



# Chichester Local Plan Review 2035

Preferred Approach - December 2018



This is the next stage in the preparation of the Chichester Local Plan Review, for the Chichester plan area (outside the South Downs National Park). The consultation period for the Chichester Local Plan Review – Preferred Approach (Regulation 18 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012) will run from 13 December 2018 to 7 February 2019.

The Chichester Local Plan Review Preferred Approach 2016-2035 document has two parts:

Part 1 - the overall development strategy and relevant strategic policies to meet the future needs of the area; and

Part 2 – Development Management policies which provide the detailed policies to help guide development in general over the plan period.

In addition a separate document has been produced for consultation which shows proposed amendments to the policies map.

The Council needs to know whether you agree with the issues that have been identified in the Plan and whether the proposed policies set out an appropriate framework for guiding development over the plan period. If you disagree with the Council's proposals, please set out your reasons for doing so, along with the change(s) that you are seeking, to address your concerns. The comments received will be used to help further develop the Local Plan Review for the next stage.

In order to respond to the document please use the consultation website:

<http://www.chichester.gov.uk/localplanreview>

Alternatively you can:

Email: [planningpolicy@chichester.gov.uk](mailto:planningpolicy@chichester.gov.uk)

Post: Planning Policy, Chichester District Council, East Pallant House, Chichester, West Sussex PO19 1TY

If you have any further queries regarding issues raised in this document please contact the Planning Policy Team on 01243 785166 or email [planningpolicy@chichester.gov.uk](mailto:planningpolicy@chichester.gov.uk)

## What Happens Next

The Council will carefully consider all the responses received to this Local Plan Review: Preferred Approach consultation, and review and revise the draft policies and allocations accordingly.

The Council will then produce its Submission Local Plan (Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012) for submission of representations (for 6 weeks). That document will represent the policies and allocations the Council proposes to submit to the Secretary of State for independent examination.

All the comments received will be assembled and passed to an independent planning inspector appointed by the Secretary of State who will examine the Plan (together with a range of supporting documents). The inspector will consider the representations received by the Council to the Publication version of the Plan to inform his or her decision about whether the Plan can be adopted by the Council, or whether it must first be amended to make it 'sound' and to ensure it meets legal and national policy tests.

If any significant modifications are thought necessary by the inspector, these will also be the subject of further consultation.

## Data Protection

All documents will be held at the main office of Chichester District Council, and representations will be published online (with signatures, addresses and email addresses redacted). Your personal data will be stored as required in accordance with the Council's General Protection Policy which can be viewed here –

[www.chichester.gov.uk/dataprotectionandfreedomofinformation](http://www.chichester.gov.uk/dataprotectionandfreedomofinformation)

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# Introduction

**1.1** The current Chichester Local Plan: Key Policies was adopted in 2015. The Council is now required to produce a new local plan which will plan and manage development up to 2035. It does not include that part of the district within the South Downs National Park. A separate local plan covering the National Park has been prepared by the South Downs National Planning Authority.

**1.2** The Chichester Local Plan Review 2016-2035 (hereafter known as the Local Plan Review) will replace the policies in the current adopted Local Plan (adopted July 2015). Policies and sites allocated in the Site Allocation Development Plan Document (DPD) (2018) are not replaced by the Local Plan Review.

**1.3** Once adopted, the Local Plan Review will form part of the Development Plan for the area, together with the Site Allocations Development Plan Document (when adopted), the adopted Waste Local Plan and the Minerals Local Plan, both a West Sussex County Council responsibility, and Neighbourhood Plans, prepared by local communities.

## **Purpose of the Plan**

**1.4** The Local Plan Review will provide the broad policy framework and a long-term strategy to manage development, protect the environment, deliver infrastructure and promote sustainable communities within Chichester District, excluding the area within the South Downs National Park (see Map 2.1). The plan period extends to 2035. However, its effectiveness will be monitored through the yearly production of an Authority's Monitoring Report and it will be reviewed when necessary.

**1.5** This Plan seeks to balance the economic, social and environmental dimensions of sustainable development. It does this by:

- Identifying the amount of development needed;
- Identifying development opportunities and infrastructure required to support and foster business enterprises and entrepreneurship;
- Providing opportunities to create new dwellings and jobs for present and future generations, with accessible facilities that support the needs of strong, vibrant and healthy communities; and,
- Protecting and enhancing the unique and special qualities of our environment.

**1.6** The Local Plan Review document provides the main basis for making decisions on planning applications. It gives local communities, developers and investors greater certainty about the types of applications that are likely to be approved. When adopted, planning decisions must be made in accordance with the Local Plan Review, unless material considerations indicate otherwise.

**1.7** In addition, the Local Plan Review provides a framework within which people can decide how to shape their local neighbourhoods through community-led planning documents. Some communities have already embraced such opportunities in relation to the

previous Local Plan, preparing neighbourhood plans and village design statements. The Council will work with local communities as they continue to prepare such documents, including reviewing those plans and documents in the light of the new policies in this Plan.

**1.8** In addition to neighbourhood plans, the implementation of this Plan may require a number of future documents to be prepared including other development plan documents, supplementary planning documents, and masterplans. Such documents would provide greater detail on policies, development sites and delivery.

## How to use the Plan

**1.9** The plan area (Chichester District excluding the area within the South Downs National Park; see Map 2.1) has three distinct sub-areas:

- The East-West Corridor (Chichester City, east of the city, west of the city);
- The Manhood Peninsula; and
- The North of the Plan Area (the north east of the district and Hammer/Camelsdale).

**1.10** The plan provides a direction for development based on the characteristic of the areas.

**1.11** The local plan is split into two parts. **Part One** forms the strategic element of the plans, and includes:

- **The Spatial Portrait:** describes the key characteristics of the area and identifies the challenges and opportunities that the Plan seeks to address;
- **The Vision and Objectives:** based on the priorities in the Chichester District Sustainable Community Strategy, the vision describes the sort of place that the plan area should be by 2035. To help deliver this vision a suite of strategic objectives is identified. The Vision and Objectives also reflect the long term cross boundary Strategic Objectives and Spatial Priorities identified in the Coastal West Sussex and Greater Brighton Local Strategic Statement (LSS2) ;
- **Spatial Strategy:** outlines the broad approach that will be followed towards managing growth and change across the plan area;
- **Policies Map:** This sets out planning policy and strategy designations in the local plan;
- A suite of **Strategic Policies** providing a local planning framework to help achieve the vision and determine planning applications. These policies also set out the amount and distribution of new development that will take place and provide a framework for neighbourhood plans; and
- **Strategic Site Allocations** which set out the strategic development aspirations and location of development for housing and employment in line with the local plan strategy.

**1.12 Part Two** provides a suite of **Development Management Policies** which provide additional criteria and detail to help deliver the strategic policies and are a basis for the consideration of planning applications for development within the plan area;

# Introduction

**1.13 Appendices/Glossary:** These contain further background and explain technical terms and acronyms where these are not explained in the main body of the text itself. The appendices also include a monitoring and implementation framework which indicates how the plan will be monitored and kept under review.

**1.14** It is important to read the plan as a ‘whole’– i.e. with reference to all the policies that may be relevant. Policies should not be taken out of context and will not be applied in isolation.

## Policy Context

**1.15** The local plan has been prepared in accordance with national planning policy, background studies, appraisals, assessments and has regard to other plans and strategies where relevant.

## National Planning Policy

**1.16** The National Planning Policy Framework (NPPF) (July 2018) sets out the Government’s planning policies and how they should be applied. It emphasises the role of sustainability in guiding plans and policies, highlighting the importance of a plan-led system in delivering sustainable development. It sets out expectations for how local plans should be prepared, matters that should be addressed and the need to cooperate effectively across administrative boundaries. The importance of significantly boosting the supply of new dwellings is reiterated, whilst ensuring provision for other development needs including economic growth.

**1.17** The Planning Practice Guidance (PPG) supports the NPPF in providing further guidance on its implementation.

**1.18** The NPPF and other national planning guidance can be found on the Ministry for Housing, Communities and Local Government website:

[www.gov.uk/government/publications/national-planning-policy-framework--2](http://www.gov.uk/government/publications/national-planning-policy-framework--2)

## Relationship between Neighbourhood Plans and the Local Plan

**1.19** Having an up-to-date local plan strategy in place is essential for successful neighbourhood planning as it sets the context for development in the area. Whilst it is possible for a parish to prepare and adopt a neighbourhood plan prior to the adoption of this local plan, this is likely to result in the neighbourhood plan becoming out of date in relation to land supply if it does not allocate the minimum amount of development detailed in this Local Plan Review. There is also a risk that the Local Plan Review will change following consultation or during the examination process, making the neighbourhood plan out of date.

**1.20** Since October 2018 the Council has worked with communities to help deliver nine ‘made’ neighbourhood plans, which have identified specific housing sites to meet local needs together with policies to protect and enhance the environment in each locality.

Neighbourhood plans are required to be in conformity with an up to date adopted local plan. It may therefore be necessary for made neighbourhood plans in the Chichester Local Plan Area to be reviewed once this Local Plan Review is adopted.

**1.21** Where neighbourhood planning is undertaken before the local plan has been adopted, collaboration between the parish council and the District Council will be critical. The District Council will take an active role in advising and supporting the neighbourhood planning process by sharing evidence and information and ensuring the neighbourhood plan fits with the emerging strategic policies proposed in the Local Plan Review and complies with national planning policy.

**1.22** Each parish will be expected to ensure that its neighbourhood plan makes provision for the required number of dwellings assigned in this Plan, as a minimum.

**1.23** Parishes are encouraged to make an early start on their neighbourhood plans to enable development to come forward in the early years of the local plan to assist with housing delivery.

**1.24** When made, neighbourhood plans will form part of the Development Plan, along with the local plan and other development plan documents prepared by Chichester District Council and relevant Minerals and Waste Plans prepared by West Sussex County Council.

## **Duty to Co-operate**

**1.25** The Local Plan Review takes into account the implications of planning policies of neighbouring authorities as spatial planning issues are not constrained by local authority administrative boundaries. The Localism Act (2011) and Local Plan Regulations (2012) set out those bodies to which the Duty applies and the National Planning Policy Framework describes the issues that it should address.

**1.26** Significant cross boundary issues include, but not exclusively:

- The need, supply and distribution of new dwellings, jobs and retail floorspace;
- Environmental protection and enhancement of the landscape, habitat networks and dark skies (over the South Downs National Park and the Chichester Harbour AONB),
- The enhancement of green infrastructure and biodiversity offsetting; and
- Requirements and pressures for new and improved infrastructure, such as transport, communications and the needs of service providers (e.g. health facilities, police, fire service and schools).

**1.27** The Council has engaged constructively, actively and on an ongoing basis with other local authorities and organisations to address key strategic matters. Statements of Common Ground with relevant strategic policy-making authorities are currently being prepared and will be made available for review on the Council's website. These statements will be kept under

# Introduction

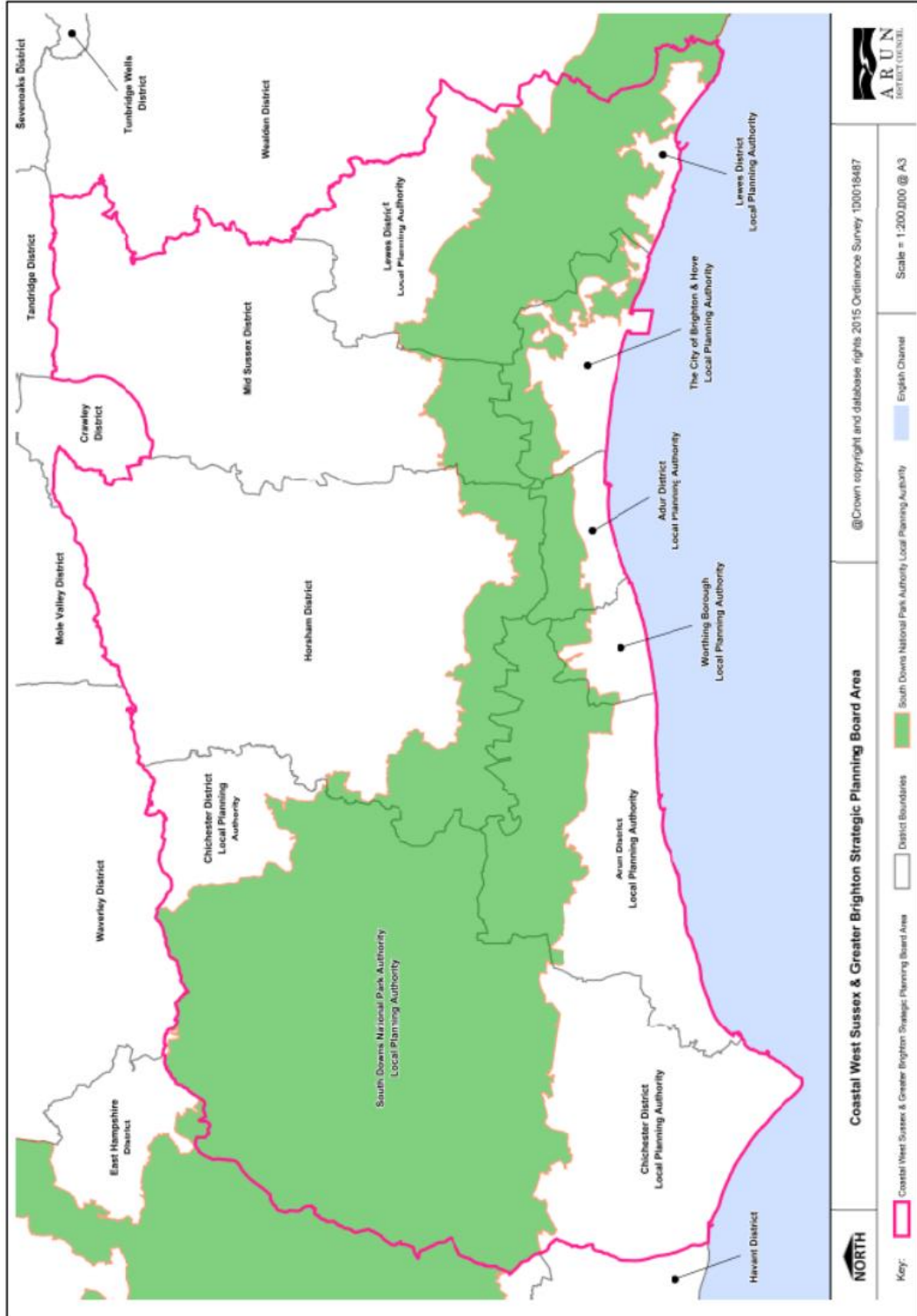
review and updated with progress made on addressing identified key issues, along with any new evidence available.

**1.28** The West Sussex and Greater Brighton Strategic Planning Board comprises representatives of local planning authorities across West Sussex (Adur, Arun, Chichester, Crawley, Horsham, Mid Sussex and Worthing) with West Sussex County Council, Brighton and Hove City Council, Lewes, and the South Downs National Park Authority. It seeks to identify those spatial planning issues that impact across the wider area and agree strategic priorities and policies to guide longer term strategic growth in a coordinated and well considered matter.

**1.29** The Strategic Planning Board has currently identified 4 Strategic Objectives and 9 Spatial Priorities. These are set out in Local Strategic Statement 2 ([LSS2](#)) agreed in January 2016 which covers the period from 2015-2031. Work has recently been commissioned to begin preparing the evidence base for the next Local Strategic Statement (LSS3) to cover the period 2030-2050. This includes a study of projected housing and employment needs, transport impact, infrastructure needs and spatial options to deliver the development needs and infrastructure. Working together in this way recognises that planning issues do not stop at planning authority boundaries - the new LSS will help the authorities to address wider issues effectively and to demonstrate that they have fulfilled the requirements of the NPPF and Duty to Cooperate. This Council is in any case engaging effectively with neighbouring authorities on an ongoing basis on cross-boundary issues. Statements of Common Ground with such authorities will be placed on the Council's website.

**1.30** Effective and on-going collaboration with other local planning authorities and statutory bodies (including Highways England, the Environment Agency, Natural England, Historic England, Southern Water and the Chichester Harbour Conservancy) is addressing key strategic and cross-boundary issues. Examples of effective outcomes include ongoing discussion on how to protect heritage assets; joint solutions to wastewater issues; agreement on transport modelling and highway solutions; and agreement of mitigation measures to address the impacts of recreational disturbance on birds within the Solent.

Map 1.1 West Sussex & Greater Brighton Strategic Planning Board



# Introduction

## South Downs National Park

**1.31** The Chichester Local Plan: Key Policies excludes the area within the South Downs National Park (see Map 2.1). As the South Downs National Park Authority is a local planning authority, it is producing a local plan for its area, which is expected to be adopted in 2019.

**1.32** For more information on the South Downs National Park Local Plan, go to [www.southdowns.gov.uk/planning](http://www.southdowns.gov.uk/planning).

## West Sussex County Council

**1.33** West Sussex County Council is responsible for preparing statutory land use plans for minerals and waste. The West Sussex Waste Local Plan was adopted in 2014. The West Sussex County Council and South Downs National Park Authority Joint Minerals Local Plan was adopted in July 2018. All development within a West Sussex Minerals Consultation Area must be considered against the latest Minerals Consultation Area guidance and policy produced by West Sussex County Council, available at West Sussex County Council and shown on the Chichester interactive policies map.

**1.34** West Sussex County Council is also responsible for all roads and transport planning in West Sussex except the A27 and M23/A23 (motorways and trunk roads), which are the responsibility of Highways England.

## How the Plan has developed

**1.35** This local plan is informed by the Council's strategic visions and plans including the Corporate Plan, the Chichester Sustainable Community Strategy, the Chichester Vision, the Economic Strategy and the Housing Strategy.

**1.36** An essential part of the process to date has been community engagement. The Council's approach to involving local communities and stakeholders in formulating the Local Plan Review is set out within the Statement of Community Involvement (SCI). The Statement of Consultation sets out the key stages and outputs as the Plan has been prepared.

**1.37** The Council commenced the background work necessary to inform this local plan in 2016. Since this time a substantial amount of information has been gathered, most of which is original research commissioned by the Council. The majority of this information, the evidence base, can be accessed on the Council's website or viewed at the Council Offices. The evidence base has been used to help identify the issues facing the plan area, and to help and test various options for dealing with them.

**1.38** Consultation on an Issues and Options document was carried out between June and August 2017. This took the form of a questionnaire, seeking views on future development, including preferred housing locations and distribution throughout the plan area, employment land allocations and transport and access strategy. The highest frequency of comments related to strategic development locations and concerns about infrastructure, particularly the



A27. Responses from this consultation were used to inform draft strategic policies and land allocations in the Preferred Approach Plan.

