



SELSEY NEIGHBOURHOOD PLAN 2017

ANNEX A – HISTORY, DESIGN AND GUIDANCE – BACKGROUND EVIDENCE

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INTRODUCTION

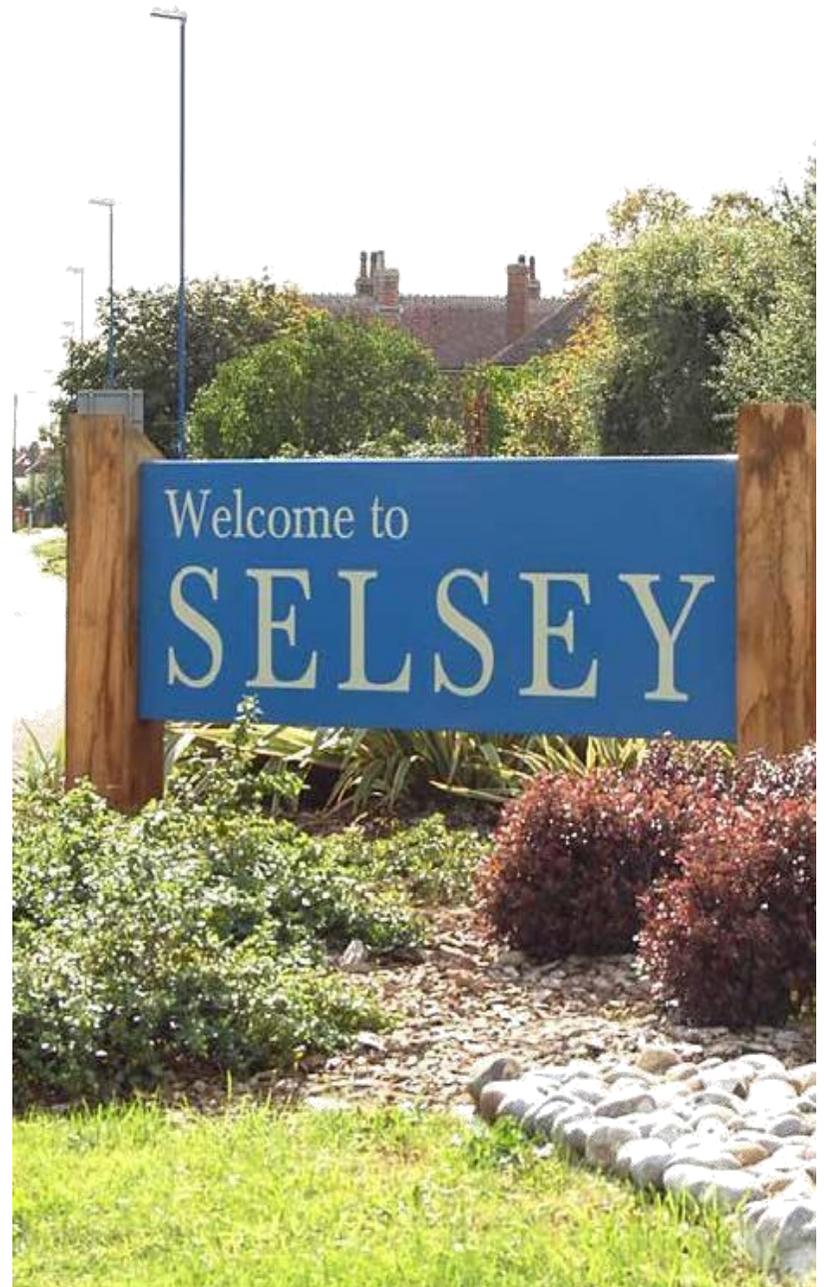
The Localism Bill introduced by Eric Pickles MP in 2011 devolved powers previously held by central government to local authorities.

