVERY LEAD	COMMUNITY PRIORITY
Star Disc (Public art installation)	Promotes Selsey's position as suitable for Solar/Stellar observation - Gives town an identity	STC CDC	
Layout changes to Selsey High Street to provide on street parking and more pedestrian space - (round town one-way scheme or pedestrianisation)	Enhance public realm to support high street shops and encourage use of local amenities	STC WSCC	
Development of a Town Square	Creation of a central community space as nothing currently in place Enhance public realm to support high street shops and encourage use of local amenities	STC WSCC	6
Development of Community Arts Centre	Helps define Selsey as an art/craft location	Arts Dream	6
Public space enhancements at East Beach Green (in addition to skate park, better play facilities, all weather sports courts)	To enhance visitor attraction and tourism product and foster better links with the sea	STC CDC	6
Development of better facilities at East Beach - (showers, changing, restaurant/café, water sports)	To enhance visitor attraction and tourism product and foster better links with the sea	STC CDC	6
Provision of post-16 education	Lack of current facility and distance to nearest option	STC WSCC Chichester College Academy	6
Improve access to and establish coastal path with way finding	National policy to create a coastal path To enhance visitor attraction and tourism product and foster better links with the sea	STC CDC WSCC	
Community green energy scheme	Reduce cost of energy for local residents Make most of position and exposure to elements	STC	
Acquisition of long leases/purchase of empty high street/commercial properties	Town centre improvements to support high street viability	STC	
Community car club	To assist with access to Chichester based services	STC	

PROJECTS	JUSTIFICATION/RATIONALE	DELIVERY LEAD	COMMUNITY PRIORITY
Creation of a 'Selsey Direct' scheme providing online food sales/delivery website for local producers/retailers	Promotion of local products, local economy building and reduce load on B2145	STC Selsey Regeneration Selsey Works	
Free Selsey Wi-Fi cloud to cover High Street & East Beach	Town centre improvements to support high street viability	STC Selsey Regeneration Selsey Works	
Seafood Restaurant/Fresh fish market/ community Pub	To enhance visitor attraction and tourism product and foster better links with the sea	Selsey Coastal Trust Selsey Regeneration Selsey Works	6

### Notes

- Priority scores 1= Highest Priority
- List compiled from feedback at neighbourhood plan consultation exercise and responses from Sports Dream, Selsey Information Exchange, Youth Dream, Selsey Town Coordinator, Selsey Coastal Trust Prospectus
- Community Priorities relate to votes cast during the neighbourhood plan consultation exercise
- Community Priority No.6 Relates to Better Community Facilities which is why it covers multiple projects