**1.39** The Plan has been subject to a Sustainability Appraisal (SA) which is integral to each stage of the plan making process. The SA assesses the impact of the Local Plan Review's objectives, policies and sites having regard to social, environmental and economic factors and helps to ensure that the local plan accords with the principles of sustainable development. The Local Plan Review is also supported by a number of assessments that form part of the continual review process, which include the Strategic Environmental Assessment; Habitats Regulations Assessments; and Equality Impact Assessments to evaluate the sustainability of the proposed strategy, policies and proposals.

**1.40** Within the plan area there are a number of internationally important sites designated for their ecological status. These include Special Protection Areas (SPAs), and Special Areas of Conservation (SACs), which are classified under the Council Directive 79/409/EEC on the conservation of wild birds (the 'Birds Directive'). Government policy states that proposals affecting potential SPAs, candidate SACs and sites which support internationally important wetland habitats under the Ramsar Convention should be considered in the same way as designated SACs and classified SPAs with respect to the Habitat Regulations. In addition, the recently completed Medmerry realignment will in due course be considered for designation as an SPA to reflect its ecological status.

**1.41** As required by the Habitat Regulations, a Habitats Regulations Assessment (HRA) has been undertaken to ensure that the proposals in the Local Plan Review do not have a negative impact on any existing sites, or where they do, that mitigation measures are identified. The recommendations arising from the HRA will be incorporated, where appropriate, into the development of the Local Plan Review as it progresses.

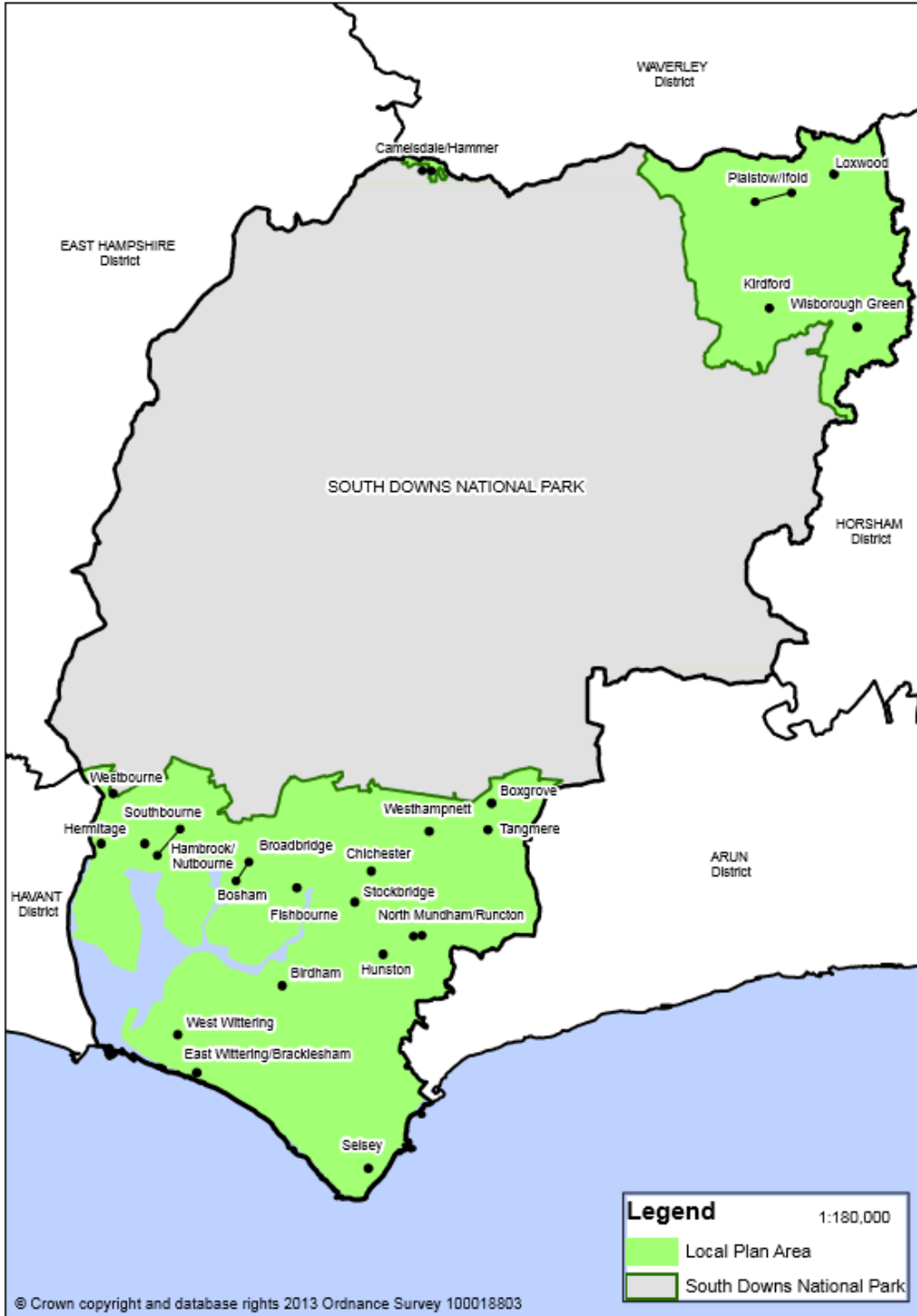
**1.42** Testing the local plan to ensure that it meets the needs of all members of the community is also a key requirement. Undertaking Equality Impact Assessments allows the Council to identify any potential discrimination caused by its policies or the way in which it works and take steps to avoid these impacts. This will be prepared at the next iteration of the Local Plan Review.

## **Policies Map**

**1.43** A set of maps showing the proposed changes between this Plan and the existing policies map will be made available. The policies map identifies all the site allocations and designations that are relevant to the determination of planning applications. It also shows planning constraints, for example environmental designations and conservation areas. It will be updated upon the adoption of this Plan to reflect the proposed changes.

**1.44** Where a neighbourhood plan is 'made' the policies are also shown on the policies map.

### Map 2.1 Local Plan Area



Chichester District Council Chichester Local Plan Review 2016-2035: Preferred Approach

## Characteristics of the Plan Area – A Spatial Portrait<sup>(1)</sup>

**2.1** Chichester District covers an area of almost 800 km<sup>2</sup>, stretching from the south coast to the southern border of Waverley and East Hampshire in the north; and from Havant in the west to Arun and Horsham in the east. Over two-thirds of the district lies within the South Downs National Park. There are 33 parish councils located within the local plan area, including six parishes which are also partly located within the South Downs National Park.

**2.2** The plan area is split in to three areas, each with different characteristics, landscapes and access to services:

- The East-West Corridor, running across the width of the plan area, is varied in landscape with the inclusion of both larger settlements (including the city) and rural villages. It has the best transport connections and access to facilities in the plan area with the A27 and railway running throughout.
- The Manhood Peninsula, located in the south of the plan area, is rich in coastal landscapes with the majority of the area covered by environmental designations. It also includes some of the plan area's larger settlements which rely heavily on limited road accessibility to the north towards Chichester City.
- The North of the Plan Area is primarily rural in character with diverse landscapes, rich cultural and heritage assets and a number of dispersed settlements, some of which are relatively isolated and served by narrow lanes with limited public transport.

**2.3** The cathedral city of Chichester is the main settlement with a population of around 28,500<sup>(2)</sup>, and is the main location for the provision of higher education and shopping facilities. The city is renowned for its cathedral, its historic heritage and university and is the largest centre of employment in the plan area.

**2.4** Outside of Chichester City, the plan area has four other significant settlements that accommodate a range of facilities and services:

- East Wittering and Bracklesham Parish has a population of around 5,200<sup>(2)</sup>. Nearby beaches, especially those of West Wittering, are amongst the best in the south east, making them an extremely popular attraction for residents and holiday makers.
- Selsey, at the tip of the Manhood Peninsula, is a town with a population of around 10,575<sup>(2)</sup>. With one of the largest caravan parks in Europe, the population of the town more than doubles during the holiday season. It is also a focus for commercial activities such as horticulture, fishing and other marine related businesses.
- Southbourne, to the west of Chichester, has a population of around 7,500<sup>(2)</sup> and has links to the nearby towns of Havant and Emsworth. Southbourne has a number of employment

<sup>1</sup> Where information is not available at plan area scale, district-wide information is referred to  
<sup>2</sup> ONS Mid-Year Ward Population Estimates 2016

# Characteristics of the Plan Area

opportunities, a railway station, and a secondary school with a relatively modern leisure facility. The community facilities are dispersed throughout the settlement.

- Tangmere, to the east of Chichester City, is a settlement of some 2,700<sup>(2)</sup> people. It hosts a number of local businesses, and has some dispersed community facilities including shops and a medical centre. However, it currently lacks many of the amenities and services normally associated with a settlement of its size.

**2.5** The A27 runs east-west through the plan area, connecting the area to Portsmouth and Southampton to the west, and eastwards to Worthing, Brighton and Eastbourne. There are also rail links along the south coast and to London from Chichester City. North-south transport links are comparatively poorer in quality, and rural communities in the North of the plan area are fairly isolated.

## Social Characteristics

**2.6** The total population of Chichester District is 120, 200<sup>(3)</sup>, a growth of 17.36% since 1995, with average annual growth of 0.75%.

**2.7** The percentage of the working age population (16-64) is below the national level of 63.1% at 56.27%. This is in contrast to those over the age of 65 at 27.01% compared to the national level of 18%.

**2.8** By 2035, those of working age are expected to account for only half of Chichester District's total population<sup>(4)</sup>, whilst the number of people aged 65 and over is expected to account for 35%. An ageing population of this scale presents challenges for health and caring services, particularly in rural areas where access to transport, services and everyday activities is difficult. It also presents challenges in terms of service provision, particularly for high cost intensive services such as those related to primary health care.

**2.9** The special qualities of the area offer a good quality of life, which creates a high demand for housing. This demand has caused a widening gulf between local incomes and house prices<sup>(5)</sup>. Whilst this affordability gap can be addressed in part by economic processes, the need to provide affordable housing remains a priority for the Council. There is a lack of opportunity for young people to move in to, or remain in, the plan area because the housing stock is dominated by larger, more expensive properties, especially in relation to other parts of Coastal West Sussex and Hampshire. The amount of detached housing is above average, in particular outside of Chichester City.

**2.10** Ethnic minorities make up 7% of the total population of the district. This is lower than county (11.1%), regional (14.8%) and national (20.2%) averages.

3 ONS Mid-Year Population Estimates, 2017  
4 West Sussex Population Forecasts 2018  
5 HEDNA 2018

**2.11** Residents of the district have a good life expectancy, for males, this is 81.1 years and 85 years for females. This is in line with South East averages and slightly higher than the national averages<sup>(6)</sup>.

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

## **Economic Characteristics**

**2.13** The largest employment sectors in the plan area are retail, public administration (due to the presence of the District and County Councils in Chichester City), education (in particular the University of Chichester and Chichester College), horticulture and health. Higher value jobs which provide an opportunity to improve the productivity of the local economy are focused on advanced manufacturing and engineering; construction and civil engineering; and finance, insurance and business services.

**2.14** An objective of the Council is to foster a qualified and highly skilled workforce by improving opportunities for unemployed persons; working with the third sector and community based organisations; and supporting stronger links between the University, the College and businesses.

**2.15** The University of Chichester has two campuses; one in Chichester and the other in Bognor Regis (within Arun District). The University makes a valuable contribution as an educational institution and employer, and helps brand Chichester as a 'university city'. It is one of the largest employers in the city, providing around 1,000 jobs (direct and indirect) and contributing over £109m to the local economy<sup>(6)</sup>. It has some 4,600 full-time students plus 1,000 part-time students, with approximately 80 EU/international students<sup>(7)</sup>. The University is a top performer in terms of employability and retention rates, with nearly 93% of its students employed or in further study six months after graduating<sup>(8)</sup>.

**2.16** The proportion of people in the district aged between 16 – 64 years with a level 4 qualification (degree level or above) is 39.3%. That is higher than the South East (33.2%) and in line with National (37.9%) figures<sup>(6)</sup>.

**2.17** There are four institutions in the plan area that offer further education for 16-18 year olds: Bishop Luffa Church of England School; Chichester High School, Chichester Free School and Chichester College. Chichester College is the largest further education institution in West Sussex.

**2.18** There are a few large employers in the plan area (employing over 250 staff), particularly in Chichester City, but in general the local economy is based around micro (employing up to 9 staff), and small (employing between 10 and 50 staff) to medium

6 West Sussex County Council Life 2017-19

7 University: DTZ/EGi 2013

8 University of Chichester

# Characteristics of the Plan Area

(employing between 50-250 staff) sized businesses with high levels of self-employment. The majority of existing employment and business space is focused around Chichester City and the A27 corridor. This area benefits from good access to the main road and rail network and offers the best potential for attracting inward investment. However, there is also a need to support and diversify economic activity in the rural parts of the plan area, particularly on the Manhood Peninsula.

**2.19** The employment rate of 16-64 year olds is slightly higher than the national average of 74.4% at 79.2%, however the proportion of people in part time employment is above both South East and National averages<sup>(6)</sup>.

**2.20** Due to the combination of climate, soil quality and high light levels which prolong the growing season, the district's horticultural industry is amongst the largest producer of salad crops in the country and supplies much of the South East region. Major growers have established large scale glasshouse sites, which are mainly concentrated on the Manhood Peninsula and along the East-West Corridor. In the Chichester and Arun coastal plain, horticultural production has a retail value of over £1 billion and employs over 7,500 permanent and seasonal workers<sup>(9)</sup>.

**2.21** The visitor economy, including hotels, catering, campsites and other tourist facilities, is a significant employment sector. The district's scenic beauty, beaches, heritage sites, arts and crafts, festivals, museums and galleries and organisations in film, photography and new media, all have the quality and capacity to attract significant levels of visitors. Chichester Festival Theatre is the most influential regional theatre in Britain. It brings over £13 million into the local economy, through primary and secondary spend by the theatre and its summer season audience<sup>(10)</sup>. Outside of the city there are a number of other heritage attractions and events such as Goodwood, which also bring in visitors and generate income.

## Environmental Characteristics

**2.22** Chichester District has a rich and varied natural, historic and built environment, stretching from the lowland marsh and creeks associated with Chichester Harbour and Pagham Harbour, across the coastal plain to the South Downs National Park, and the Weald further north.

**2.23** In the North of the plan area, the "Low Weald" landscape is characterised by a mix of pasture and medium to small scale arable fields. Further south, the Downland footslopes feature semi-open, large scale, arable fields and paddocks. The extensive coastline, which forms the southern border of the plan area, varies in character, with shingle ridges, sandy beaches, and a variety of wetlands, salt marsh and harbours, including the Chichester Harbour Area of Outstanding Natural Beauty. The coastal and harbour areas are important for biodiversity, recreation and tourism.

9 HEDNA 2017

10 The Chichester Festival Theatre Economic Impact Study 2010 Final Report, commissioned by the Chichester Festival Theatre from the Centre for Local and Regional Economic Analysis at the University of Portsmouth

**2.24** The plan area has internationally designated habitats: Special Protection Areas, Special Areas of Conservation, and Ramsar sites and nationally designated Sites of Special Scientific Interest. There are also various local designations for biodiversity, heritage and landscape, such as Sites of Nature Conservation Importance, and National and Local Nature Reserves, as well as a number of Regionally Important Geological/Geomorphological sites – a local designation to protect geology.

**2.25** The UK's largest exposed-coast Managed Realignment Scheme is at Medmerry in the low-lying coastal plain between Selsey and Bracklesham. The scheme is managed by the RSPB as compensatory habitat for losses elsewhere in the Solent, and is internationally protected along with Chichester and Langstone Harbours and Pagham Harbour, which together provide one of the largest protected wetland sites in the UK.

**2.26** Former gravel pits, canals, river corridors and ponds are also important wildlife habitats as well as a resource for leisure and recreation.

**2.27** The district is distinctive by virtue of the very high quality and value of its historic environment which play an important role in defining the character of the area. In addition to statutorily designated areas, there is a rich and diverse heritage of townscapes and landscapes. The key features of Chichester's historic environment are outlined below:

- **Archaeology** – the district, as a whole, contains over 200 scheduled ancient monuments, and 580 archaeological priority areas (437 of these are in, or partially in, the National Park).
- **Buildings** – there are over 3,200 listed buildings in the district, as well as a number of buildings which are identified as of “local importance”. These include positive buildings, locally listed buildings and non-designated buildings identified as ‘heritage assets’ through the planning process.
- **Landscapes** – the district has 86 conservation areas (of which 61 are in the National Park and 2 are shared between the District and the National Park), and 17 registered parks and gardens (2 of which are within the plan area).
- **Chichester City Centre** – The city has a rich built heritage, including the city walls, cathedral, Bishop's Palace, medieval buildings such as the Market Cross, remains of monastic buildings in Priory Park and the Georgian city. The Roman walls defined the original city and survive today as one of the most intact city defences in the south of England.

**2.28** The historic buildings and sites within the district are finite resources. A key issue is their management and protection to ensure their importance and value is retained, whilst recognising the need to accommodate new development<sup>(11)</sup>.

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11 Chichester Historic Environment Strategy and Action Plan 2017

# Characteristics of the Plan Area

## Challenges and Opportunities facing the Plan Area

**2.29** This Plan faces a number of important challenges. To address these, it needs to:

- Make provision for new development to address the future housing and employment needs of the area;
- Provide a range of new housing that meets the needs of local people, including affordable housing and specialist accommodation;
- Provide land and premises that enable local businesses to grow and flourish;
- Support and diversify economic activity particularly job opportunities on the Manhood Peninsula to reduce out-commuting;
- Plan to provide enhanced local infrastructure to support new development and seek opportunities to address existing infrastructure problems, such as those relating to the A27 and wastewater treatment;
- Plan for new open space, recreation, education and leisure facilities to meet the needs of the growing population;
- Preserve the attractive landscapes of the area, including the Chichester Harbour AONB, the coastline and the setting of the South Downs National Park;
- Protect and enhance the area's biodiversity and habitats, including designated areas of international and national importance;
- Protect the area's valuable heritage and historic assets.



## Spatial Planning Vision

**3.1** The Vision describes the sort of place that the plan area should be by 2035. The overarching principle supporting the Local Plan Review is to contribute to the achievement of sustainable development. It is the intention of the Council to enable the delivery of infrastructure, jobs, accessible local services and housing for future generations while supporting the historic and natural environment.

**3.2** The location, type and size of new development provided for will have taken account of local needs, demography, transport and the level of services available to settlements, taking into account the Local Plan Review's settlement hierarchy.