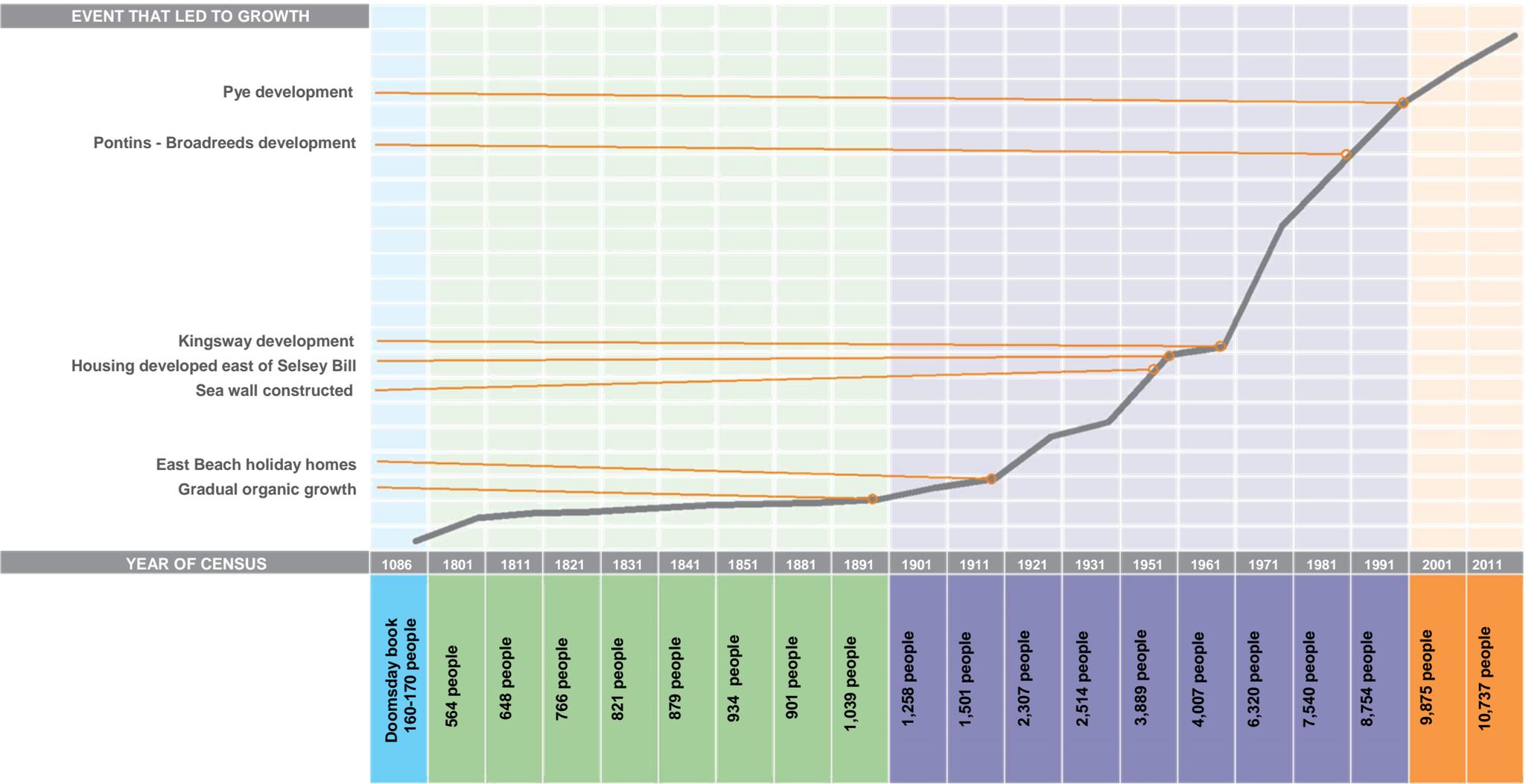
Local communities now have a greater influence over the way their neighbourhoods are developed, placing community need at its heart, along with co-operation with developers and local authorities.

In addition to a number of policy changes, one of the most significant is the way the National Planning Policy Framework (NPPF) is applied through the involvement of local communities and a presumption in favour of sustainable developments in line with community need. The removal of the regional tier with the abolition of regional spatial strategies (RSS), local planning policy has become essential. Communities defined by parish or geography have been encouraged to develop their own neighbourhood plans, to provide an informed and contextual framework to determine future development, whilst conforming to strategic and local policies.

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.

The 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.







SELSEY NEIGHBOURHOOD PLAN - 2017

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 (2014-29), which has identified a minimum of 150 homes to be built in that period for the Selsey area. 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.