## APPENDIX II - EMPLOYMENT/COMMERCIAL LAND - ELLIS SQUARE



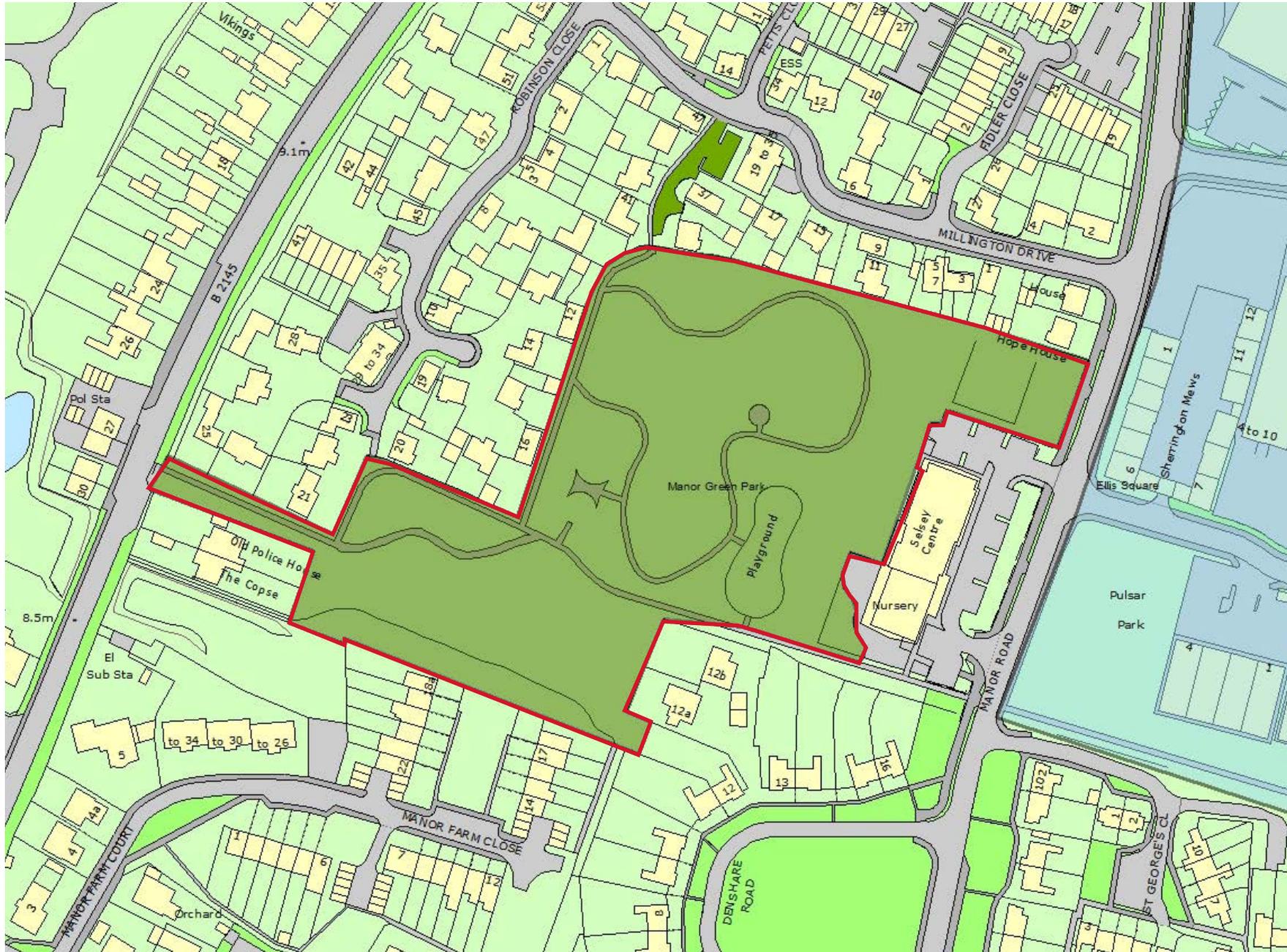
# APPENDIX III - GREEN SPACE DESIGNATION - HILLFIELD ROAD PARK



# GREEN SPACE DESIGNATION - THE RECREATION GROUND

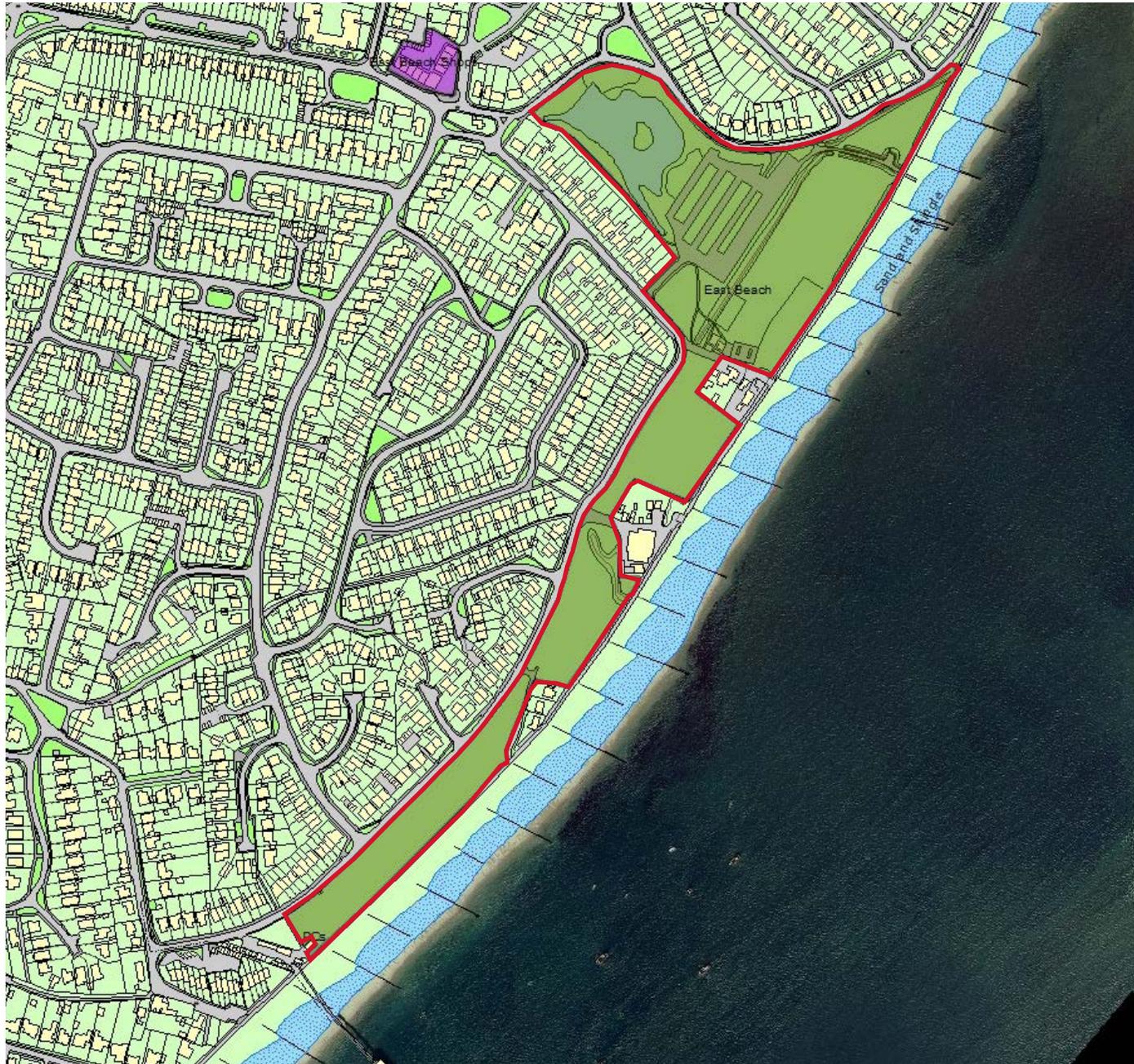


# GREEN SPACE DESIGNATION - MANOR GREEN PARK





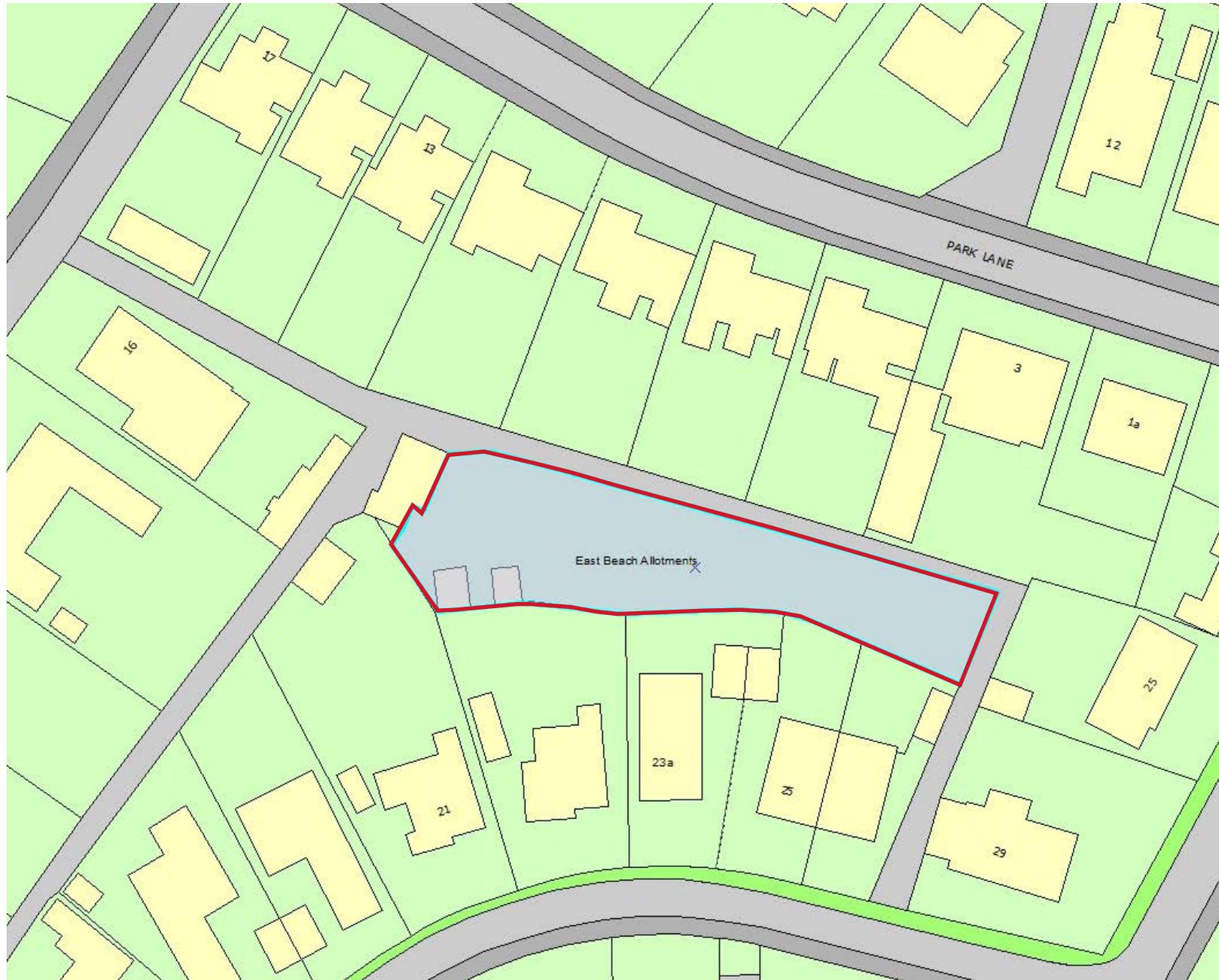
# GREEN SPACE DESIGNATION - EAST BEACH AMENITY AREA. LIFEBOAT GREEN, SELSEY



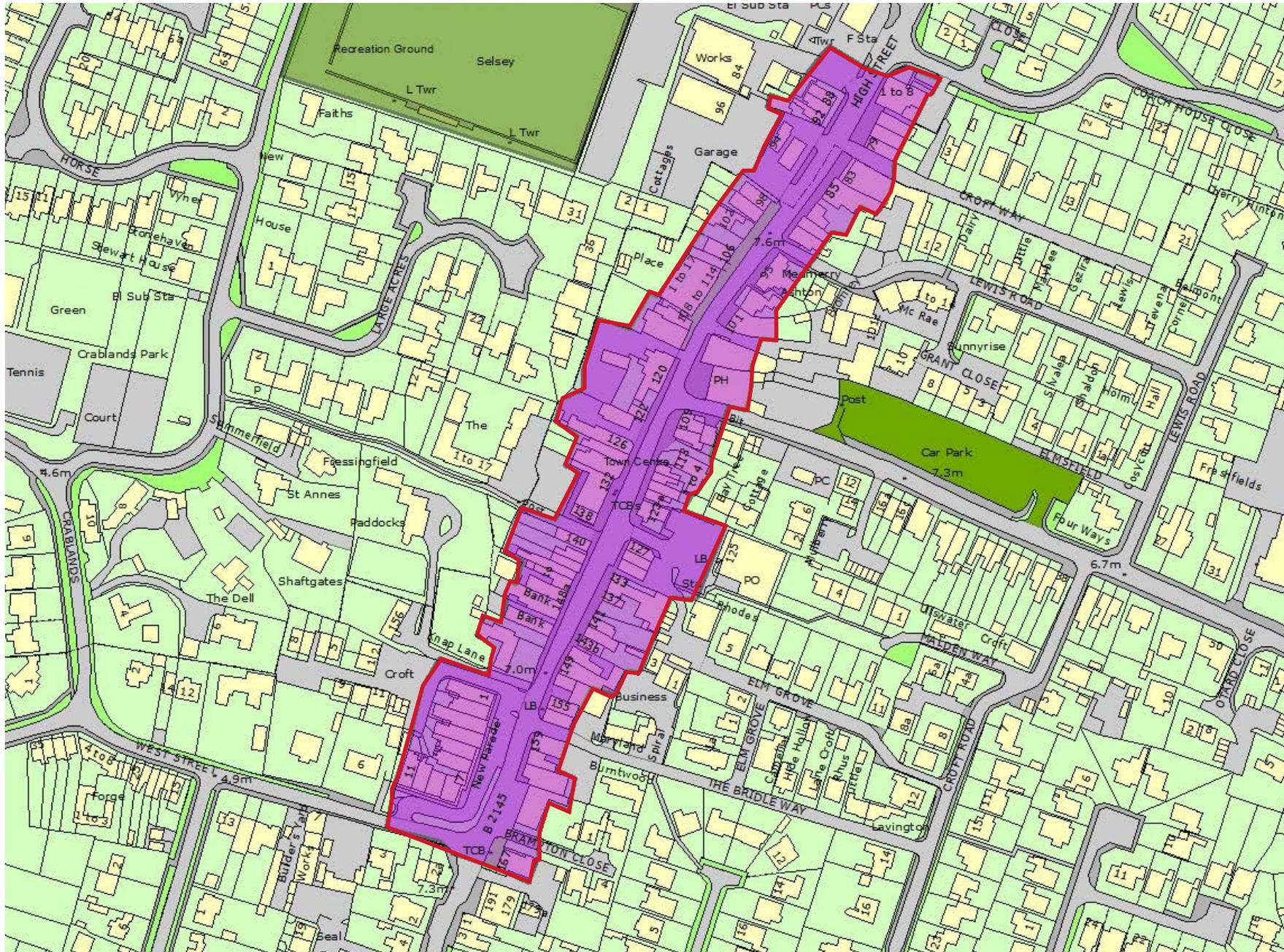
# GREEN SPACE DESIGNATION - SELSEY ALLOTMENTS - MILL LANE



## GREEN SPACE DESIGNATION - SELSEY ALLOTMENTS - PARK LANE



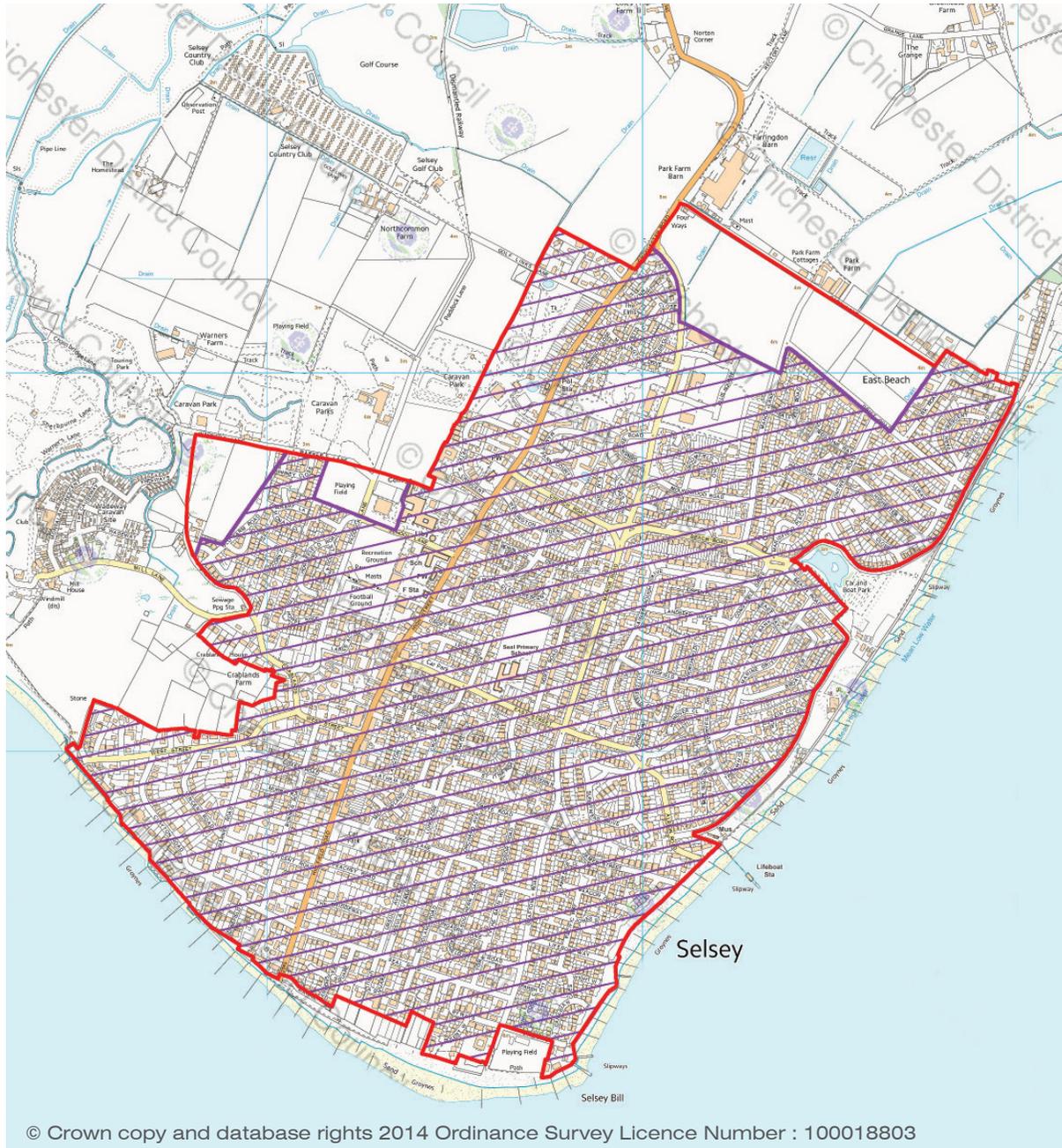
# APPENDIX IV - DESIGNATED RETAIL AREAS - SELSEY HIGH STREET



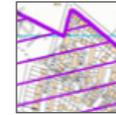