The Vision is that by 2035, the plan area will be a place where people can:

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

# Spatial Vision and Strategic Objectives

## The East-West Corridor

**3.3** The emphasis will be upon consolidating and enhancing the role of Chichester City as the plan area's main centre, whilst also developing the role of key settlements to its east and west. The focus will be upon creating communities with good access to a range of employment opportunities and affordable housing for young people and families to balance the ageing population.

**3.4** Chichester City will maintain its special significance as an economic and cultural centre serving a wide catchment area beyond the plan area. The vision for Chichester City to be attractive, distinctive and successful (as set out in 'Chichester Tomorrow – A Vision for Chichester City Centre') will be implemented thus ensuring the protection of the city's past while enhancing the future vitality of Chichester as the cultural capital of West Sussex, as a place of learning, and as an entrepreneurial retail and business centre. The city's employment base will adapt and evolve from an emphasis on public administration, to a base which is more diverse and reflects its highly regarded professional services and cultural offer. The city will enhance its reputation as a University City and centre of excellence for higher and further education and the arts with a range of opportunities for business, shopping, leisure and entertainment. The economic contribution that students make to the city will be further enhanced as graduates choose to remain within Chichester and set up businesses or seek local jobs. New sustainable neighbourhoods on the eastern, western and southern sides of Chichester, along with the regeneration of the 'Southern Gateway' and other small-scale development within the city centre will provide dwellings, jobs, retail opportunities and community facilities with good public transport, pedestrian and cycle links to other parts of the city. As an historic walled cathedral city, its rich cultural and architectural heritage will be conserved, enhanced and promoted together with the views and landscape value afforded by its setting.

**3.5** New development will have taken place in a way which takes account of the wide range of social, environmental and economic aspirations of the community and the needs of future generations. Most of the new development will be well located in and around the main settlement of Chichester together with Tangmere and Southbourne.

**3.6** Strategic development to the east, west and south of the city will seek to conserve and enhance the local distinctiveness, character and cohesion of existing settlements whilst recognising the important role of the city as the major focus for employment, shopping and leisure. This highly accessible transit corridor will be the focus for major new employment development, including new horticulture development within the defined Horticultural Development Areas.

**3.7** The relationship between the National Park and significant natural areas to the south, especially Chichester Harbour Area of Outstanding Natural Beauty, will be carefully managed by maintaining and enhancing the countryside between settlements.

# Spatial Vision and Strategic Objectives

**3.8** Southbourne and Tangmere will continue to grow and develop their role as 'settlement hubs' by widening the range and improving the quality of public open space, leisure and community facilities for their respective local areas. For Southbourne, the aim is to take advantage of the village's good transport links and existing facilities to deliver significant new residential-led development which will further enhance local facilities and offer opportunities to reinforce and supplement existing public transport, including bus routes.

**3.9** For Tangmere, the vision is to significantly enhance the village's range of facilities to the benefit of the local community through the development of new dwellings and workspace. At the same time, improved and additional bus services and cycleways will provide better connections to Chichester City and east to Barnham and the 'Five Villages' area in Arun District.

**3.10** Between Chichester and Southbourne, the Plan provides for more moderate levels of growth within the parishes of Fishbourne, Bosham and Chidham & Hambrook, enabling the 'service villages' that they contain to continue to grow to meet housing need, with opportunities to support and expand existing facilities and for increased use of public transport options.

## **Manhood Peninsula**

**3.11** The emphasis will be mainly upon protecting and enhancing the special qualities of the coast and its rural hinterland, which attract residents, visitors and businesses to the area. The provision of new dwellings and workplaces will help make the area more self-contained and reduce the area's dependence on Chichester City. In recognition of the semi-rural nature of some settlements and the proximity to internationally important wildlife habitats such as Pagham Harbour and Medmerry Realignment, a selective and sensitive approach to development will be taken.

**3.12** The coastal settlements of Selsey and East Wittering and Bracklesham will thrive as centres for commercial and social activities that meet the needs of local residents, businesses and visitors alike. Opportunities for regeneration that arise in these settlements will support their role as tourist resorts. The local visitor economy will develop niche markets including green tourism, reflecting the area's natural assets and shift from a day trip destination to one which encourages short stay breaks. In particular, places such as the Medmerry Realignment and Pagham Harbour will serve to extend the tourism season.

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

# Spatial Vision and Strategic Objectives

## North of the Plan area

**3.14** For the North of the Plan area, the emphasis will be primarily upon maintaining the rural character of the existing villages, whilst enabling the local communities to become more self-reliant in meeting their local needs. The conservation and enhancement of the historic environment, the high quality landscapes and the agricultural and other rural activities that support it will remain paramount.

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

**3.16** Loxwood, will develop its role as a larger village with development potential. In other villages, some limited development will take place, balancing the need to retain the rural character of the area with the issue of addressing local housing needs and affordability. New housing and employment will be focused mainly in the larger villages to help support local facilities and sustainable settlements. It will remain an area popular with self-employment and jobs created through tourism and rural diversification.

## Cross Boundary Strategic Objectives

**3.17** As referenced previously, the Council has been working with other local authorities to identify strategic objectives across a wider area, in line with the Duty to Cooperate. The following objectives, as set out in Local Strategic Statement 2 (LSS2), have been agreed by the Coastal West Sussex and Greater Brighton Planning Board. Work is currently underway to update this to form a new Local Strategic Statement 3. More detail on how each objective will be delivered is contained in the LSS. The Local Plan Strategic Objectives are in line with these wider objectives.

**Strategic Objective 1:** Delivering Sustainable Growth

**Strategic Objective 2:** Meeting Strategic Housing Needs

**Strategic Objective 3:** Investing in Infrastructure

**Strategic Objective 4:** Managing Environmental Assets and Natural Resources

**3.18** Linked to these Objectives, the LSS also identifies Spatial Priorities which set out a framework for investment and strategic planning for the period to 2015. Those below are of most direct relevance to the Chichester Plan Area:

**Spatial Priority 2:** Chichester City/Tangmere/Bognor Regis gives priority to the infrastructure improvements needed to support delivery of strategic employment and housing sites identified in the Chichester and Arun Local Plans.

**Spatial Priority 9:** Rural Sussex sets out that the local authorities and South Downs National Park will work together with partners to ensure that the rural parts of the sub-region benefit from long term sustainable growth.

## The Local Plan Strategic Objectives

**3.19** The aim of the Local Plan Review is to address the challenges and opportunities facing the plan area as set out in Chapter 2 to deliver the spatial vision for the plan area by 2035. The Plan Review also contributes to the delivery of the Vision, Objectives and Spatial Priorities for the wider Coastal West Sussex and Greater Brighton Area (currently set out in Local Strategic Statement 2). In order to achieve this, a number of objectives have been identified. These also take account of the Sustainable Community Strategy, key issues arising from the evidence base and stakeholder involvement.

### The Objectives of the Chichester Local Plan to be achieved by 2035 are:

#### Economy

- Promote economic development to maintain quality of life and competitiveness;
- Develop a dynamic, diverse and knowledge based economy that excels in innovation;
- Develop and maintain a skilled workforce to support long-term competitiveness;
- Develop Chichester City's role as a vibrant and sustainable city with a good range of business, leisure and retail types based on the aims of the Chichester Vision;
- In smaller centres, ensure availability of a good range of business and retail types, to serve the local community;
- Enable viability of the rural economy with enhanced diversity of employment opportunities;
- Promote the plan area as a centre for creative and innovative industries, building on our rich arts and heritage base.

#### Housing and Neighbourhoods

- Increase housing supply, making provision for new dwellings of the right quality, location, type, size and tenure; including specialist housing for older people;
- Ensure that new dwellings can be easily adapted to meet the needs of wheelchair users and elderly people.
- Increase availability of affordable housing;
- Support neighbourhoods to be safe, clean, build and maintain community spirit and help shape the area in which they live;
- Promote the development of mixed, balanced and well integrated communities;
- Maintain low levels of crime and disorder, improve community safety and work to reduce anti-social behaviour;

#### Environment

- Manage a changing environment;
- Protect and enhance wildlife, to prevent biodiversity loss and habitat fragmentation;
- Reduce pollution and improve air quality;
- Minimise the net increase in greenhouse emissions by maximising use of renewable

# Spatial Vision and Strategic Objectives

and low carbon energy sources;

- Maximise efficient use of natural resources;
- Conserve and enhance landscape and heritage.

## Health and Well-Being

- Encourage healthy and active lifestyles for all, developing accessible health and leisure facilities and linked green spaces;
- Enriched and empowered communities to celebrate the richness of their heritage, the arts and environment;
- Enable the older population to lead healthy, active and independent lifestyles;
- Develop safe and secure living and working environments.

## Strategic Infrastructure

- Highway improvements to mitigate congestion, especially on the A27;
- Achieve a sustainable and integrated transport system through improved cycling networks and links to public transport;
- Reduce the impact of traffic on both communities and the environment through traffic calming and appropriate parking provision;
- Encourage improved access to high speed broadband and new information; and communications technologies.

## Wastewater Treatment and Water Supply

- Improve water efficiency, conservation and storage capacity;
- Ensure good wastewater pipework and sufficient sewage capacity is available, balanced with the need to protect internationally designated habitats.

## Water Resource and Flood Risk Management

- Ensure that water resources are safeguarded;
- Support effective management of local flood risk;
- Minimise flood risk for new and existing development through promotion of Sustainable Drainage Systems (SuDS).

## Sustainable Development Principles

**4.1** The Government encourages local planning authorities to ensure sustainable development is at the forefront when considering planning applications. The National Planning Policy Framework defines sustainable development as “meeting the needs of the present without compromising the ability of future generations to meet their own needs”. The UK Sustainable Development Strategy Securing the Future set out five ‘guiding principles’ of sustainable development: living within the planet’s environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

**4.2** The National Planning Policy Framework confirms that there is a presumption in favour of sustainable development through the operation of a plan-led planning system with succinct and up-to-date plans providing a positive vision for the future of the area, which addresses needs and provides a platform for local people to shape their surroundings. New development must achieve sustainable development principles and must not adversely affect the character, quality, amenity or safety of the built environment, wherever it occurs.

### **Policy S1: Presumption in Favour of Sustainable Development**

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

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

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

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

## A Sustainable Strategy

**4.3** The development strategy seeks to deliver the Local Plan Review's vision and objectives and to meet the wider needs of places and communities across the plan area. The strategy aims to meet identified needs, in a manner compatible with the special environmental qualities of the area and having regard to infrastructure requirements and deliverability. This approach fulfils the requirements for sustainable development as set out in the NPPF.

**4.4** The Local Plan Review strategy has been shaped by a range of factors including:

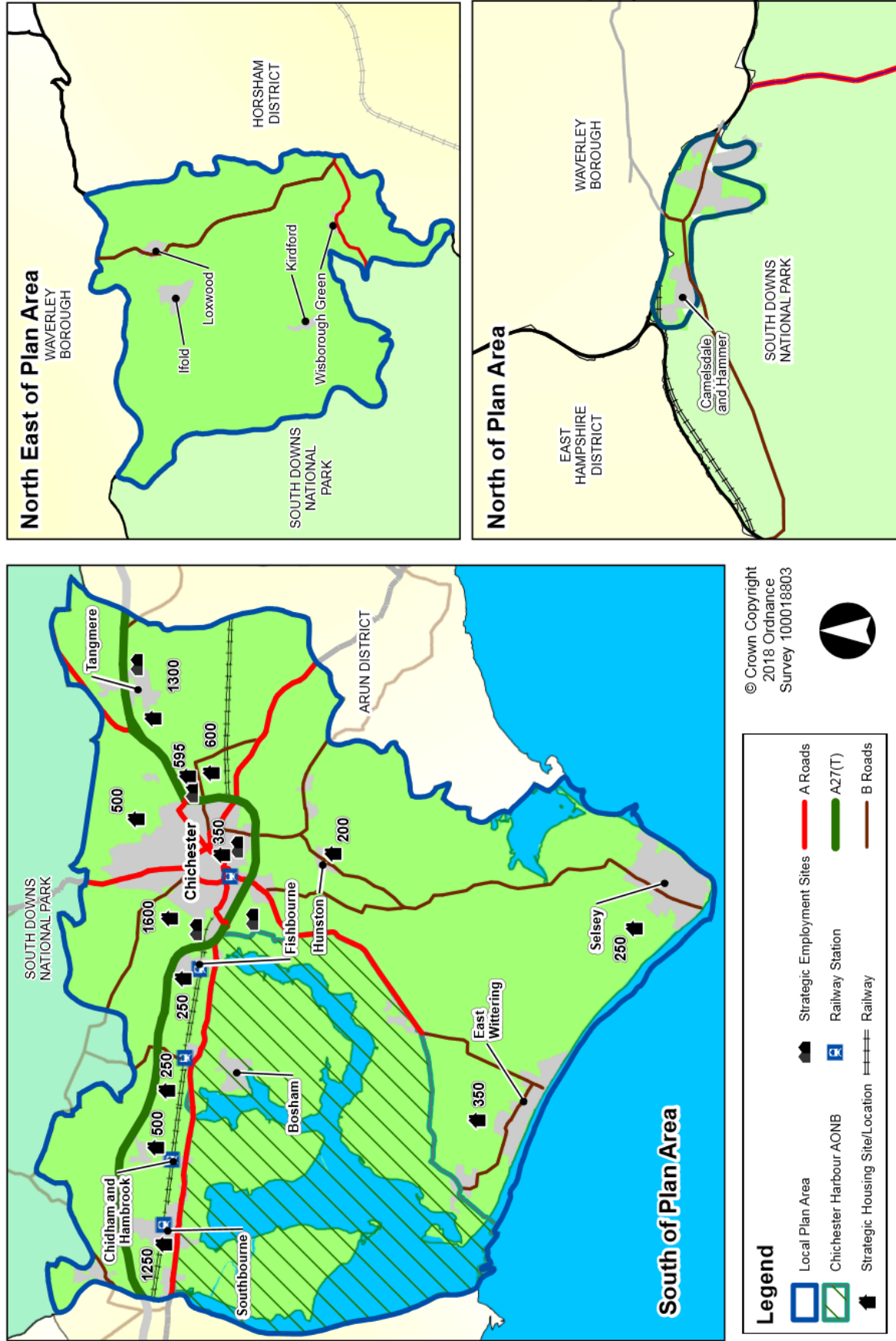
- The sub-regional planning context, in particular the Local Strategic Statement (LSS2) for West Sussex and Greater Brighton;
- The overall vision and objectives for the plan area and for the different sub-areas and settlements within it;
- The pattern of need and demand for housing and employment across the area;
- Infrastructure capacity and constraints, in particular relating to wastewater treatment, roads and transport;
- Environmental constraints – avoiding flood risk areas, protecting environmental designations, landscape quality, the historic environment and settlement character;
- The availability of potential housing sites, their deliverability and phasing;
- Public consultation and the sustainability appraisal of options and policies.

**4.5** It is recognised that growth in both urban and rural areas is required to meet the changing needs of the area's population. Development, particularly affordable housing, the provision of jobs, social and community facilities is required to help sustain, enhance and make the area's city, towns and villages more self-supporting places to live and work. In accommodating such needs the strategy's emphasis is to locate development in areas which are well located to other uses, serviced by a choice of transport modes and accessible to the communities they serve.

**4.6** The broad development strategy is set out in Policy S3 and illustrated in the key diagram. This provides the basis for the distribution of development and infrastructure provision. They set the spatial context for the Local Plan Review.



Map 4.1 Key Diagram



## Settlement Hierarchy

**4.7** The Local Plan Review identifies a Settlement Hierarchy across the plan area. It is a useful policy tool for identifying the spatial distribution across the plan area, taking into account the role of each settlement.

**4.8** The NPPF encourages housing delivery where it will enhance or maintain the vitality of rural communities. The Local Plan Review focuses and encourages development in locations where people can access services and facilities and where there is a choice of transport modes including walking, cycling and public transport, recognising that in some of the more rural parts of the plan area opportunities for sustainable transport may be more limited but that some development may, nevertheless, help to sustain communities.

**4.9** The overall objective of the Settlement Hierarchy is to deliver development that supports the needs of individual communities, enabling them to prosper in the long term. Generally the larger settlements have better provision of day to day facilities and are able to accommodate higher levels of growth without adversely impacting the character of the settlement.

**4.10** Each category within the Settlement Hierarchy will contribute towards future growth in the plan area, with the largest levels of growth expected in the Sub Regional Centre, Settlement Hubs and Service Villages and more limited development coming forward in the rural settlements.

**4.11** Where new allocations for development are identified in some of the settlements in the hierarchy this is to provide certainty in respect of the location of future growth.

**4.12** The Settlement Hierarchy has been defined in relation to the presence of certain services and facilities. The list of services and facilities considered included:

- Convenience stores;
- Primary schools;
- Village halls / community centres;
- Play areas;
- Medical facilities, and
- Public transport.

## Policy S2: Settlement Hierarchy

The Settlement Hierarchy sets out a framework for the Council to achieve its vision for the plan area, meet the scale of development required and enhance the quality of the built, natural, historic, social and cultural environments, while sustaining the vitality of communities. The settlement hierarchy is shown on the Key Diagram.

The development requirements for the sub regional centre, settlement hubs and service villages will be delivered through site allocations and through windfall development in accordance with other policies in this Local Plan Review.

Settlement Type	Communities
Sub-Regional Centre	Chichester City
Settlement Hubs	East Wittering / Bracklesham Selsey Southbourne Tangmere
Service Villages	Birdham, Bosham, Boxgrove, Camelsdale / Hammer, Fishbourne, Hambrook / Nutbourne, Hermitage, Hunston, Kirdford, Loxwood, North Mundham / Runcton, Plaistow / Ifold, Stockbridge, West Wittering, Westbourne, Westhampnett, Wisborough Green.
Rest of the Plan area	Small villages, hamlets, scattered development and countryside

## Development Strategy

**4.13** The Local Plan Review will focus new development, including housing and employment growth, leisure, cultural and tourist facilities, retail and mixed use developments, at the most sustainable locations. The Settlement Hierarchy has informed the strategy for housing development at Chichester City and the Settlement Hubs based on the circumstances and opportunities relevant to each as detailed below.

**4.14** The starting point for housing development at Service Villages is that in principle, they are suitable places to accommodate new housing. However, consideration has been given to other factors in determining whether a settlement is a suitable location for additional housing growth, including infrastructure capacity, the existence of suitable sites and consultation responses.

**4.15** Within the rest of the plan area development will be restricted to that which requires a countryside location, meets essential local rural needs or supports rural diversification, in line with other policies in this Plan.