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 (2017), an end point (2029) and the transitional period, and use this to create a series of policies 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 could it look like in 2029 if the Neighbourhood 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 significantly in excess of the 150 units required by the Chichester Local Plan –

up to 249 units.

Any new housing should have been built to a local design code and will seek to exploit the town's position and reflect its historical design code. The design code 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 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 could include the refurbishment of the Selsey Pavilion, an educational yet entertaining solar and stellar observatory with auditorium, and pop-up facilities for short-term events around East Beach and the High Street.

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 could 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 second hand shops, but we accept that 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 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 be 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.



ENVIRONMENT 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. In mid-2013 the Medmerry managed realignment scheme was completed. This has created 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 has created new coastal salt-marsh and mud-fat habitats needed to replace losses across the Solent. This newly created harbour will be developed as a nature reserve and is 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 no date has been announced for the implementation. The impact of the 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

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

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 overarching aim of 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, 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.

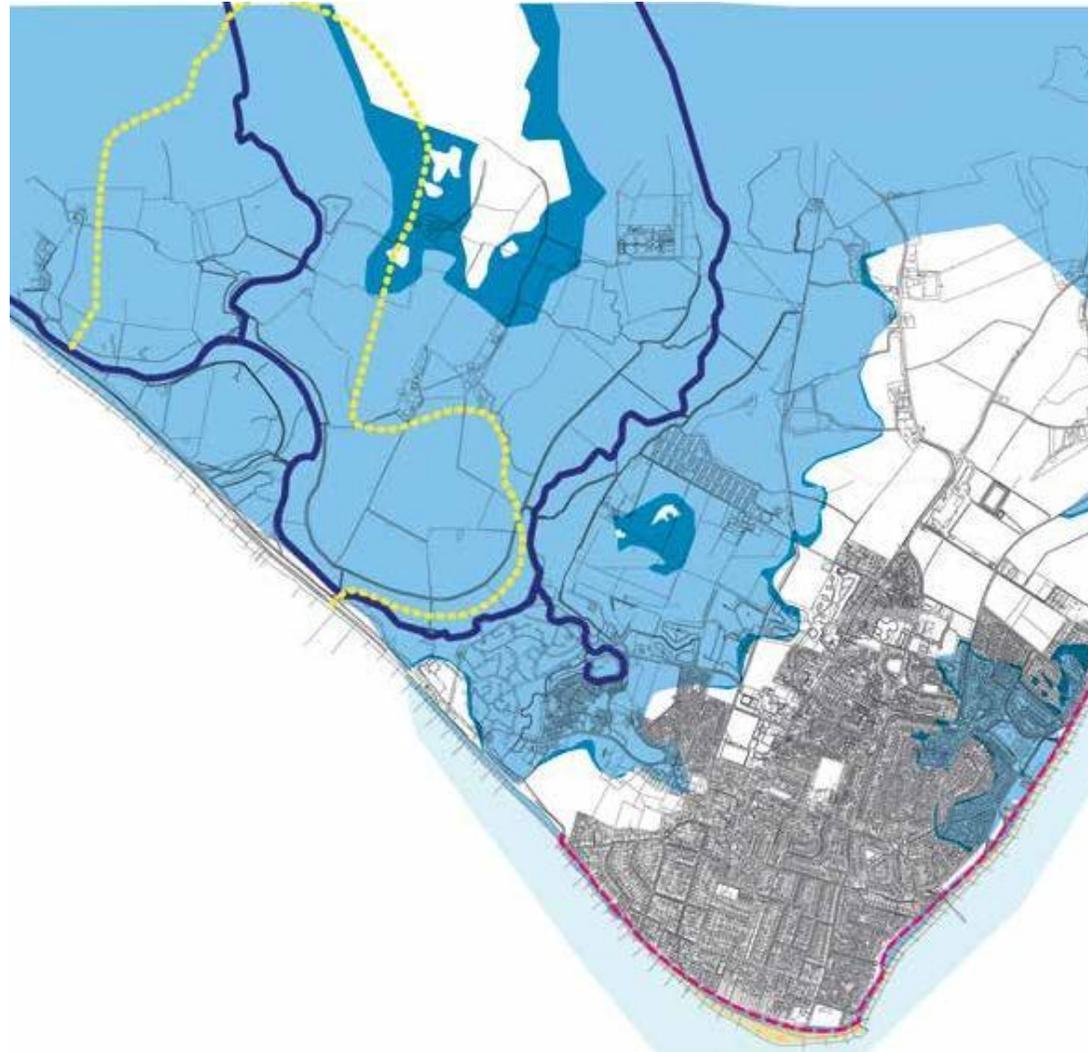
It is therefore vital that the broad interpretation of sustainability is applied to any future development as follows: **sustainable environment, sustainable economy, and sustainable society.**