# DESIGNATED RETAIL AREAS - ORCHARD PARADE/EAST BEACH SHOPS



# APPENDIX V - SELSEY PARISH SETTLEMENT POLICY AREA



## LEGEND



Previous Settlement Policy Area



New Settlement Policy Area

## SUMMARY

In developing a Neighbourhood Plan we have identified sufficient space for Selsey to accept its share of the local plan housing need. We have identified currently undeveloped brownfield sites which could be put to better use, open spaces which avoid the need to develop greenfield sites and finally, as a last resort, greenfield sites. Combined, these would allow us to meet our requirements as set out in the Local Plan in the period to 2029. This was a prerequisite to the Neighbourhood Plan process and we feel the distribution of these houses and the identified sites offer the best option if Selsey is to meet its obligations as part of the wider area.

Having identified the sites, our focus has turned to the type of housing we desire, the unique constraints of developing in Selsey and the associated infrastructure required to support development on this scale. We believe this focus is necessary because it is the most significant aspect of our influence.

- **We have to accept housing for our Neighbourhood Plan to be adopted**
- **We want to continue to evolve as a town**
- **We are happy to accept more housing – Selsey is a lovely place to live, we should be willing to share that**
- **We no longer want housing forced upon us**
- **We want to determine when, where and what that housing looks like**