**4.16 Sub-regional Centre:** Chichester City will continue to develop its role as a sub-regional centre, providing higher and further education and health facilities, and a broad range of employment, retail, entertainment and cultural opportunities, for a wide catchment

area extending outside the plan area. Town centre uses will be supported where they promote the vitality and viability of the city centre.

**4.17 Settlement Hubs:** New development will reinforce the role of the Settlement Hubs (see Policy S2 above) as centres providing a range of dwellings, workplaces, social and community facilities. Retail development of an appropriate scale will be supported to promote the vitality and viability of East Wittering and Selsey village and town centres and enhance provision at Southbourne and Tangmere centres.

**4.18 Service Villages:** As identified in Policy S2, land for new strategic development will be identified allocated through the Local Plan Review or a neighbourhood plan at a number of service villages where there is an opportunity to provide development based on the strategy of dispersing development across the plan area in conjunction with land being available in suitable locations.

**4.19 Parish housing requirements:** at some service villages where no strategic housing site is proposed, a housing figure has been identified for a number of parishes. These numbers will be required to be delivered by way of either a neighbourhood plan for the parish, or through a subsequent DPD.

**4.20 Rest of the plan area:** The local plan aims to continue to protect the countryside, but also recognises the social and economic needs of rural communities. As such, new development in the countryside will be generally limited to the appropriate diversification of traditional rural industries; small-scale housing that addresses local needs, replacement dwellings/buildings, schemes that provide renewable energy and proposals that contribute towards creating a more sustainable rural economy. Other policies in this Plan should be taken into consideration.

**4.21 Policy S3** sets out the principles for the location of new residential development in the plan area so that strategic issues such as infrastructure needs can be considered at an early stage. As indicated in the settlement hierarchy, Chichester City possesses a wider range of shops, services and employment opportunities than other settlements. Locating a significant proportion of development in or around Chichester City reduces the need to travel to facilities.

## Policy S3: Development Strategy

The development strategy identifies the broad approach to providing sustainable development in the plan area. It seeks to disperse development across the plan area:

- Focus the majority of planned sustainable growth at Chichester and within the east-west corridor,
- Reinforce the role of Manhood Peninsula as a home to existing communities, tourism and agricultural enterprise,
- Where opportunities arise support the thriving villages and rural communities in the north of the Plan Area

To help achieve sustainable growth the Council will:

1. Ensure that new residential development is distributed in line with the settlement hierarchy, with a greater proportion of development in the larger and more sustainable settlements:

	Strategic Development Location
Within or adjacent to the sub regional centre of Chichester City	Shopwyke (Policy AL2); West of Chichester (Policy AL1) Westhampnett (Policy AL4) East of Chichester (Policy AL3) Southern Gateway (Policy AL5) South-west of Chichester (Policy AL6)
At the following settlement hubs	Southbourne (Policy AL13); Tangmere (Policy AL14); Selsey (Policy AL12); East Wittering (Policy AL8);
At the following Service Villages	Bosham (Policy AL7) Fishbourne (Policy AL9) Hambrook / Nutbourne (Policy AL10) Hunston (Policy AL11)

2. In addition to the above allocations, non-strategic provision is made for the following forms of development in service villages:

- a. Small scale housing developments consistent with the indicative housing numbers set out in Policy S5;
- b. Local community facilities, including village shops, that meet identified needs within the village, neighbouring villages and surrounding smaller communities, and will help make the settlement more self-sufficient; and
- c. Small scale employment, tourism or leisure proposals.

To ensure that the Council delivers its housing target, the distribution of development may need to be flexibly applied, within the overall context of seeking to ensure that the majority of new housing is developed at Chichester City and settlement hubs where appropriate and consistent with other policies in this plan. Any changes to the distribution will be clearly evidenced and monitored through the Authority's Monitoring Report.

## Meeting Housing Needs

**4.22** This Plan seeks to make provision for an additional 12,350 dwellings to be delivered during the period 2016-2035 in accordance with the findings of the Chichester Housing and Economic Development Needs Assessment (HEDNA). This reflects the identified objectively assessed housing needs of the plan area, plus an allowance for accommodating unmet need arising from the Chichester District part of the South Downs National Park.

**4.23** The Council will continue to work with other local authorities in the West Sussex and Greater Brighton Strategic Planning Board to address the objectively assessed housing need for housing and other development needs arising in this area. As discussed in paragraph 1.25 above, this 'duty to cooperate' includes the commissioning of new evidence to understand the potential longer term development needs, including housing, arising within the area, before considering spatial options for addressing this need taking into account the opportunities available, the potential infrastructure and constraints. These issues are not for the Council to consider in isolation, with the joint strategic planning partnership being the agreed mechanism to address such matters in a timely way.

**4.24** To ensure a continuous supply of housing over the plan period, a number of sources of supply have been identified. These include new strategic allocations made in this Plan, retained allocations from the adopted Local Plan 2014-2029, existing commitments, sites to be identified at a parish level through neighbourhood plans (or DPD) and sites not yet identified that are likely to come forward through the development management process in accordance with the policies of this Plan ('windfalls').

### Policy S4: Meeting Housing Needs

The housing target for the Plan Area is to provide for at least 12,350 dwellings to be delivered in the period 2016-2035. The broad sources of supply anticipated in this Plan are as follows:

Category		Number of dwellings (minimum)
<b>Housing requirement for the full Plan period</b> (1 April 2016 to 31 March 2035)		<b>12,350</b>
Housing completions (1 April 2016 to 31 March 2017)		439
Housing supply (1 April 2017 to 31 March 2035)	Known commitments ( <i>comprising</i> )	6,444
	<i>Outstanding adopted LP allocations without pp</i>	1,950
	<i>Outstanding 'made' NP allocations without pp</i>	189
	<i>Planning permissions as of 1 April 2017</i>	4305
	Proposed Strategic Locations/Allocations	4,400
	Parish Housing Requirements	500
	Windfall (small site allowance)	695
<b>Total supply for the full Plan period</b> (1 April 2016 to 31 March 2035)		<b>12,478</b>

The broad spatial distribution of this supply of housing across the different plan areas is indicated in the table below:

Sub-Area	Housing provision 2016-2035
East-West Corridor	10,056
Manhood Peninsula	1,933
North of Plan Area	489
<b>Plan Area Total</b>	<b>12,478</b>

## Strategic Locations/Allocations

**4.25** In order to achieve the levels of housing supply required to meet identified needs, it is necessary to make provision for larger scale development in the plan area. In total the Plan provides for at least 4,400 dwellings to come forward from such sites. Details of the strategic locations and allocations expected to deliver this source of supply are set out in Chapter 6. Note: some large scale strategic development is currently expected to be provided for through neighbourhood plans. The Council will continue to monitor the progress made in preparing neighbourhood plans and will consider whether there may be a need to allocate additional sites within the Local Plan Review prior to submission.

## Non-strategic Parish Housing Requirements

**4.26** Following a similar approach to the 2015 Local Plan, it is proposed that responsibility for identifying sites suitable for small scale housing is identified at a parish level in order to address the needs of local communities. In accordance with the Local Plan Review settlement hierarchy, it is intended that such new housing should generally be directed primarily towards the larger, more sustainable settlements.

**4.27** Indicative housing numbers to be planned for each parish are set out in the policy below.

### Policy S5: Parish Housing Requirements 2016 - 2035

Small scale housing sites will be identified to help provide for the needs of local communities in accordance with the parish housing requirements set out below. Suitable sites will be identified either through neighbourhood plans or subsequent development plan document. Please note that a '\*' against a parish name indicates that a strategic allocation for development is made elsewhere in this Plan

Parish	Housing Figure	Parish	Housing Figure
Apuldram*	0	Birdham	125
Bosham*	0	Boxgrove	50
Chichester City	50	Chidham and Hambrook*	0
Donnington*	0	Earnley	0
East Wittering*	0	Fishbourne*	0
Funtington	0	Hunston*	0
Itchenor	0	Kirdford	0
Lavant	0	Loxwood	125
Lynchmere	0	North Mundham	50
Oving*	0	Plaistow and Ifold	0
Selsey*	0	Sidlesham	0
Southbourne*	0	Tangmere*	0
West Wittering	25	Westbourne	0
Westhampnett	50	Wisborough Green	25
		<b>Total</b>	<b>500</b>

If draft neighbourhood plans making provision for at least the minimum housing numbers of the relevant area have not been submitted for examination within 6 months of the adoption of this Local Plan, the Council will allocate sites for development within a Development Plan Document in order to meet the requirements of this Local Plan.

**4.28** Suitable sites and locations for development will be identified meeting the criteria set in Policy S2 and Policy S3 (Settlement Hierarchy and Development Strategy) and other policies in the Plan. It is intended that the identification of sites and phasing of delivery will be determined by local communities through neighbourhood planning in consultation with the Council. In areas where parish councils do not wish to prepare their own neighbourhood plan, the Council will work with the parishes to identify sites in a subsequent Development Plan Document. Housing sites for Chichester City will be allocated through the preparation of the Development Plan Document and may include sites adjoining the Chichester City settlement boundary in neighbouring parishes (including sites separated from the settlement boundary by the A27).

**4.29** Some flexibility may be allowed for minor amendments to housing numbers for individual parishes subject to the detailed investigation and assessment of potential sites through neighbourhood plans and in the Site Allocation DPD. Developments of 6 or more dwellings will be counted against the parish housing requirements. Developments of less than 6 dwellings will not count against the parish housing requirements as they are already taken into consideration in an allowance made for future delivery from windfall small sites.

## **Longer Term Growth Requirements**

**4.30** Although this Plan considers the development needs of the plan area up to 2035, some initial consideration has been given to the concept of a new settlement to accommodate potential longer term growth needs. This arises from some reservations about whether it will be appropriate in the longer term to continue to rely on existing sources of supply (e.g. urban extensions and urban intensification) indefinitely given the potential for ongoing increased levels of housing needs.

**4.31** The planning and delivery of a new settlement is complex and given the significance a new settlement will have for future generations it is important that any such provision is planned carefully. Typically, a new settlement may provide a minimum of 2,000 – 3,000 new dwellings. This scale of development would be consistent with the typical population threshold required to support the key services to be provided, although other factors such as proximity to public transport and the strategic road network would also need to be taken into account. Higher levels of development would, however, enable a wider range of services and facilities to be provided over time as the new settlement was developed and the population grew.

**4.32** Given the long lead in time required, and the identification of a ready supply of housing elsewhere within the plan area to accommodate identified needs during the plan period, this Plan is not dependent on the provision of a new settlement.

**4.33** However, in order to progress the longer-term identification of a possible site for a new settlement, the following considerations are set out to guide potential discussions leading up to the preparation of a future review of this Plan:



- sufficient scale to support potential long term development needs arising and support the provision of key infrastructure and community facilities;
- comprehensively planned in consultation with existing communities and key stakeholders;
- a sustainable, inclusive and cohesive community promoting self-sufficiency and with high levels of sustainable transport connectivity;
- inclusion of on-site measures to avoid and mitigate any significant adverse impacts on nearby protected habitats;
- provision of a mix of uses to meet longer term development needs and contribute towards its distinctive identity; and
- A layout and form of development that avoids coalescence with existing settlements and does not undermine their separate identity; respects the landscape character and conserves and where possible enhances the character, significance and setting of heritage assets

## Affordable Housing

**4.34** Meeting the housing needs of the plan area and tackling homelessness are key objectives for the Council. The Council is the Housing Authority for the whole of the district and its Housing Strategy seeks to address the changing demands on Council services, whilst increasing the supply of housing to meet local needs. House prices and rents in the Plan area continue to grow and remain high compared to average household incomes. This means housing is unaffordable to many people in the Plan area.

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

**4.36** Policy S6 takes into account guidance in the PPG, when considering the affordable housing thresholds. The Policy makes reference to areas designated as rural areas, as set out in Section 157 of the Housing Act 1985, as identified on the map in Appendix B.

**4.37** Guidance on the financial contributions associated with affordable housing including how to apply vacant building is set out in the Planning Obligations and Affordable Housing SPD and/or the Community Infrastructure Levy as appropriate.

**4.38** Policy S6 will apply to both allocated sites and unidentified windfall development. Neighbourhood Plans will need to take account of the provision of affordable housing as part of any development. Developers are encouraged to contact the Council as early as possible

to engage in meaningful pre-application advice. This will ensure that the affordable housing requirements are designed into the scheme from the outset.

**4.39 Delivery:** The Council expects that affordable housing should be provided or managed by Registered Providers (RP), and preferably by one of its development partners or an incorporated Community Led Housing group. However, in exceptional circumstances, the Council may use its discretion to allow other 'Approved Bodies' to deliver affordable housing units. This will, at all times, be strictly in line with the NPPF.

**4.40** The Council requires affordable housing to be provided on-site, unless there are exceptional circumstances that mean off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Where the proportion of affordable housing results in a requirement for a fraction of a unit, the fraction will be sought as a financial contribution (in the form of a commuted sum), which is equivalent to the proportion of the cost of provision of a typical unit on the development.

**4.41** Paragraphs 21 – 23 of the PPG introduce the application of Vacant Building Credit (VBC) with respect to affordable housing contributions. VBC may be applied where it can be demonstrated that qualifying buildings are vacant. Whether a building is genuinely vacant will be determined on a site by site basis. The PPG states that the vacant building credit will not apply when a) the building has been made vacant for the sole purpose of redevelopment, and b) where the building is covered by an extant or recently expired planning permission for the same or substantially the same development. Further information is included in the Planning Obligations and Affordable Housing SPD.

**4.42** Where a proposal is unable to meet the requirements for the delivery of affordable housing due to it rendering the proposal financially unviable, developers will be expected to assess options in accordance with the assessment set out in Policy S6.

**4.43** In order to prevent social exclusion and to help establish a mixed, balanced and sustainable community within large developments, it is very important that the affordable housing is well integrated and distributed throughout the site; this can be aided through providing a range of affordable tenures. Housing should be tenure blind and the affordable housing should not be externally distinguishable from the market housing.

**4.44** The Council will be alert to, and not permit any benefit to be gained from, the artificial or contrived subdivision of a site in order to circumvent the affordable housing threshold identified in Policy S6. If the Council believes there is a reasonable expectation of adjoining land coming forward for housing development, it will take the whole site area into account when calculating the affordable housing requirement.

**4.45 Community Land Trusts (CLT)** will be promoted by the Council as one mechanism for delivering additional affordable housing<sup>12</sup> and other community development. A CLT is a

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<sup>12</sup> Other mechanisms for delivering community led housing includes co-operatives, co-housing, alms-houses and community steering group with Registered Provider Partnership

mechanism for democratic ownership of land by the local community or beneficiaries. Land is taken out of the market and separated from its productive use, so that the impact of land appreciation is removed, thereby enabling long-term affordable and sustainable local development. Planning obligations may include prescriptive restrictions to deliver affordable housing, which require developers to endow a CLT with a proportion of the land for affordable housing and/or other community purposes. In delivering a supply of affordable housing, the Council will consider and promote a range of development options. The CLT mechanism can contribute to maintaining housing affordability, as well as being able to provide community facilities, low cost workspace for local services and once new development had been built, CLTs will be expected to invest any financial profits back into the community.

Further details on the different methods can be found in the Council's Planning Obligations and Affordable Housing SPD.

## Policy S6: Affordable Housing

The provision of affordable housing will be required for at least 30% of all new dwellings as set out in the criteria below: .

1. On all sites of 11 dwellings or more, affordable dwellings should be provided on site. If it can be demonstrated that affordable housing may not be appropriate, development of affordable dwellings on another site may be considered. If this is not achievable, as a last resort and in exceptional circumstances only, the Council will seek a financial contribution to enable provision of affordable homes elsewhere within the plan area;
2. On sites of 6 to 10 dwellings in areas designated as rural areas as shown in Appendix B, the Council will seek a financial contribution for the provision of affordable dwellings as a commuted sum using the calculation set out in the Council's Planning Obligation and Affordable Housing SPD (or replacement document).
3. Where the affordable housing calculation results in fractions of homes, the fraction will be sought as a commuted sum, using the calculation set out in the Council's Planning Obligation and Affordable Housing SPD (or replacement document).
4. A vacant building credit may be applied where it can be demonstrated that qualifying buildings are vacant. Whether a building is genuinely vacant will be determined on a site by site basis.
5. Where a proposal is unable to meet the requirements for the delivery of affordable housing due to it rendering the proposal financially unviable, developers will be expected to assess options in accordance with the following
  - a. Firstly, establish if any public subsidy is available to deliver a policy compliant mix;
  - b. Secondly, reduce the proportion of rented affordable tenure homes in favour of intermediate housing that best reflects local need;
  - c. Thirdly, reduce the overall percentage of housing provided as affordable units; and
  - d. Finally, provide a financial contribution for affordable housing to be delivered off-site.
6. The Council will expect the requirements of criterion 5 to be demonstrated through an 'open book' process. An independent valuer appointed by the Council, at the developer's cost, will provide an independent viability assessment.

The affordable housing element will be in line with Policy DM2 Housing Mix.

Affordable housing should be indistinguishable from market housing in terms of the location, external appearance, design, standards and build quality and should meet all requirements of the design policies.

Neighbourhood Plans can set out higher requirements for affordable housing provision where local evidence of need and viability supports this.

## Meeting Gypsies, Travellers and Travelling Showpeoples' Needs

**4.46** Gypsies, Travellers and Travelling Showpeople have specific accommodation needs. There are well-established and largely settled Gypsy and traveller communities with extensive family ties within the plan area.

**4.47** The Government's Planning Policy for Traveller Sites (PPTS 2015) requires councils to assess and meet Gypsy, Traveller and Travelling Showpeople's housing needs in the same way as other housing needs, including providing land for sites. PPTS 2015 updated the definition of Traveller for planning purposes to no longer include those who have ceased to travel permanently. The Council is required to identify a five year supply of sites for households that meet the planning definition.

**4.48** In partnership with the Coastal West Sussex Authorities and the South Downs National Park Authority (SDNPA), with support from West Sussex County Council, a Coastal West Sussex Authority Gypsy and Traveller and Travelling Showpeople Assessment (GTAA) 2018-2036 was completed. In line with the Plan period 2018-2035, the GTAA has identified a need for Chichester as set out in the table below:

**Table 4.1 Additional Pitch Provision required in the Plan Area to accommodate Gypsies and Travellers**

	2018-2023	2023-2028	2028-2033	2033-2035
Households who meet the planning definition	66	10	11	4
Households whose status is unknown but may meet the definition	11	6	7	2

**Table 4.2 Additional Plot Provision required in the Plan Area to accommodate Travelling Showpeople**

2018-2023	2023-2028	2028-2033	2033-2035
18	4	4	2

**4.49** As there is a significant variation in the number of households who may fall under the definition (up to 26 over the plan period) it is not appropriate or practicable to allocate sites for these additional figures. Applications submitted for sites not identified in the forthcoming DPD will be considered against the criteria in Policy S7 below and those found within Policy DM5 to ensure the accommodation is located in a suitable location.