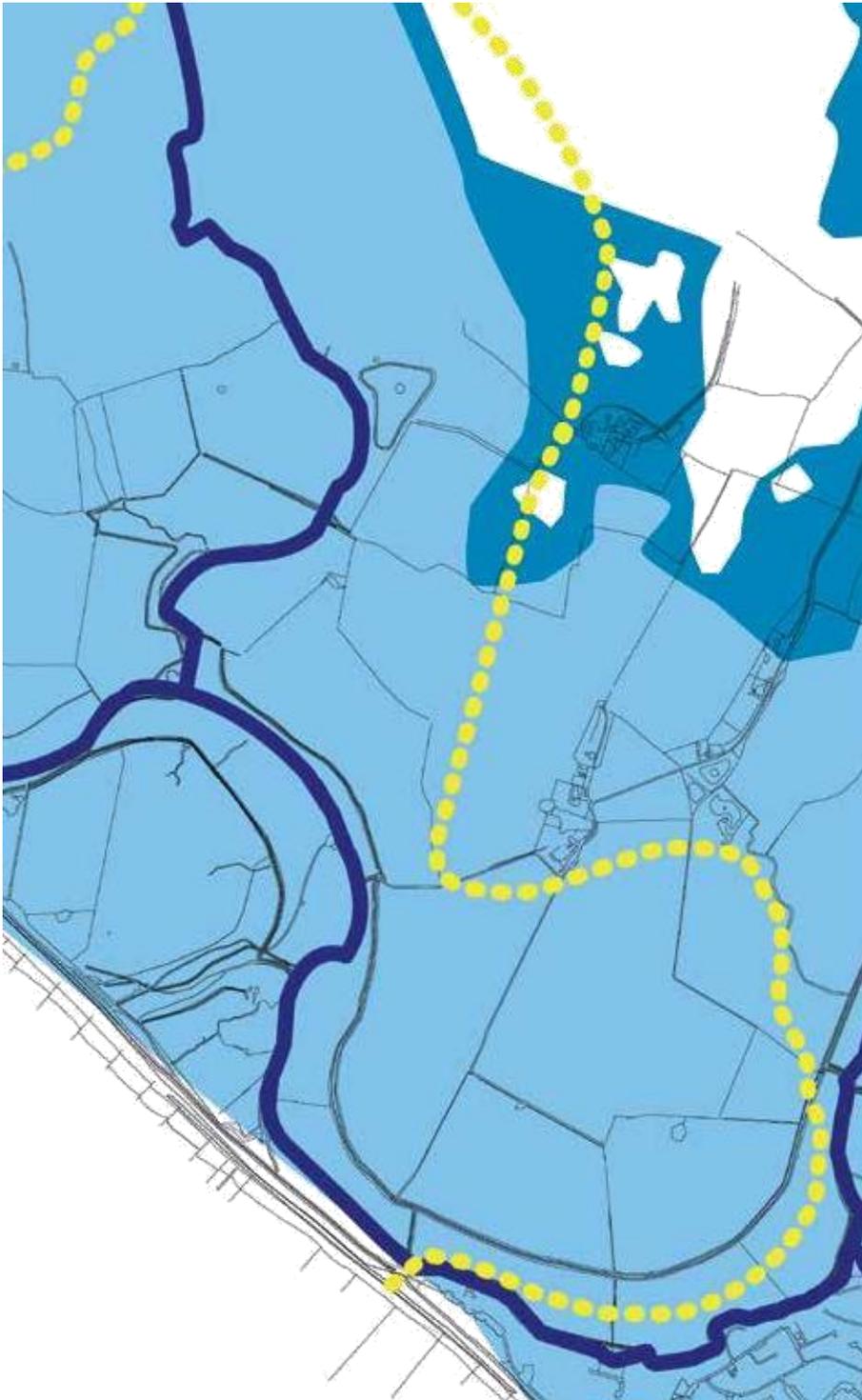


SUSTAINABLE ENVIRONMENT - CLIMATE

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.