As well as working with developers, we will also seek to deliver housing in the town using other instruments available to us under planning policy. This may be in conjunction with RSLs and housing associations or may use the Community Right To Build option granted under the NPPF. The right to build would allow the community to use land in its ownership for housing in line with the Neighbourhood Plan. This would apply to Town Council land under current ownership or any land/buildings the Town Council may choose to acquire or which come into its possession.

## USEFUL ONLINE REFERENCES

1. CHICHESTER DISTRICT COUNCIL LOCAL PLAN - <http://www.chichester.gov.uk> > ... > Local Plan (emerging)
2. CABE - BUILDING FOR LIFE 12 - <http://www.designcouncil.org.uk/Documents/Documents/OurWork/CABE/Building%20for%20Life/Building%20for%20Life%2012.pdf>
3. CABE - SPACE SHAPERS - <http://www.designcouncil.org.uk/Documents/Documents/OurWork/CABE/>
4. GREENWORKS - <http://www.greenworks.co.uk>
5. ENERGY SAVING TRUST - <http://www.energysavingtrust.org.uk>
6. PILKINGTON ENERGIKARE [www.pilkington.com/en-gb/uk/redirects/pilkington-energikare](http://www.pilkington.com/en-gb/uk/redirects/pilkington-energikare)
7. REDLAND SOLAR TILES [www.myredlandroof.co.uk/.../redland-solar-pv-tile-powers-new-home](http://www.myredlandroof.co.uk/.../redland-solar-pv-tile-powers-new-home)
8. UK NATIONAL FLOOD FORUM [www.floodforum.org.uk](http://www.floodforum.org.uk)
9. UK ENERGYWISE [www.energywiseuk.co.uk](http://www.energywiseuk.co.uk)
10. BREEAM [www.breeam.org](http://www.breeam.org)
11. GREENSPEC [www.greenspec.co.uk](http://www.greenspec.co.uk)

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