**4.50** In applying the policy, the extent to which a traditional lifestyle and a settled base can contribute to sustainable development will be considered. In addition, sites for mixed residential and business uses (i.e. storage of equipment for Travelling Showpeople) will be considered where appropriate.

**4.51 Safeguarding existing sites:** To maintain a supply of land and associated accommodation, the Council considers it important to ensure that, within the plan area, existing permanent authorised sites for Gypsies and Travellers are retained. Permitted accommodation for sites within the rural area will not set a precedent for permanent built dwellings. In order to protect existing permitted sites from other forms of development, sites will be safeguarded.

## **Policy S7: Meeting Gypsies, Travellers and Travelling Showpeoples' Needs**

The Gypsy, Traveller and Travelling Showpeople Assessment identifies the potential need for permanent pitches and plots for the period 2018 to 2035 as:

- 91 additional permanent residential Gypsy and Traveller pitches of which 66 pitches are required before 2023; and
- 28 additional plots for Travelling Showpeople, of which 18 are required before 2023.

Where there is a shortfall in provision, sites will be allocated within a Site Allocation DPD. The Council's annual monitoring process will ensure provision is provided at the appropriate time.

The following sequential approach will be applied when considering proposals for new Gypsy, Traveller and Travelling Showpeople provision, in the following order:

1. Existing identified permitted sites, which could provide additional provision through intensification and/or improved orientation;
2. Existing identified permitted sites which could provide additional provision through appropriate extension;
3. Sites within existing settlement boundaries or strategic development locations.

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

## Meeting Business and Employment Needs

**4.52** The Local Plan Review strategy seeks to develop a strong and thriving economy, improving employment opportunities for all skills and diversifying the economy. This reflects the Plan vision and the main priorities identified in the Economic Development Strategy for Chichester District 2013-2019. This in turn reflects the key priorities of the Coast to Capital Local Economic Partnership (LEP) and the West Sussex County Economic Strategy. A key element of the Economic Development Strategy for the district is a targeted approach supporting businesses with high growth potential that reflect local characteristics.

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

**4.54** The Local Plan Review also seeks to maintain an attractive environment through protecting the landscape and heritage assets which will encourage tourism and inward investment from businesses that wish to locate here.

**4.55** The Chichester Housing and Economic Development Needs Assessment considers the quantum of employment land (Use Classes B1, B2 and B8) appropriate to provide for this Plan. Based on a preferred scenario of continuing past rates of development of employment land, whilst also taking account of projected jobs which could be created in the economy and the potential demand for jobs arising from the future population of the plan area, it recommends<sup>13</sup> that a total of 145,835 sq.m of net additional floorspace is provided for in the period 2016-2035, split between 49,419 sq.m of B1 a/b, 34,561 sq.m of B1c/B2 and 61,855 sq.m of B8.

**4.56** Recognising that further employment land may be lost during the plan period through permitted development rights and where it can be clearly demonstrated that certain individual employment sites are no longer suitable sites for employment use, the Council proposes to make provision for an additional 86,000 sq.m of employment floorspace, equivalent to 10 years of the annualised losses of employment floorspace observed in the period 2011-2016. The total additional quantum of floorspace provided for would be approximately 231,835 sq.m. This will help to provide the flexibility required in land supply to meet the net requirement identified in the Housing and Economic Development Needs Assessment HEDNA. This strategy will need to be monitored carefully, with the Local Plan Review subsequently reviewed if necessary.

**4.57** The Local Plan Review makes provision for the identified needs through a combination of different sources as outlined in the policy below. In addition to completions and pipeline supply, new employment sites are provided for through allocations of land at:

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<sup>13</sup> The HEDNA considers needs for the period 2016-2036. The figures set out in the text above are pro-rata for the period 2016-2035 from that provided in Table 93 in the HEDNA.

# Spatial Strategy

- Land south-west of Chichester (see Policy AL6)
- Land west of Chichester (see Policy AL1)
- Land at Chichester Business Park, Tangmere (see Policy AL15)
- Land at Shopwyke (see Policy AL2)

**4.58** In addition, provision is made within some of the new strategic site allocations for flexible working space to be provided within local centres/community hub buildings.

**4.59** Elsewhere, planning policies will:

- Safeguard existing employment sites from unjustified loss to other uses, whilst providing some flexibility to allow for leisure and community uses where clearly justified; and
- Encourage refurbishment and intensification of existing employment sites
- Provide for new employment sites within existing settlement boundaries and as part of residential-led development allocations.

## Policy S8: Meeting Employment Land Needs

To contribute towards sustainable economic growth, provision will be made for a net additional 145,835 sq.m of new floorspace for uses in the B Use Classes (B1, B2 and B8), in addition to other employment-generating uses, through the following sources of supply:

Category		Floorspace (m2)
<b>Employment floorspace requirement for the full Plan period (1 April 2016 to 31 March 2035)</b>		
<i>Identified need from HEDNA</i>		145,835
<i>Allowance for potential future losses</i>		86,000
<b>Floorspace to make provision for (1 April 2016 to 31 March 2035)</b>		<b>231,835</b>
<b>Identified sources of supply</b>		
Employment floorspace completions (1 April 2016 to 31 March 2017)		-1,819
Floorspace supply (1 April 2017 to 31 March 2035)	Permissions	15,313
	Allocations in Site Allocations DPD	1,989
	Proposed allocations in this Plan (see Strategic Site Allocations Chapter)	219,700
<b>Total supply for the full Plan period (1 April 2016 to 31 March 2035)</b>		<b>235,182</b>

Proposals for employment related development on unallocated sites will be supported in accordance with Policy DM10 of this Plan. Proposals for significant new office development will be encouraged in Chichester City centre in accordance with Policy S13. Smaller-scale office developments will be supported in other settlements in accordance with Policy DM10.

There is a general presumption that existing employment sites will be retained, with proposals to replace and intensify existing units supported. Exceptionally, other leisure or community uses may be supported on employment sites (see Policy DM9).

Provision is made elsewhere in the Plan for other uses which are likely to create jobs, including those in retail. In addition, it is recognised that some sui-generis uses have very similar characteristics to B Class Uses. Policy DM9 provides for such uses to come forward on existing employment sites, subject to the criteria set out.



## Addressing the Need for Retailing

**4.60** The overall strategy is to improve the vitality and viability of town and district centres by:

- Safeguarding the retail function and character of each centre.
- Enhancing the appearance, safety and environmental quality of the centres.
- Encouraging a diversity of uses within centres, enabling a range of retail, leisure, social, educational, arts, cultural, office, commercial and where appropriate residential uses.
- Promoting the short and long term reuse for vacant buildings
- Enhancing the early evening and night time economy.
- Improving access to the centres by sustainable modes of transport and encouraging multi-purpose trips.

## Defining the Retail Hierarchy

**4.61** Chichester City is considered to be a sub-regional centre. Its geography results in Chichester City being a dominant centre for its immediate catchment area. However, as a major tourist and visitor destination, due to its heritage and cultural offer in particular, Chichester City draws spend from beyond its primary catchment area. As such Chichester City provides a 'multi-layered' retail offer, from fulfilling day to day convenience shopping needs to a specialist retail role through the variety of specialist and independent shops on offer.

**4.62** To meet this role Chichester City as a whole has an extensive and diverse array of retail facilities, comprising stores within the city centre (or town centre as defined in the NPPF paragraph 85), with retail warehouse parks at Barnfield Drive and Portfield.

**4.63** In addition, there are Local Centres at Selsey and East Wittering which provide a large range of convenience shops. A further Local Centre will be developed at Tangmere as the Strategic Development Location is developed.

**4.64** A collection of smaller local, Village and Suburban Centres are indicated in the Chichester Retail and Main Town Centre Uses Study 2018: Final Report (Retail Study) at Bracklesham, Southbourne, Bosham and Westbourne. These play or will play an important role in providing for day to day needs, not only in terms of convenience shopping, but also through community facilities. By providing a range of facilities in locations which are easily accessible for local people, they provide a focus for the community and help to reduce the need to travel. Detailed boundaries will be identified in a relevant neighbourhood plan or subsequent DPD.

**4.65** In accordance with the NPPF (chapter 7), the Local Plan Review defines a hierarchy of centres. Development of main town centre uses should be of a scale that is proportionate with the settlement role and function and should not unbalance the town centre hierarchy.

# Spatial Strategy

Based on the scale of facilities available within each settlement and the retail projections in the Retail Study, the retail hierarchy is defined below:

Centre Hierarchy	Centre
City Centre	Chichester
Local Centre	Selsey, East Wittering
Village Centres	Bracklesham, Southbourne, Tangmere, Bosham, Westbourne

## Expanding the current retail offer

**4.66** The health of Chichester City centre retail has been resilient through the recent recession. In this very competitive environment, it is important that the city continues to develop and enhance its retail offer in order to retain existing market share and attract new trade. With this in mind it is important to promote the city centre and restrict further developments in out of centre locations. Development in the city centre should improve, grow and maintain its offer in order to attract visitors, residents, businesses and investment. In order to maintain its market share the Southern Gateway has been identified as an area for mixed use development including an element of retail. Investigations are currently taking place to identify further development sites, possibly carpark sites, in or adjacent to the city centre for retail focussed mixed use.

## Local Centre boundaries

**4.67** The designation of primary shopping area and town centre boundaries is important when applying the sequential approach, to direct retail and town centre uses to sustainable locations and determine whether a retail impact assessment is required. In line with the NPPF (para 85 b) a local centre boundary has been defined for Chichester City and is shown on the amendments to policy maps produced separately to this document for comments.

**4.68** In addition, the Selsey district centre boundary has been designated through the neighbourhood plan, whilst the East Wittering local centre boundary has been defined in the Site Allocation Development Plan Document (2018).

## Future Requirements

**4.69** The Retail Study identifies the requirements for future retail development up to 2036. It concludes that there is no clear identified deficiency in food stores (convenience goods) during the Plan period.

**4.70** In respect to comparison goods, there is a need to plan for development in order to retain the city's shopping role and market share. Given the uncertainty in the retail sector at present, with well-known retailers closing and the move to internet shopping, the Local Plan Review makes provision for the period up to 2026. Given the Government's requirement to review Local Plans every five years, this provides the Council an opportunity to monitor the retail sector and update the figures as necessary.

## Impact Assessment

**4.71** An impact assessment may be required below the thresholds set out in Policy S9 below, where a proposal would have an independent or cumulative impact on the vitality and viability including local consumer choice and trade on a defined centre, or have a significant impact on existing, committed and planned public and private investment in defined centres.

### **Policy S9: Retail Hierarchy and Sequential Approach**

#### **Retail Requirement**

For the period up to 2026 provision will be made for 9,500 sq.m (gross) of comparison retail floorspace at Chichester City, through provision at Southern Gateway and other opportunity sites, taking account of the sequential test.

#### **Hierarchy of town centres**

The vitality and viability of the city and local centres, local and village parades will be maintained and enhanced. The existing network will form the focal point for uses, services, and facilities serving the surrounding population. The scale, character and role of the centres define their position within the hierarchy. The network of centres within the plan area is as follows:

- Chichester City centre (defined as Town Centre on the policies map);
- Selsey and East Wittering (defined as 'Local Centres' as shown on the policies map); and
- Bracklesham, Southbourne, Tangmere, Bosham and Westbourne ('Village Centre to be defined in the neighbourhood plans or subsequent DPD).

In order to safeguard and enhance the established retail hierarchy any proposals for additional retail provision outside the defined City Centre and Local Centres will be subject to the requirements set out in Policy S10.

Main town centre uses will be directed to the City and Local Centres defined in this policy and in accordance with other Local Plan policies in relation to specific uses.

Proposals for main town centre uses outside a defined city or local centre must be subject to an impact assessment where the floorspace of the proposed development exceeds the following thresholds:

- Chichester City centre: over 2,500 sq.m gross floorspace.
- Local centres: over 500 sq.m gross floorspace.
- Village centres: over 250 sq.m gross floorspace.

Local Centres, including shopping parades and stand-alone shops form an important resource for businesses, visitors and residents. The expansion and additional provision of such facilities to a scale appropriate to the existing settlement or the planned expansion of that settlement will be welcomed by the Council provided that it adds to the range and accessibility of goods and services.

**4.72 Local and Village Centres** East Wittering and Selsey are defined as Local Centres, and have a good mix of smaller independent comparison goods retailers. They also have a good range of facilities catering for visitors, particularly cafes, bars and restaurants. Proposals which provide quality places for eating, drinking and fashion retailing would enhance the roles of these settlements.

**4.73** Village Centres provide services which can meet basic day to day needs. Additional development which will improve the sustainability of each will be supported.

**4.74** For evidence required to justify a change of use please refer to Appendix C.

## **Policy S10: Local Centres, Local and Village Parades**

Proposals for development will be encouraged where they would contribute to the vitality and viability of Local Centre, Local and Village Parades. Planning permission will be granted for development proposals that:

- a. Provide small-scale retail uses (Use Classes A1 to A5), contributing to the vitality and viability of the area;
- b. Support small and independent businesses; and
- c. Proposals provide an active retail frontage use at ground floor and maximise opportunities for residential, leisure and office development above ground floor units where appropriate.

For town centre uses outside of the City, Local Centres and Village Centres, planning permission will be granted where either:

- a. The net sales area is 250 sq.m or less; or
- b. It has been demonstrated that there are no other sequentially preferable sites within or on the edge of Local Centres and Local / Village Parades

Other uses will be granted where it has been demonstrated that all the following criteria have been met:

1. The proposal does not result in the reduction of shopping facilities; or
2. There is no demand for continued retail use and the site has been marketed effectively for such use or no local need has been identified.

## Addressing Horticultural Needs

**4.75** The southern part of the plan area accommodates a horticultural industry which has taken advantage of the comparatively high winter light levels experienced in the area to become nationally and internationally competitive. The Council has a long-standing track record in supporting this industry through the designation of four Horticultural Development Areas (HDAs) around Tangmere, Runcton, Sidlesham and Almodington.

**4.76** In considering the needs of the industry through the plan period, the findings of the Housing and Economic Development Needs Assessment (HEDNA) have been taken into account. This report identifies a maximum requirement of 228,000 sq.m of net additional floorspace, albeit it also acknowledges that there are a number of uncertainties about the extent of growth in the industry, including its future after the country leaves the European Union.

**4.77** In response to the findings of the HEDNA, the Council has reviewed the function and capacity of the previously designated HDAs as a policy tool to meet the anticipated future needs of the industry.

**4.78** The Council has concluded that the existing HDAs at Tangmere, Runcton, Sidlesham and Almodington should be retained with the following principles of development to apply:

- i. Taking account of existing commitments (i.e. planning permission already granted), the remaining requirement can be accommodated within the existing Tangmere HDA which has sufficient capacity.
- ii. It is acknowledged that in certain circumstances, land may be required at the Runcton HDA area which is almost at capacity. In this event, land may be utilised where available within the HDA or on areas of land adjacent to the HDA, in line with Policy DM15.
- iii. Small-scale horticultural development will continue to be focussed within the Sidlesham and Almodington HDAs.
- iv. The HDA boundaries at Runcton and Tangmere have been reviewed, which has led to the Runcton HDA boundary being amended as shown on the proposed changes to policies map.

**4.79** All other horticultural development proposed outside of the HDAs will need to provide clear justification as to why the development cannot accord with the above principles of development. The policy set out below identifies the horticultural needs of the plan area, and the broad strategy to meet this need.

## Policy S11: Addressing Horticultural Needs

To support the growth of the horticultural industry within the plan area, specific provision will be made for a maximum of 228,000 sq.m of additional floorspace for glasshouse, packhouse and polytunnel development, through the following sources of supply:

Category	Floorspace (m2)
<b>Maximum horticultural floorspace requirement for the full Plan period (April 2016 to March 2035)</b>	228,000
Committed supply of horticultural floorspace within Tangmere & Runcton HDA (permissions granted April 2016 to March 2018)	160,000
Residual requirement to be accommodated during Plan Period at Tangmere & Runcton HDAs	<b>68,000</b>

Large scale horticultural glasshouses will continue to be focused within the existing Horticultural Development Areas at Tangmere and Runcton. The Sidlesham and Almodington Horticultural Development Areas will continue to be the focus for smaller scale horticultural glasshouses. Policy DM15 sets out the detailed considerations for applications in these areas.

The anticipated residual requirement of 68,000 of the maximum floorspace requirement will be kept under review during the plan period. Policy DM15 provides the framework within which applications outside of the HDA will be considered.

## Providing Supporting Infrastructure and Services

**4.80** The provision of infrastructure is necessary to support development. It can range from strategic provision, such as the provision of a new road or school, to the creation of a local play-space, community facilities, a country park, or improvements to telecommunications. A key element of the Local Plan Review is for new development to be coordinated with the infrastructure it requires and to take into account the capacity of existing infrastructure.

**4.81** Delivery of infrastructure to support new development will be dependent upon maximising the contribution from the development process whilst recognising that a contribution from both the public and private sector will frequently be necessary. This includes the Government's role in providing the necessary investment to achieve sustainable growth, including appropriate revenue support to those agencies required to manage or serve such development. West Sussex County Council has developed a Strategic Infrastructure Package to enable the provision of County Council services to meet the needs of new strategic development.

**4.82** The Infrastructure Delivery Plan (IDP) that accompanies the Local Plan Review identifies programmed infrastructure provision from both the public and private sector, in addition to that delivered through the development process. It provides an overview of the infrastructure requirements and, where known, who is responsible for delivery and a broad indication of phasing, costs and funding mechanisms at the local level. Capacity in infrastructure and services will be monitored through updates of the Infrastructure Delivery Plan and future infrastructure need assessments via the five year rolling Infrastructure Business Plan.

**4.83** The Council has implemented the Community Infrastructure Levy (CIL) to secure funding for infrastructure necessary to support development and meet the Local Plan Review objectives. Some site specific infrastructure may still be secured through S106 obligations. Community facilities may be delivered at a local level through neighbourhood plans and the parish share of CIL contributions.

**4.84** Some funding for the A27 junctions package of improvements has already been secured from planning permissions granted to date. This approach will continue in the Local Plan Review and financial contributions (S106 and S278) will be secured from the Strategic Site Allocations and other locations where substantial housing is identified in the Local Plan Review but is not yet subject to planning permission. The amount of financial contributions sought will be set out in the review of the Planning Obligations and Affordable Housing SPD.