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, non-polluting energy. Selsey also has high levels of sunlight. So instead of developing solar arrays on high-quality agricultural land, it should be encouraged for every roof to be fitted 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 will be encouraged 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 will be encouraged to be built in accordance with the design guidance in this document. 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 public consultation to the previous Neighbourhood Plan:

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 (e.g..... 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 CO₂ 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 encouraged 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 unfeasible, developers will be encouraged to consider connection to these networks in the future.



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 we should aim to 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 should support 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 should continue to support the provision of 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.

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 Highways England. 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.

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:

- 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 non-viable. 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 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 an 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.



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 completed, the Medmerry scheme will deliver a physical walking link from Pagham Nature Reserve to Medmerry enhancing 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 should continue to be protected. 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, the protection and promotion of valuable employment land/space should be encouraged.



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 one doctors' practice 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 Lapwing 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 March 2017, there were 163 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.

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.

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 providing 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. After a public consultation the mobile waste collection and recycling service has been revised to a bi-weekly service.

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 populous. 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, there is no easily identifiable single overarching architectural character or vernacular style. However, there are many instances where the local vernacular is relevant and where opportunities arise this should be taken into account. 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 are encouraged to 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 are encouraged to 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. Developers are encouraged to use triple-glazed units with heat-reflective glass. New development is encouraged to exceed the minimum national standards of the day, 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, new development is encouraged to 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. It is desirable that all garages are wide enough to open the car doors when in the garage.
8. It is accepted that land is expensive. In an effort to save energy consumption new residential development is encouraged to be built with a garden large enough for a shed and a rotary clothesline with room to operate in a reasonable wind.
9. To ensure that living spaces in adjacent properties do not overlook each other, careful layout of a larger development (where the number of units means they are facing each other) is encouraged.
10. All developments are encouraged to make full use of their position and outlook. Developments need to 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 need to be carefully 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 could 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 are encouraged to include lay-bys in the verges for visitors to park off-road. To prevent parking on the grass verges, systems used to break up the road edge are encouraged.
13. To create an attractive environment with visual interest, developments could 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 GUIDANCE

Positioning/Location/Layout

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

Whether coastal or rural, any new developments are encouraged to consider views from the site. New developments immediately on the coastline could 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 are encourage to 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 could also be given due consideration to ensure there is adequate external space. Households are encouraged to 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 could 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 could 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.

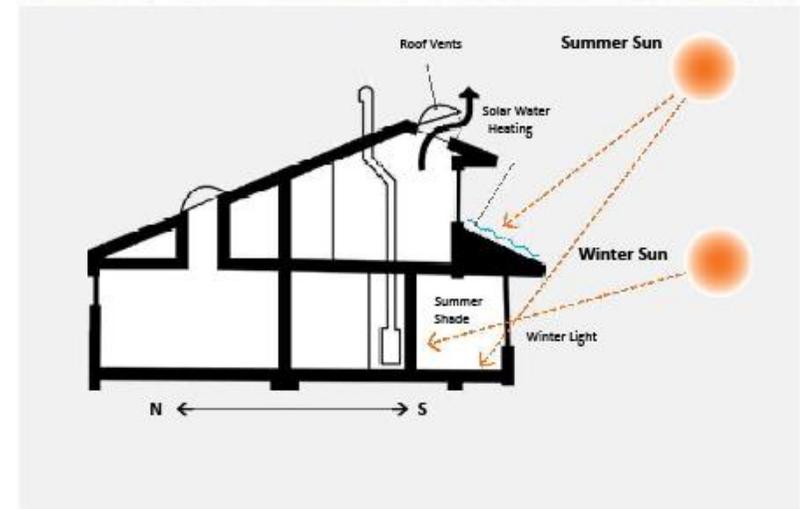
Integrating the different systems to manage the energy consumption of a development during initial design and construction is preferable to using products fitted after construction. This will provide greater levels of systems integration, achieve better design standards and be more attractive to the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