**4.85** Provision for additional primary school spaces, where required, is expected to be provided for through the expansion of existing schools and delivery of new primary schools within the large scale development sites. Although there is currently capacity for additional secondary school children in the Chichester locality, with the planned growth of this Plan being capable of being accommodated within existing secondary school sites, this position will be kept under regular review.

**4.86** The requirement to provide new or enhanced infrastructure must not be so onerous as to render development unviable, taking into account other policy requirements such as affordable housing provision. For this reason an independent viability study will be carried out to inform this strategy and the IDP.

## **Policy S12: Infrastructure Provision**

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

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

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

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

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

If infrastructure requirements could render a development unviable, proposals for major development should be supported by an independent viability assessment on terms agreed by the relevant parties including the Council and County Council, and funded by the developer. This will involve an open book approach. Where viability constraints are demonstrated by evidence, the Council will:



- prioritise developer contributions made through CIL for essential and then other infrastructure in accordance with the detailed requirements set out in the Infrastructure Delivery Plan; and/or
- use an appropriate mechanism to defer part of the developer contributions requirement to a later date; and
- as a last resort, refuse planning permission if the development would be unsustainable without inclusion of the unfunded infrastructure requirements taking into account reasonable contributions from elsewhere including CIL.

## Sub-area Strategies

**4.87** Policy S3 sets out the broad development strategy across the plan area, recognising the different characteristics and opportunities of the three sub-areas. Further detail on the strategies for each of these areas, including approaches to specific matters in each area, is set out below.

### East-West Corridor

**4.88** The east-west corridor continues to be identified as the focus for accommodating the additional growth of the plan area. The corridor offers comparatively good public transport options and easy access to higher-order/large scale services such as those available in Chichester City. Development in this corridor also provides the opportunity to minimise the impact of development on the natural environment, including designated sites. Evidence suggests that there is a significant movement of people along this corridor, both utilising public transport and the strategic road network.

### Chichester City

**4.89** Chichester City is the main employment and commercial centre and accounts for a high proportion of the area's local housing need. It is also the most accessible location in the plan area and offers the widest range of services and facilities. For these reasons, the Local Plan Review directs a significant amount of new development to the city and its surrounding area. This approach reflects the aspirations as set out in Chichester Tomorrow – A Vision for Chichester City Centre.

**4.90** In addition to providing for local needs, it is intended that new development will contribute to improving the city's infrastructure and enhancing its range of facilities. At the same time, it is acknowledged that new development needs to be planned sensitively with special regard to the unique character of the city's historic environment and setting, and should be underpinned by historic characterisation assessments. Development should also take account of, and contribute towards, the transport strategy for the city (see Policy S14) and have particular regard to parking policies (see Policy DM8). Development at the edge of the built area provides opportunities to achieve additional green infrastructure in and around the city, particularly linking towards the South Downs National Park and Chichester Harbour. Detailed proposals for the city centre and other areas of change in the city may be brought forward through Supplementary Planning Document(s) and / or Development Plan Document(s).

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

be appropriate in some locations, though such development will need to be sensitive to the historic character of the city.

**4.92** There are a number of sites with potential for redevelopment to the south of the city centre in the area known as the 'Southern Gateway', including the Basin Road Royal Mail Delivery site and Bus Depot. Within this area, there is potential to provide an enhanced rail/bus interchange; new office and commercial floorspace; some new residential development; enhancements to the townscape, streetscape and public space; and improved road layouts providing better cycling and pedestrian access to the city centre from the south. Policy AL5 sets out the detailed policy requirements for development in this area. A masterplan for Southern Gateway was adopted as a Supplementary Planning Document in November 2017.

**4.93** Elsewhere within the city, there are a number of sites and locations which may have potential for redevelopment in the future, subject to the relocation or rationalisation of existing uses. Opportunities for new development may be identified through the preparation of future supplementary planning documents which would set out the detailed considerations on such sites. To guide future development within the city, the principles of the following policy will be applied.

### **Policy S13: Chichester City Development Principles**

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

- Support and strengthen the vitality and viability of the city centre and its role as a shopping/visitor destination, employment centre and a place to live;
- Support and enhance the city's existing heritage, arts and cultural facilities;
- Enhance the city's existing heritage, arts and cultural facilities;
- Enhance the city's existing entertainment and leisure offer, including the 'evening economy';
- Reinforce and strengthen the city's office market;
- Protect views of the cathedral;
- Provide or contribute towards improved facilities for education, health and other social and community uses;
- Enhance the character and distinctiveness of the city's local neighbourhoods;
- Provide or contribute towards an enhanced network of green infrastructure, including additional parks and amenity open space, outdoor sport pitches, recreational routes and access to natural green space;
- Support and promote improved access to the city and sustainable modes of travel in

accordance with the transport strategy for the city (see Policy S14); and

- Enhance the public realm, especially within the city centre and key routes in and out of the city.

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

If necessary, the Council may prepare a Supplementary Planning Document(s) or Development Plan Document(s) which will set out a coordinated planning framework covering Chichester City centre and other areas of change in the city, which will identify development sites, transport and environmental improvements and define areas within which specific uses are considered appropriate and will be supported.

**4.94** The city is also the primary focus of the commercial property market for the plan area, providing a range of accommodation for both the office and industrial market. The employment land strategy of this Plan seeks to focus the majority of the identified additional floorspace needed on sites within and close to the city, particularly Policy AL6 (land south-west of Chichester).

## Chichester City Transport Strategy

**4.95** Planning for transport remains a key issue for Chichester City, particularly highway congestion during peak periods on the A27 at the key junctions into and out of the city and the interaction between vehicular and non-vehicular traffic within the city centre. Delays also result from the railway level crossings to the south of the city centre. Due to the historic character of the city, there is limited space for road widening or engineered junction improvements. Parking availability is also an issue at peak times and on-street parking limits traffic flows on some radial routes.

**4.96** In addition to causing delays and unreliable journey times, the transport movements and traffic congestion have a detrimental impact on air quality in the city. This has resulted in the designation of three Air Quality Management Areas (AQMAs), covering parts of Orchard Street, St Pancras and the A27 Stockbridge roundabout junction.

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

**4.98** The Transport Study of Strategic Development Options and Sustainable Transport Measures prepared by Peter Brett Associates to inform the preparation of this Plan has identified a need for potential interventions on highway junctions within the city centre to mitigate the anticipated levels of development, as well as a package of improvements to the junctions on the A27 Chichester Bypass which will help to improve access to the city from the surrounding areas. The improvements to the A27 junctions are discussed further on pages 79-83. The junctions within the city centre identified as potentially requiring improvement in the study are:

- A286 Northgate / A286 Orchard Street;
- A286 Churchside / A286 Broyle Road;
- A286 New Park Road / A286 St Pancras Road;
- Via Ravenna / A259 Cathedral Way Roundabout;
- A286 Stockbridge / Terminus Road; and
- A259 Cathedral Way / Fishbourne Road / Terminus Road.

**4.99** With specific regard to these potential interventions, and others, within the city centre to mitigate the impact of anticipated future development on the highway network, West Sussex County Council has recently commissioned two complementary studies. The Chichester Vision – Transport Feasibility Study will provide a detailed assessment of the projected changes in traffic movements across the city (including the transport assessment informing this Local Plan Review), before setting out suitable and deliverable interventions which could deliver the highway and transport interventions identified in the Chichester Vision. The Sustainable Transport Package Feasibility for Chichester Study will examine ways in which those using Chichester City could be encouraged to switch to more sustainable modes of transport.

**4.100** Whilst this plan is not dependent on the outcomes of these studies, the results will be incorporated into this Plan as it develops.

**4.101** Car parking policy will continue to play a key role in helping to manage car use and highways capacity in the city. The Chichester District Car Park Strategy 2010-2020 seeks to manage car parking demand in the city through a package of measures, including the provision of variable messaging signing to key car parks, minor increases in parking capacity and reductions in car use through the County Council's 'Smarter Choices' initiative. Although the introduction of a Park and Ride scheme is not considered necessary at the present time, the Strategy includes a commitment to review the position if spare capacity in the city's car parks falls below a specified level.

**4.102** Funding for these transport measures is expected to primarily be drawn from development contributions through the Community Infrastructure Levy (CIL), to be supplemented by funding from other sources where opportunities arise. Such sources of funding may include New Homes Bonus, Local Growth Funds, Growing Places Fund and Regional Growth Funds.

## **Policy S14: Chichester City Transport Strategy**

The Council will work with West Sussex County Council and other relevant organisations to deliver an integrated transport strategy for Chichester City, taking account of existing and emerging studies of potential interventions to the highway and wider transport system.

Currently identified measures include:

- Initiatives to promote behavioural change in travel choices, including but not limited to travel plans, easy-to-use journey planning tools, skills training and promotional activities;
- Reviewing car parking provision, including encouraging use of peripheral car parks to reduce traffic in the city centre and giving consideration to the introduction of parking restrictions along some arterial routes to improve traffic circulation (particularly for buses);
- Introducing bus lanes and bus priority measures along key routes (including the A259 Bognor Road approaching its junction with the A27);
- Reviewing and expanding the use of Variable Message Systems (VMS);
- Providing Real Time Passenger Information (RTPI) screens at key locations;
- Exploring potential options to provide an improved bus / rail interchange;
- Delivering strategic cycle routes linking the city centre, residential areas and key facilities, including proposed areas of new housing, employment and greenspace within and close to the city; and
- Improvements to the pedestrian network within and around the city, including proposed areas of new development and greenspace.

In addition to the coordinated package of improvements to junctions on the A27 Chichester Bypass identified in Policy S23, the Council will also work closely with West Sussex County Council to implement the highway interventions identified in the forthcoming Chichester Vision – Transport Feasibility Study in order to reduce traffic congestion and improving safety at key junctions in the city

## East of Chichester

**4.103** To the east of the city, site allocations from the 2015 Local Plan are proposed to be retained at Shopwyke for 585 dwellings (see Policy AL2), Westhampnett/North East Chichester for 500 dwellings (see Policy AL4) and modified at Tangmere to provide for an additional 300 dwellings over and above the 1000 dwellings previously allocated) (see Policy AL14). The employment allocation at Tangmere (Policy AL15) is also proposed to be carried forward which will provide for an additional 4 ha of employment land (approximately 24,000 sq.m of floorspace depending on exact use and plot ratios).

**4.104** In addition to the above, a new site allocation is proposed on land east of Chichester (Oving Parish) for a residential-led development including 600 dwellings through Policy AL3.

**4.105** Together these developments, which are located in relatively close proximity to Chichester City, provide significant opportunities for strategic growth over the plan period.

### Goodwood Motor Circuit and Airfield

**4.106** Goodwood Motor Circuit and Airfield represents a significant leisure and tourism destination within the plan area, particularly on occasions such as the Goodwood Revival where a significant number of visitors are attracted to the site. The economic and cultural benefits afforded to the wider area from such events are well documented.

**4.107** The Council remains supportive of the ongoing operation of the site as a motor circuit and airfield, subject to the existing legal agreements secured which limit aircraft movements and noise generating activities, particularly from motorsport. Opportunities to replace and improve the facilities within the site will be supported, subject to the considerations set out in the following policy.

## **Policy S15: Goodwood Motor Circuit and Airfield**

The Council is supportive of the role that Goodwood Motor Circuit and Airfield plays in the plan area's economy and in attracting visitors to the area. The Council will permit proposals for outdoor sport, recreation and leisure activities in connection or ancillary to the existing motor sport use at Goodwood Motor Circuit and Airfield, provided the proposal does not conflict with other policies of the Plan.

The following criteria will also apply to such proposals:

- a. The proposed development must not result in increased noise levels experienced by nearby residential properties over and above that already permitted;
- b. The character of the area should be retained and reinforced;
- c. The proposed development should be appropriate in scale and character to the existing uses or buildings;
- d. Any anticipated additional demand for traffic movements should be appropriately mitigated with opportunities for non-car based travel options secured and additional private vehicular traffic confined to utilising the existing access

The Council will continue to support the use of the site as an airfield. Proposals for airfield related development will be supported where it can be demonstrated that:

- it represents the replacement of existing facilities on the site which are designed to be similar in terms of size and scale to those they are replacing;
- it ensures the ongoing safe and operational efficiency of the airfield; and
- it would not lead to an increased number of flights in excess of the existing legal agreement

Any development proposals within the vicinity of the site must clearly demonstrate how the development would protect, and where possible enhance, the operation and heritage of the site as a motor-circuit and airfield.



## Development within the vicinity of Goodwood Motor Circuit and Airfield

**4.108** The Motor Circuit and Airfield is located immediately north-east of the City of Chichester, with the settlements of Westhampnett and Westerton being located relatively close to the southern and eastern boundaries of the site.

**4.109** The relationship between the Motor Circuit and Airfield and surrounding residential properties and other noise-sensitive neighbours is a significant consideration for the Council. For some years, the Council has operated a 400 metre buffer zone around the Motor Circuit and Airfield site where there has been a presumption against allowing residential development within this area (see paragraph 12.50 of the 2015 adopted Local Plan.

**4.110** To inform the preparation of this Plan, an investigation of the suitability of maintaining this buffer zone was carried out by MAS Environmental Ltd. The resultant report 'Assessment of motor circuit and general aviation noise in relation to the development of the Local Plan 2 for Chichester District Council' concluded that, taking into account the complex combination of noise generating activities taking place within the site, a 400m buffer between the site and any proposals for noise-sensitive development should be maintained. Within the 400m buffer, a general presumption against noise-sensitive development should be maintained unless it can be clearly demonstrated that the development will achieve acceptable appropriate internal and external amenity standards with regard to noise and disturbance experienced, taking into account the particular characteristics of the noise emanating from the site. The report also identifies the potential for noise disturbance arising from activities at the Motor Circuit and Airfield to be a significant issue beyond the 400m buffer. Any development proposals in these circumstances would need to accord with the provisions of Policy DM25, taking into account the detailed findings of the MAS Study and any other evidence available. The report also identifies the potential for noise disturbance arising from activities at the Motor Circuit and Airfield to be a significant issue beyond the 400m buffer. Any development proposals in these circumstances would need to accord with the provisions of Policy DM25, taking into account the detailed findings of the MAS Study and any other evidence available.

### **Policy S16: Development within vicinity of Goodwood Motor Circuit and Airfield**

There is a general presumption against development proposals for noise-sensitive development within 400m of Goodwood Motor Circuit and Airfield, as defined on the policies map. Where development for noise-sensitive development is proposed within this area, planning permission will only be granted where it can be clearly and robustly demonstrated that:

1. An acceptable level of amenity, by reason of expected experienced noise and disturbance, will be provided for the future occupiers of the noise-sensitive development within both internal and external areas of the development; and
2. that the above levels of amenity are achieved without an adverse impact on the design and layout of the proposed development by reason of noise mitigation measures.

In considering the above, the Council will be mindful of the particular noise characteristics typically emanating from the site.

## West of Chichester

**4.111** To the west of Chichester, and south of the A27, there are a number of settlements that are orientated around the West Coastway railway line and A259. These settlements accommodate a range of facilities and services, whilst also offering relatively high levels of accessibility to Chichester City and other large settlements outside of the plan area.

**4.112** In recognition of the attributes of this area, the Plan seeks to continue to allocate land west of Chichester for a total of 1,600 new dwellings, 6 hectares of employment land (approximately 36,000 sq.m of employment land, depending on plot ratios) and associated uses.

**4.113** Elsewhere a significant proportion of planned future growth of the plan area is identified on the A259 corridor to the west. The following locations have been identified as being capable of accommodating the majority of the growth provided for in the area:

- Fishbourne – identified in the settlement hierarchy as a ‘Service Village’. Policy AL9 provides for 250 dwellings to come forward through the neighbourhood planning process.
- Bosham– also identified as a ‘Service Village’ Policy AL7 allocates land at Highgrove Farm for 250 dwellings in addition to the 50 dwellings allocated in the existing Site Allocation DPD (2018).
- Chidham and Hambrook– identified as a ‘Service Village’ with Policy AL10 provides for 500 dwellings to come forward through the neighbourhood planning process.
- Southbourne – identified as a ‘Settlement Hub’. Policy AL13 provides for 1250 dwellings to come forward through the neighbourhood planning process

**4.114** In addition to the above, and recognising the need to make significant provision for a new employment site to accommodate the majority of long term needs for the plan area, Policy AL6 provides for 33 ha of land to come forward for an employment-led development on land south-west of Chichester.

**4.115** To the north of the A27, there is a series of small villages and hamlets interspersed with farmland and woodland. This area provides a transition into the South Downs National Park. Opportunities for development in this area appear to be limited due to land availability, landscape considerations, settlement patterns and available infrastructure. For these reasons, the Plan does not propose to provide for any significant development in these areas. This position will be kept under review as the Plan moves forward.

## Thorney Island

**4.116** Thorney Island is a peninsula extending into Chichester Harbour with a singular vehicular access from the A259. Much of the island is covered by a Ministry of Defence military base and airfield occupied by the Royal Artillery. The Island is low-lying and thus at risk of flooding and its salt marshes and grasslands are important habitats for wildlife.

**4.117** The Council will support the Ministry of Defence in its continued operation of the military base, including development proposals required to sustain its operational capability. Should any form of physical expansion of the site be required this will be considered in conjunction with the constraints of the site. If proposals emerge which would require a significant uplift in military personnel, the Council will work with the Ministry of Defence, local authorities within the vicinity of the island and other key stakeholders to ensure that any identified increased need for housing is provided for in a way which meets the operational requirements of the base and the sustainable development of the wider area.

**4.118** If for any reason the existing military use ceases, any future use will need to be planned sensitively through the preparation of a masterplan, developed with the local planning authority in conjunction with the local community. This should take into account the particular characteristics of the Island and its environmental designations. In particular, development would need to be compatible with the Chichester Harbour AONB and avoid or mitigate any impact on the adjoining SPA/SAC/Ramsar designation. This is likely to preclude the use of the airfield for civil or general aviation purposes and land and sea based noisy sports. Proposals will also need to demonstrate that suitable vehicular access to the site can be secured.

**4.119** Given the existing contribution that the military makes to the economy of the area, the focus for consideration of any alternative uses should be on employment-led development in the first instance. The cultural and historical significance of the existing military use of the Island, and the potential for remains of archaeological interest, should inform the scope for the future development of the site.

**4.120** Opportunities should be explored to reduce the extent of developed land on the island and to significantly enhance the quality of the landscape and the natural environment. Opportunities for increased public access should be explored, providing these are compatible with the environmental designations.

## **Policy S17: Thorney Island**

Proposals for new development and changes of use at the military base and airfield at Thorney Island which help enhance or sustain its operational military capability will be supported. Development proposals within the vicinity of Thorney Island will be expected to demonstrate that they will not adversely affect the operation of the military base and airfield.

Should Thorney Island cease to be required for military purposes, assessment of potential alternative uses will be considered through a masterplanning process which takes into account the location, characteristics and designations affecting the Island.

All development proposals should seek to enhance the overall character of the Island, mitigate any adverse impacts on local infrastructure, not erode the character of the surrounding area and take opportunities to increase public access. Particular regard will be given to the environmental sensitivity of the location within the Chichester Harbour AONB and the proximity of the Chichester Harbour SAC/SPA/Ramsar.

Development proposals for aviation and noisy sports uses are unlikely to be considered acceptable.

All proposals must ensure that the cultural and historical significance of the military facilities (and any other significant archaeological assets) located on the site, are understood and inform the scope of future development of that site.

## Manhood Peninsula

**4.121** The Manhood Peninsula covers the southernmost part of the plan area, extending from just south of Chichester City to the coast. The area has a distinctive character and faces a specific set of planning challenges. These issues include:

- Significant areas at risk from coastal erosion and flooding, which is further accentuated by a high water table and poor land drainage. These issues need to be managed and mitigated in the face of climate change. The Medmerry Realignment, which was permitted in 2011, involved the managed realignment of a section of coastline, involving the creation of a new inter-tidal zone.
- Environmental designations cover, or impact on, most of the Peninsula, including the Chichester and Pagham Harbours SAC/SPA/Ramsar sites, the Chichester Harbour AONB, and the Medmerry Realignment compensatory habitat.
- Poor road accessibility and problems of traffic congestion result from the limited road connections to the north, the junctions on the A27 Chichester Bypass, and the impacts of summer holiday traffic. There are reasonably regular bus services serving Selsey, East Wittering and the other main settlements on the Peninsula. However, these are more limited in terms of evening and weekend services. These problems of accessibility are further accentuated by the fact that the Peninsula relies strongly on Chichester City for employment, shopping, entertainment and other key facilities, which increases the need to travel.
- The local economy is heavily dependent on tourism, agriculture and horticulture, resulting in a relative lack of employment opportunities with many local jobs seasonal and poorly paid. The development of green tourism could extend the season and increase the viability of the tourism economy.
- The Peninsula has an above-average proportion of older people and is a popular retirement area. Many of the coastal areas also have very high numbers of second homes.

**4.122** Across the Peninsula, there is a need to adapt to the potential impacts of climate change and sea level rise and address the economic, social and transport/accessibility issues facing the area, whilst protecting its unique character. The Plan continues to provide for moderate growth in the Peninsula to reflect these circumstances, specifically the limited infrastructure and significant environmental considerations.

## Integrated Coastal Zone Management for the Manhood Peninsula

**4.123** In delivering this growth, the Council continues to work with other public bodies and local communities to develop a coordinated approach known as the Integrated Coastal Zone Management (ICZM). This process integrates the different policies that have an effect on the

coast. There is a strong focus upon partnership working and informed collaboration between all relevant stakeholders.

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

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

## **Policy S18: Integrated Coastal Zone Management for the Manhood Peninsula**

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

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

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

All development proposals must take account of relevant Surface Water Management Plans, Catchment Flood Management Plans and related flood defence plans and strategies.

Financial contributions may be required from development on sites where measures to address flood risk or to improve the environmental quality of watercourses have been identified by these plans and strategies.

**4.126** Within the Peninsula, the following locations have been identified as being capable of accommodating the majority of the growth provided for in the area:

- Selsey – identified in the settlement hierarchy as a ‘settlement hub’. Policy AL12 allocates land at North of Park Farm for 250 dwellings.
- East Wittering/Bracklesham – also identified as a ‘settlement hub’ Policy AL8 makes provision for 350 dwellings to come forward in this area through the neighbourhood planning process.
- Hunston – identified a ‘service village’. Policy AL11 makes provision for 200 dwellings to come forward in this area through the neighbourhood planning process.

## North of Plan Area

**4.127** The North of the plan area covers those parts of Chichester District which lie north of the South Downs National Park boundary. This includes Loxwood Parish and most of the parishes of Kirdford, Plaistow and Ifold, and Wisborough Green, together with a small part of Lynchmere Parish close to the Surrey border around the villages of Camelsdale and Hammer.

**4.128** This part of the plan area is predominantly rural with few sizeable settlements, characterised by undulating countryside with a high proportion of woodland, typical of the Low Weald landscape. Conserving the rural character of the area, with its high quality landscape and environment is a key objective. However, there is an identified need to accommodate some development to address local housing and employment needs, and support local village facilities.

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

**4.130** Given the present constraints on development in the area, the Local Plan Review provides for only limited growth focused on enabling these communities to continue to sustain its local facilities and contribute towards meeting locally generated housing needs, and support for the rural economy, in line with the overall Plan strategy and settlement hierarchy.

**4.131** Opportunities should also be explored to improve accessibility of these communities to local facilities, larger settlements outside of the plan area and links into the South Downs National Park with the recreational and leisure opportunities that it can provide. In this context, the proposed development of Dunsfold Park in Waverley Borough (approximately 3 miles north of the plan area boundary) presents an opportunity to explore the longer term potential to improve public transport provision in this area.

**4.132** Sites in these parishes will be identified either in neighbourhood plans or a future Development Plan Document.



## **Policy S19: North of the Plan Area**

Provision will be made for development in the North of the Plan area through Neighbourhood Plans and/or Development Plan Documents, in accordance with Policies S3 and S5.

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

- Conserve and enhance the rural character of the area, the quality of its landscape and the natural and historic environment;
- Safeguard existing local facilities and expand the range of local facilities; and
- Improve accessibility to facilities in nearby centres outside the North of the Plan area and the recreational opportunities available in the South Downs National Park

## Design

**5.1** The Chichester plan area is a desirable place in which to live with an outstanding historic environment and attractive villages in beautiful countryside close to the South Downs National Park (SDNP). The buildings, open spaces and landscape all contribute to the character of the area. There are a large number of listed buildings (buildings of special architectural or historic interest) and conservation areas (areas of architectural or historic interest) throughout the area as well as scheduled ancient monuments, and nationally recognised parks and gardens which are registered for special protection. In addition, non-designated assets and features help to shape the distinctiveness throughout the plan area both to the north and south of the SDNP. It all adds up to a rich heritage for people who live and work in the area, and also attracts many tourists and visitors.

**5.2** The creation of high quality buildings and places is a fundamental consideration to the appearance of Chichester as well as the towns and villages and to quality of life. Design should therefore be considered throughout the evolution and assessment of proposals including through early discussions involving applicants, the local planning authority and the local community. New development can be striking but must respect or enhance local character and be appropriate to its context. Design and layout should take account of neighbouring buildings as well as the surrounding area. It is essential that design goes beyond the focus of the individual development and also takes account of sense of place, safety and security.

**5.3** Government guidance (paragraph 130 of the NPPF) calls for permission to be refused for poor development that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. It requires a clear vision and design expectations to be set out and calls for effective engagement between applicants, communities, local planning authorities and other interests throughout the process. Policies are required to ensure that developments will function well and add to the overall quality of the area, be visually attractive, sympathetic to local character and history, establish or maintain a strong sense of place, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks, as well as creating places that are safe, inclusive and accessible promoting health and well-being.

**5.4** Local input in any development is, of course, crucial and that is why town and village design statements are so important. Putting up new buildings alongside something much older can sometimes be contentious, so it is important to be aware of any local special features of particular merit and to relate any proposals to the context of the site. The design of new buildings should be woven into the fabric of the living and working community.

**5.5** Policies are required to achieve high quality in new development and at the same time to protect and enhance existing historic character. Only high quality design that respects and enhances the special qualities of Chichester, our towns, villages and countryside will be

acceptable. Future development must be fit for purpose for many years and designed to meet the changing circumstances and needs of everyone. This will be a key challenge for all new development. In addition, high quality design which retains and complements overall character will be required in the smaller rural villages. The close relationship between new development, existing features and open spaces will be a key consideration in all future proposals.

**5.6** There is a growing recognition that design affects people's lives. Health can be a good example of this. Well-designed buildings with good use of open space, for example, can encourage healthy lifestyles with scope for walking, cycling, and other leisure pursuits that may help to prevent problems such as obesity. In addition, with an ageing population it is particularly important to accommodate the needs of an ageing population. Providing dwellings built to Lifetime Homes Standards, and in accessible locations, will help to achieve this. As the population ages the incidence of dementia is increasing, it is acknowledged that design principles which include creating familiar, legible, distinctive, accessible, comfortable and safe environments can improve the ability of people living with dementia to live well.

**5.7** Parking provision in new housing developments may not always have been adequate or located conveniently for residents. Where poor on-street parking results, this may cause problems and detract from the overall character of the development.

**5.8** Car parking spaces should therefore be an integral part of the layout and design of the new dwelling. Care is required to ensure that parking is convenient, easy to use and well located to overcome the problems arising from haphazard on-street parking. Spaces should be situated within the curtilage of individual plots, within garages or car ports either integral or set back from the road. Parking for flats should be located adjacent to the building where it can enjoy natural surveillance from the occupiers of nearby dwellings. Arrangements need to be made for the parking of cycles within individual residential curtilages where these exist or in communal facilities for apartments.

## Policy S20: Design

All proposals for new development will be required to be of high quality design that:

1. responds positively to the site and its surroundings, cultural diversity and history, conserves and enhances historic character and reinforces local identity or establishes a distinct identity whilst not preventing innovative responses to context;
2. creates a distinctive sense of place through high quality townscape and landscaping that physically and visually integrates with its surroundings;
3. provides a clear and permeable structure of streets, routes and spaces that are legible and easy to navigate through because of the use of street typology, views, landmarks, public art and focal points;
4. is well connected to provide safe and convenient ease of movement by all users, prioritising pedestrian and cycle movements both within the scheme and neighbouring areas and ensuring that the needs of vehicular traffic does not dominate at the expense of other modes of transport, or undermine the resulting quality of places;
5. incorporates and/or links to high quality Green Infrastructure and landscaping to enhance biodiversity and meet recreational needs, including public rights of way;
6. is built to last, functions well and is flexible to changing requirements of occupants and other circumstances;
7. addresses the needs of all in society by incorporating mixed uses and facilities as appropriate with good access to public transport and a wide range of house types and tenures;
8. is visually attractive and respects and where possible enhances the character of the surrounding area in terms of its scale, height, density, layout, massing, type, details, materials,
9. provides a high standard of amenity for existing and future neighbours, occupiers and users of the development;
10. creates safe communities and reduces the likelihood and fear of crime;
11. secures a high quality public realm with well managed and maintained public areas that are overlooked to promote greater community safety, with clearly defined private spaces;
12. ensures a sufficient level of well-integrated car and bicycle parking and external storage;
13. is sustainable and resilient to climate change by taking into account landform, layout, building orientation, massing and landscaping to minimise energy consumption and mitigate water run-off and flood risks.

## Planning for Health and Wellbeing

**5.9** The NPPF recognises that supporting healthy communities is fundamental to the social role of planning in delivering sustainable development. The planning process can influence the provision of new and improved facilities and opportunities to encourage healthy choices and active lifestyles, when creating new places and new development. Policies in the Local Plan Review enable and support healthy lifestyles for example, by including the provision of safe and accessible green infrastructure, sports facilities, local shops, and housing allocations which encourage walking and cycling.

**5.10** Development should contribute to building healthy communities through the creation of an inclusive built and natural environment. Inclusive design means providing for all people regardless of age or ability. Healthy communities are ones which meet the needs of children and young people to develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.

**5.11** Policy S21 seeks to ensure that development considers local issues relating to health and wellbeing at an early stage in the planning process in order to positively improve outcomes for residents. However, health and wellbeing is not a standalone policy, it is influenced by a number of themes, including transport, open space, green infrastructure, housing, employment and environmental quality.

### **Policy S21: Health and Wellbeing**

All proposals for new development should improve and promote strong, vibrant and healthy communities. Measures that contribute to healthier communities and support health, social and cultural wellbeing, must be incorporated in a development where appropriate.

## Historic Environment

**5.12** The importance of the historic environment to both Chichester and the plan area cannot be underestimated. The large number of “Heritage Assets”, both designated and non-designated, that pervade throughout the area form a key irreplaceable resource. These include listed buildings, conservation areas, Scheduled Monuments, archaeological sites and Historic Parks and Gardens. It is therefore important for such assets to be conserved in a manner appropriate to their significance to ensure their contribution can be enjoyed by both existing and future generations.

**5.13** Where development proposals might affect a heritage asset the Council will identify and assess the particular significance of the heritage asset and seek to avoid or minimise any conflict between the conservation of the heritage asset and any aspect of the proposal. When considering new development in conservation areas and/or within the setting of heritage assets, opportunities should be sought to enhance or better reveal their significance.

**5.14** In certain instances there may be benefits of a proposal for enabling development where this would secure the future conservation of a heritage asset. Where such potential arises it will be important to consider any conflict with other policies in the plan and the extent of the benefits to be accrued.

### Policy S22: Historic Environment

The Council will ensure the significance of heritage assets within the plan area is conserved or enhanced to ensure the long term protection and enjoyment of the historic environment by:

1. Protecting and managing all heritage assets, archaeological sites and historic landscapes, designated and non-designated assets, and their setting in accordance with legislation and national policy;
2. Understanding, identifying and respecting the significance of the assets;
3. Undertaking further conservation area character appraisals and any related management plans;
4. Taking account of heritage assets identified at risk or vulnerable to risk and taking a proactive approach to their improvement.

Where benefits may arise from a proposal for enabling development that would secure the future conservation of a heritage asset it will be important to consider whether any conflicts with other policies in the plan are outweighed by the benefits.

## Transport Infrastructure

**5.15** Transport infrastructure includes roads, public transport facilities for bus and rail, ferry services, footpaths, cycleways and bridleways.

**5.16** The plan area accommodates nationally important strategic transport corridors in the form of the Portsmouth-Brighton rail corridor and the A27 strategic road link between Havant and Eastbourne. Other infrastructure of more localised importance includes the A286 from the south of Chichester heading northwards towards Midhurst and the A259 which follows an alignment similar to the A27, albeit to the south before connecting Chichester to Bognor Regis. These roads are supported in the wider highway network by local roads designed to accommodate more localised traffic. There is an extensive public rights of way network across the plan area, and a number of cycle paths.

**5.17** The Local Plan Review strategy for transport, access and communications aims to promote a more integrated and sustainable local transport network and to facilitate ease of access to local services and facilities supporting planned development and mitigating its cumulative impact on the highways network and other transport services.

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

**5.19** Road congestion is a major issue affecting parts of the plan area, particularly within Chichester City and the junctions on the A27 Chichester Bypass. The problems are most acute during peak travel periods, and this causes knock-on effects in terms of delays and diversion onto less suitable roads, and road safety issues. Congestion at the A27 junctions and the level crossings on the West Coastway railway line act as a barrier to movement around the city, and between the city and the Manhood Peninsula to the south. Transport movements and traffic congestion have a detrimental impact on air quality in the city, which has resulted in the designation of three Air Quality Management Areas (AQMAs).

**5.20** The more rural parts of the plan area face different transport challenges. In particular, there is a high reliance on car travel to access key services and facilities, with limited public transport services.

**5.21** Projected growth in road journeys from the existing population, together with new housing, employment and other development proposed over the Plan period (both within and

# Strategic Policies

outside of the plan area) will place additional pressure on the local road network which is already operating at or beyond its designed capacity in places. Without mitigation, this would lead to further congestion and increased queuing times around the A27 junctions and within Chichester City.

**5.22** The A27 has trunk road status and falls under the responsibility of Highways England. Within the vicinity of Chichester City, the A27 has a poor safety record, with evidence suggesting that it is within the worst 10% of UK roads for casualties<sup>14</sup>. Furthermore, the A27 and many local roads are often significantly over capacity.

**5.23** The potential for a major upgrade of the A27 within the vicinity of Chichester City utilising alignments running south of the city has previously been considered in some detail by Highways England. Further work has also been undertaken by this Council, in combination with West Sussex County Council and local communities to explore the potential for a new alignment for the A27 to the north of Chichester.

**5.24** At a meeting of the Council in June 2018, it was resolved that in the event of a future opportunity to apply for central government funding for new road schemes becoming available, support is given to a northern alignment for the A27 as a preferred option, subject to securing the necessary environmental mitigation, with a southern route identified as a reasonable alternative.

**5.25** At this time, there is insufficient detail and uncertainty on the proposed route to rely on a publicly funded solution in planning future development. It will also be necessary to coordinate Local Plan Review transport improvements with the eventual preferred Highways England scheme for the A27 bypass when this is known, both physically and in terms of funding.

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

**5.27** In addition, the County Council is expected to continue to support new development through a package of transport improvements which will continue to aim to reduce congestion and encourage people to use sustainable modes of travel such as walking, cycling and public transport. The District Council will shortly commence work on updating its local Cycling, Walking and Infrastructure Plan to help prioritise projects for delivery, particularly in Chichester City Centre. A key objective is to achieve a significant shift in travel behaviour aimed particularly at reducing car use for short distance journeys. Proposed measures are likely to include continuing to target investment in local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved

<sup>14</sup> Source: the [South Coast Central Route Strategy Evidence Report April 2014](#)



pedestrian and cycling networks. Also likely to be included are measures to encourage behavioural change, such as easy-to-use journey planning tools, skills training and promotional activities. Parking policies for the city included in the Chichester District Car Park Strategy 2010-2020 will also play a role in managing growth in car use.

**5.28** Improvements to transport infrastructure (including to the A27 Chichester Bypass), coupled with measures to control travel demand and promote sustainable modes of travel, are considered sufficient to accommodate the levels of development provided for in the Local Plan Review. New development proposed in the Local Plan Review will present opportunities to fund and/or deliver elements of the identified package of transport measures. The effectiveness of transport infrastructure measures in controlling traffic growth and congestion in and around Chichester City will need to be carefully monitored.

**5.29** The Chichester District Car Park Strategy 2010-2020 also continues to play a role in managing growth in car use. The Car Park Strategy indicates that if spare capacity in the city's car parks falls below a specified level, the need to introduce Park and Ride should be considered. Should this situation arise, a review may be required in order to revise the transport strategy for the city and identify potential Park and Ride sites.

**5.30** Apart from the cost of the package of improvements to the junctions of the A27, which will continue to be in part be funded from S106 and S278, it is intended that identified transport infrastructure improvements will be a key priority for Community Infrastructure Levy (CIL) funding. The Council and its partners will also pursue opportunities to obtain funding from other sources where possible. Implementation of the junction improvements will be coordinated with the phasing and delivery of major development to address the requirements set out in the Infrastructure Delivery Plan.