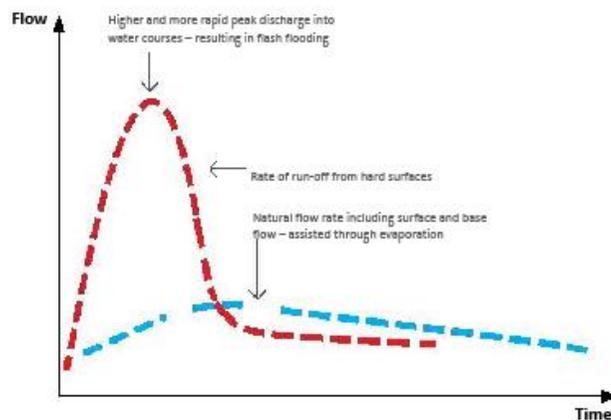
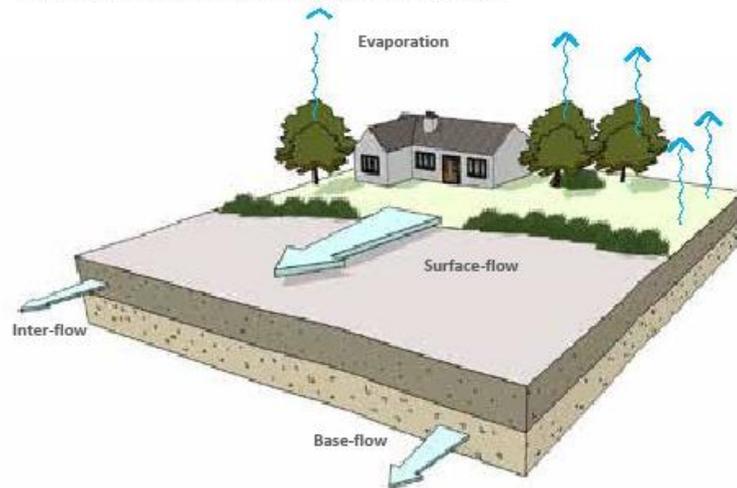
Whilst there is a global imperative to be environmentally responsible, on an individual level the economic benefit is likely to be the greater incentive. It is inevitable that energy costs will continue to rise. Energy efficiency will not only save money but will also contribute towards energy and environmental sustainability. Therefore, renewable energy systems should be viewed commercially by developers as an added value benefit to assist sales. They are encouraged to 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 GUIDANCE

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

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 it should be encouraged to be addressed at the design stage, if new developments are to be genuinely sustainable. Flood risk should 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 could mean developments actively mitigate known flood risk through sound planning, good design and preventative measures.

To that end, hard surfaces should be encouraged to 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 could 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 could 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 should be encouraged to consider the practical needs of building for the 21st century. Where this means building houses, external space should 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 could include grass verges to punctuate walkways. When trees are planted, indigenous species should be encouraged.

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.

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.

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

**BUILDING
FOR LIFE**

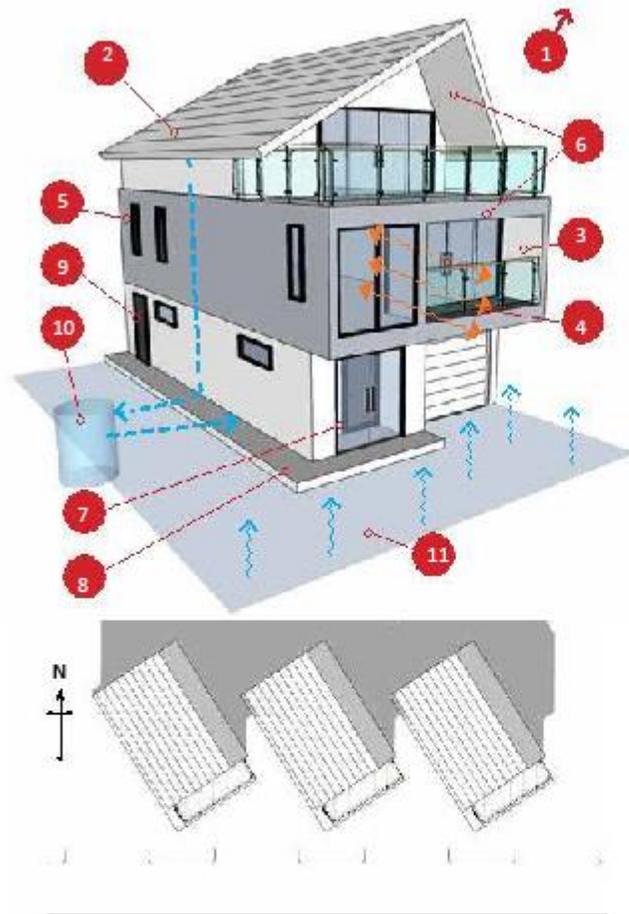
LOCAL DESIGN AND PLANNING GUIDANCE

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 should 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 proposed developments are encouraged to 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 should be encouraged to 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.

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 could 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 could 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.



1. Living accommodation on first floor
2. Private Side entrance – separate from work 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, food recovery and resistance, water efficiency etc.



Theoretical site plan, showing how work-live units could be integrated into a residential area.

LOCAL DESIGN AND PLANNING GUIDANCE

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.

- 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 GUIDANCE

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.



LOCAL DESIGN AND PLANNING GUIDANCE

Brownfield sites and windfall developments

As detailed in the Neighbourhood 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, no sites, sufficient to meet the requirements of the Chichester Local Plan, were identified and planning permission was granted to develop two greenfield sites, Drift Field and Park Farm to meet those requirements.

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 were 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 during the plan lifetime.

DESIGN AND PLANNING GUIDANCE

The Design and Planning Guidance seeks to assist developers in meeting the aspirations of the local community in aspects of 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.

NEIGHBOURHOOD PLAN - NON PLANNING OBJECTIVES

Overview

In addition to the planning guidance 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 encourage the provision of Key Worker housing within the Town.

The Town Council will support and encourage the provision and enhancement of facilities which take advantage of Selsey's natural environment and location.

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

PROJECTS	JUSTIFICATION/RATIONALE	DEVELOPMENT LEAD
Cinema	Lack of current facility and distance to nearest option	Sports Dream
Sports Dream - Football and Cricket Clubhouse	Local community requirements for better facilities	Sports Dream
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
B2145 Improvements - Bus and Tractor Pull off points	Only transport link to town	STC WSCC
B2145 Improvements - Ferry Bend improvements	Only transport link to town	STC WSCC
B2145 Improvements – Commuting Cycle Path to Chichester/Pagham	Only transport link to town	STC WSCC
Extension to Selsey Centre	Space required to support additional user groups	STC
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
Soft play Area/Indoor Play Area for Children	Local demand	STC
Hotel	Lack of current facility and distance to nearest option	Developer
Petrol Station	Lack of current facility and distance to nearest option	Developer
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

PROJECTS	JUSTIFICATION/RATIONALE	DEVELOPMENT LEAD
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
Development of Community Arts Centre	Helps define Selsey as an art/craft location	Arts Dream
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
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
Provision of post-16 education	Lack of current facility and distance to nearest option	STC WSCC Chichester College Academy
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

PROJECTS	JUSTIFICATION/RATIONALE	DEVELOPMENT LEAD
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
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 Regeneration Selsey Works

Notes

List compiled from feedback at neighbourhood plan consultation exercise and responses from Sports Dream, Selsey Information Exchange, Youth Dream and the Selsey Town Coordinator

Appendix II – CONSULTATIONS

The following historical consultations were referenced during the compilation of this Neighbourhood Plan:

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
Espace – 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 Business Plan 2016-2019	2016

USEFUL ONLINE REFERENCES

1. CHICHESTER LOCAL PLAN - <http://www.chichester.gov.uk/newlocalplan>
2. CABA - BUILDING FOR LIFE 12 - <http://www.designcouncil.org.uk/Documents/Documents/OurWork/CABA/Building%20for%20Life/Building%20for%20Life%2012.pdf>
3. CABA - SPACE SHAPERS - <http://www.designcouncil.org.uk/Documents/Documents/OurWork/CABA/>
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
7. REDLAND SOLAR TILES www.myredlandroof.co.uk/.../redland-solar-pv-tile-powers-new-home
8. UK NATIONAL FLOOD FORUM www.foodforum.org.uk
9. UK ENERGYWISE www.energywiseuk.co.uk
10. BREEAM www.breeam.org
11. GREENSPEC www.greenspec.co.uk

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