**5.31** The District Council has undertaken a transport assessment of the proposed development sites and strategic housing numbers set out in this Plan to understand the impacts on the highway network in the plan area and surrounding area. The study has identified that a number of highway improvements will be required to mitigate the impact of the development now planned in this Local Plan Review, particularly in relation to junction improvements on the A27 Chichester Bypass. In summary these are as follows:

A27 junction improvements:	Fishbourne roundabout (A259) Stockbridge roundabout (A286) Whyke roundabout (B2145) Bognor Road/Vinnetrow Road roundabout (A259) Oving traffic lights (B2144) Portfield roundabout (A285)
Inner Chichester	Various small-scale junction improvements within city centre
Wider plan area	New road connecting Birdham Road to A27 Fishbourne roundabout Small-scale junction improvements on Manhood Peninsula
Outside of plan area	Small-scale junction improvements on A259 in Arun District

## Strategic Policies

**5.32** These highway improvement schemes will replace those previously identified to mitigate the effects of the 2015 Local Plan, other than specific localised schemes identified at the development management stage to mitigate the impact of a specific proposal.

**5.33** In terms of public transport the Council will be working with Network Rail, train operators and local stakeholders to facilitate improvements to the accessibility of railway stations. The Council also works closely with bus operators to improve their services in and through the plan area.

## **Policy S23: Transport and Accessibility**

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

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

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

- New road connecting Birdham Road to A27 Fishbourne roundabout (see Policy AL6) to be funded through S106/S278 by the developer of the Strategic Site Allocation – Land South West of Chichester (Apuldram and Donnington Parishes)
- Provision for car sharing clubs
- Provision for electric charging points
- A coordinated package of improvements to junctions on the A27 Chichester Bypass, along with a new road between Birdham Road and the Fishbourne Roundabout south-west of Chichester and other small-scale junction improvements within the city and elsewhere. These will increase road capacity, reduce traffic congestion, improve safety and air quality, and improve access to Chichester City from surrounding areas;
- Targeted investment to improve local transport infrastructure, focusing on delivery of improved and better integrated bus and train services, and improved pedestrian and cycling networks, including the public rights of way network; and
- Measures to promote behavioural change in travel choices, such as easy-to-use journey planning tools, skills training and promotional activities. Travel plans will be developed as a means of coordinating these measures.

Funding for the A27 junction package of improvements will be funded in part by financial contributions from the Strategic Site Allocations and other locations where substantial housing is identified in the Local Plan Review but is not yet subject to planning permission. The Community Infrastructure Levy will be used to contribute towards the cost of improvements to the local road network. New development may also be required to deliver or contribute towards specific transport improvements directly related to the development.

Planned transport measures will involve consultation with all interested parties, including local residents and businesses.

## Countryside and Countryside Gaps

**5.34** Settlement boundaries distinguish between built-up areas and areas of countryside. The settlement boundaries are identified on the policies map. They have all been reviewed as part of the Local Plan Review process unless this was done through a neighbourhood plan or the preparation of a subsequent Development Plan Document.

**5.35** The methodology for determining the boundaries is set out in the Settlement Boundary Review Background Paper, which forms part of the Local Plan Review evidence base. Policy S24 sets a clear distinction between land within a settlement boundary and countryside. Within the settlement boundary, the principle of further development is established subject to other policies in this Plan.

**5.36** Areas outside settlement boundaries are defined as 'countryside' which includes villages, hamlets, farms and other buildings as well as undeveloped open land. In order to protect the landscape, character, quality and tranquillity of the countryside it is essential to prevent inappropriate development. At the same time, it is necessary to provide for the social and economic needs of small rural communities, and enable those who manage, live and work in the countryside to continue to do so.

**5.37** The plan area's countryside is an important and diminishing resource. It is valued for many reasons, including agriculture and community food production, its landscape qualities including the special characteristics of Chichester Harbour and Pagham Harbour, the setting it provides for Chichester City and other towns and villages and the opportunities it provides for recreation and biodiversity. The Council is keen to protect the countryside in the plan area from the urbanising impacts of development which can arise from the impact of buildings, structures, lighting, traffic and other activities.

**5.38** The Council also wants to find ways of enhancing the character and appearance of the countryside, the amenities and opportunities that it offers, and its biodiversity. However, there are dwellings and enterprises in these countryside areas, and particular needs arising from rural activities. To support a prosperous and diverse rural economy, some limited and carefully planned development may be acceptable to enable the countryside and local rural communities to evolve and thrive. Support is given to the local delivery of services and community facilities such as the retention of local shops, meeting places, sports venues, open space, cultural buildings, places of worship and pubs.

**5.39** In parts of the countryside there is a shortage of sites suitable to meet local social, community and economic development needs. The Council will support the conversion of existing buildings and the re-use of previously developed sites for rural affordable housing, local community facilities and/or small scale employment generating uses which are accessible, well designed and well related to existing development and require a countryside location.

**5.40** Where development is proposed in the countryside, the Council will seek the beneficial management of the countryside. This will include encouragement of proposals that enhance the woodlands and recreational links to and within this area.

**5.41** The designation of the South Downs as a National Park recognised the special qualities of the landscape and recreational opportunities available. The Park represents a significant asset for the plan area in this regard and it will be important to ensure that connectivity between the areas are protected and enhanced, with new recreational opportunities explored further as they arise.

**5.42** The countryside also performs an important role in providing a setting for the plan area's settlements. Maintaining the individual identities of communities is an important priority for the Council. The most obvious way of achieving this is keeping them physically separate from each other and areas outside of the plan area e.g. Emsworth to the west and the Coastal West Sussex Urban Belt to the east. Development over recent years has tended to cause some merging of settlements. The Council considers that designating areas between settlements as countryside gaps to be kept free of urbanising development may be an appropriate way of seeking to prevent further loss of local identity. A study of the potential for introduction of gaps between various settlements across the plan area is currently underway. Should the results of this study support the case for introducing such gaps, then this provision will be included within the next iteration of this Local Plan Review.

**5.43** Parts of the countryside are underlain with mineral deposits. As the minerals planning authority, West Sussex County Council seeks to avoid the sterilisation of such resources by permanent development. Areas safeguarded because they contain minerals are identified by the County Council in the West Sussex Minerals Plan and the implications are further explained in the Draft Safeguarding Guidance. Areas where minerals safeguarding policies apply are shown on the Local Plan Review policies map.

## **Policy S24: Countryside**

Outside settlement boundaries as defined on the policies map, development will be permitted in the countryside provided that:

1. It conserves and, where possible, enhances the key features and qualities of the rural and landscape character of the countryside setting;
2. It is of an appropriate scale, siting and design that is unlikely to cause unacceptable harm to the appearance of the countryside; and
3. It requires a countryside location or meets an essential local need, as provided for in Policies DM21 and DM22.

Defined settlement boundaries may be altered by a development plan document and/or a neighbourhood plan.

## The Coast

**5.44** The plan area's coastline stretches from the Rivers Ems at Emsworth in the west to Pagham Harbour in the east, providing important habitats for wildlife, leisure and employment opportunities associated with the marine environment and an extensive public rights of way network which provides public access to the majority of the plan area's coastline. The landscape of the coastline is characterised by its relatively flat topography which, on occasion, serves to provide views from the water across to the South Downs National Park.

**5.45** Significant areas of actively farmed arable land remain along the coast, punctuated by mature woodland and settlements such as Bosham, West Itchenor, West Wittering and East Wittering. There are also a number of marine related activities along the coast, including both commercial and recreational uses.

**5.46** The importance of the landscape of Chichester Harbour, including its coastline has been recognised by its designation as an Area of Outstanding Natural Beauty. Most of the coastline is also designated as a Special Area of Conservation and a Ramsar site. There are also Sites of Special Scientific Interest along the coast.

**5.47** The Council works closely with a number of organisations and authorities to effectively manage and promote the coastal environment and its waterways. This includes joint work with Havant Borough Council, Hampshire County Council, West Sussex County Council and Chichester Harbour Conservancy Authority in relation to Chichester Harbour. The Council has a similar working relationship with Arun District Council with regard to Pagham Harbour.

**5.48** The Integrated Coastal Zone Management for the Manhood Peninsula is discussed in Chapter 4 of this Plan.

### Policy S25: The Coast

The Council will continue to work with partner organisations and authorities to protect and enhance the Plan's coastal areas in order to ensure they continue to provide an important recreational, economic and environmental resource. In particular the Council will support:

- ongoing habitat protection/restoration/enhancement;
- leisure/recreational uses, including water based activities;
- marine employment uses, including those which require direct access to water; and
- flood defence and adaptation to climate change

In supporting the above, the Council will be mindful of the consistency of proposals with other relevant statutory and non-statutory policies and documents of relevance, including the Chichester Harbour Conservancy Harbour Management Plan

## Natural Environment

**5.49** Protecting and enhancing the natural environment of the plan area is a key objective of this Council. The natural environment provides social, environmental and economic benefits which, when appropriately managed, contribute towards long term sustainable growth. As described in paragraph 1.40, the plan area accommodates a number of international, national and local designations.

**5.50** The natural environment is under significant pressure to accommodate a range of demands. This includes modern farming practices which have an influence on the evolving landscape and biodiversity of our countryside as well as development that more directly facilitates addressing housing needs and provides for economic growth.

**5.51** In seeking to reconcile these demands on the natural environment, the Council will only support proposals that do not cause significant harm to the function of the natural environment. This includes ensuring the richness of the landscape and biodiversity of the area is not unduly compromised, with opportunities taken to enhance their value where appropriate.

**5.52** The plan area has a good growing climate and both the agricultural and horticultural industries are important. Domestic food production is of strategic national importance. Emphasis is not just on increasing self-sufficiency but also taking advantage of the UK climate to produce more food for home and export markets.

**5.53** Much of the undeveloped coastal plain of the plan area is high quality agricultural land which falls within Grades 1, 2 and 3a of the Agricultural Land Classification. In planning for the sustainable growth of the plan area, it is recognised that there may be occasions when the loss of such land is necessary.

### Policy S26: Natural Environment

The Council will continue to work with partner authorities and organisations to protect and enhance the natural environment of the Plan Area. In relation to development proposals this will include:

- Ensuring that distinctive local landscape character and sensitivity is protected in accordance with Policy DM28.
- Ensuring there is no adverse impact on the openness of views in and around the coast, designated environmental areas and the setting of the South Downs National Park. See Policies DM19, DM20 and DM28.
- Protecting the biodiversity value of the site and its environment in accordance with Policy DM29; and
- Considering the quality of the agricultural land, with the development of poorer quality agricultural land being preferred to the best and most versatile land.

## Flood Risk and Water Management

**5.54** As a consequence of the rise in sea levels and storm surges, parts of the plan area will be at increased risk from coastal erosion, groundwater, fluvial and/or tidal flooding. Hard defences may not be possible to maintain in the long term, therefore development needs to be strongly restricted in areas at risk to flooding, whilst ensuring that existing towns and villages are protected by sustainable means that make space for water in suitable areas.

**5.55** There are serious concerns about the impacts of flooding, both in respect of current properties at risk but also the long-term management of the area. These issues are therefore key factors in determining the scale and location of development. It is important that inappropriate development is avoided in areas currently at risk from flooding, or likely to be at risk as a result of climate change, or in areas where development is likely to increase flooding elsewhere.

**5.56** Any development in the plan area must therefore have regard to flood and erosion risk, by way of location of specific measures, such as additional flood alleviation, which will protect people, properties and vulnerable habitats from flooding.

**5.57** Any risk must be assessed by using the Environment Agency Flood maps and the Council's Strategic Flood Risk Assessment (SFRA). A Level 1 Strategic Flood Risk Assessment for the Chichester plan area has been carried out for the Local Plan Review that supersedes the previous SFRA (2008). The study has been undertaken in accordance with advice in the NPPF and its accompanying PPG.

**5.58** Built development can lead to increased surface water run-off; therefore new development is encouraged to incorporate mitigation techniques in its design, such as permeable surfaces and Sustainable Drainage Systems (SuDS). Where appropriate, SuDS should be used as part of the linked green infrastructure network to provide multiple functions and benefits to landscape quality, recreation and biodiversity. This can be achieved through habitat creation, new open spaces and good design. SuDS should be designed to help cope with intense rainfall events and to overcome any deterioration in water quality status. In determining the suitability of SuDS for individual development sites, developers should seek advice from the Lead Local Flood Authority.



## **Policy S27: Flood Risk Management**

Flood Zones in the Chichester plan area are defined in accordance with Planning Practice Guidance and the Council's Strategic Flood Risk Assessment Level 1. In order to reduce the overall and local risk of flooding in the area:

1. Development must be located, designed and laid out to ensure that it is safe, that the risk from flooding is minimised whilst not increasing the risk of flooding elsewhere, and that residual risks are safely managed. In locations identified as being at risk of flooding, planning permission will only be granted, or land allocated for development, where it can be demonstrated that:
  - a. through a sequential approach, it is located in the lowest appropriate flood risk location in accordance with the NPPF and the Chichester Strategic Flood Risk Assessment (SFRA); and
  - b. where sequential and exceptions tests have been undertaken and passed, any development that takes place where there is a risk of flooding incorporates flood mitigation measures into the design to minimise the risk to property and life both on and off site should flooding occur.
  - c. it would not constrain the natural function of the flood plain, either by impeding flood flow or reducing storage capacity.
2. Sustainable drainage systems (SuDS) will be required on major developments (10 or more dwellings or equivalent) and encouraged for smaller schemes. A site-specific Flood Risk Assessment will be required for sites within or adjacent to areas at risk of surface water flooding as identified in the SFRA. There should be no increase in either the volume or rate of surface water runoff leaving the site.
3. Proposed development on brownfield sites should reduce run off rates to match those on greenfield sites where feasible.
4. Development should not result in any property or highway, on or off site, being at greater risk of flooding than the 1 in 100 year storm return period, including an allowance for climate change.

# Strategic Policies

## Pollution

**5.59** The Local Plan Review strategy seeks to protect and enhance the environment by improving pollution control measures in development throughout the plan area. This reflects the Plan Vision and environmental objectives, alongside promoting healthy lifestyles and improving quality of life.

**5.60** Some forms of development can result in pollutants, but are necessary to meet the economic and social needs of the plan area. These may include industrial and commercial land uses and new transport routes. Developers must submit robust and appropriate evidence to enable assessment whether there is a likely significant adverse effect on health and quality of life as a result of the development. Mitigation measures should be included in proposals where evidence suggests a likely significant adverse effect.

### **Policy S28: Pollution**

The Council will seek to ensure that development protects, and where possible, improves upon the amenities of existing and future residents, occupiers of buildings and the environment in general. Where development is likely to generate significant adverse impacts by reason of pollution, the Council will require that the impacts are minimised and/or mitigated to an acceptable level.

## Green infrastructure

**5.61** Green infrastructure is a network of multi-functional green (and blue) spaces, both urban and rural, that delivers a wide range of environment and quality of life benefits for local communities. As a network it includes parks, open spaces, playing fields, woodlands, but also street trees, allotments and private gardens. It can also include streams, canals and other water bodies and features such as green roofs and walls.

**5.62** New green infrastructure is to be provided as part of the development at selected Strategic Development Locations as shown on the Policies Map.

**5.63** The benefit of these spaces for the economy, local people and wildlife is recognised as extending beyond the plan area boundary. Further detail is set out in Policy DM32 and supporting text.

### **Policy S29: Green Infrastructure**

The Council will seek to ensure development should reinforce and enhance the role of green infrastructure. In accordance with Policy DM32 the Council will seek to secure the long term sustainable growth of the plan area and beyond through partnership working.

## Strategic Wildlife Corridors

**5.64** Wildlife corridors allow the movement of species between areas of habitat by linking wildlife sites and reducing the risk of small, isolated populations becoming unsustainable and dying out. Wildlife corridors are important features that should be protected, enhanced and created, to protect and promote biodiversity and to prevent fragmentation and isolation of species and habitats.

**5.65** Strategic wildlife corridors are important for providing connectivity and passageways for wildlife through the landscape, often adjacent to urban areas and proposed development. They provide an essential function in allowing the movement of species, preventing isolation of populations and degradation of designated sites. They also function as green infrastructure.

**5.66** In 2013 Chichester District Council, in partnership with Forest Research UK, undertook the Chichester District Green Infrastructure Mapping Project. This sought to identify and map the components of the local ecological networks in accordance with the NPPF. The results of this mapping work identified features such as hedgerows, treelines and woodland which are used as ecological corridors by species of bats and also ditches and rifees which are used by water voles. The ecological networks, in addition to high concentrations of species records and the location of priority habitats and designated sites, has enabled the Council to identify four strategic wildlife corridors which connect Chichester Harbour with the South Downs National Park (see Maps 5.1 and 5.2). These corridors do not stop at the plan area boundaries.

**5.67** The Council will apply an additional layer of planning restraint to the countryside protection policies within these strategic wildlife corridors to ensure that connectivity between the South Downs National Park and the Chichester Harbour AONB is maintained in the long term. Within the corridors it will be necessary to demonstrate that no land outside the corridor is available for development and the development will not have an adverse impact on the integrity of the corridor.

**5.68** The Council has published a Strategic Wildlife Corridors background paper, which should be read in conjunction with this policy, setting out the methodology used to inform the approach.

### Policy S30: Strategic Wildlife Corridors

Development proposals within, or in close proximity to, strategic wildlife corridors will be granted where it can be demonstrated that:

1. There are no sequentially preferable sites available outside the wildlife corridor;
2. The development will not have an adverse impact on the integrity and function of the wildlife corridor; and
3. Development located in close proximity to strategic wildlife corridors protects and enhances its features and habitats.

Minor development within the strategic wildlife corridor will be acceptable where it does not undermine the connectivity and ecological value of the corridor.

## Wastewater

**5.69** A Water Quality Assessment has been prepared to understand the potential environmental impacts of new housing growth, and the associated increases in wastewater production upon the water quality of receiving waters. A total of nine wastewater treatment works currently serve the plan area.

**5.70** The assessment found that during the lifetime of the Local Plan Review, measures will need to be put in place at each WwTW and their associated catchments and sewer networks in order to tackle current and future water quality issues to support future housing growth. Measures include:

- Upgrades to reduce phosphate concentrations;
- Upgrades to increase physical capacity;
- Upgrades and catchment measures to reduce nitrate concentrations; and
- Upgrades to sewer networks.

**5.71** A Water Quality Group has been established which comprises the District and County Councils, Environment Agency, Southern Water, Natural England and Chichester Harbour Conservancy. It works in partnership to address the specific constraints and implement proposed solutions so that the wastewater treatment requirements of future development can be fully supported within the plan area and beyond.

**5.72** The Surface Water and Foul Drainage SPD provides guidance for applicants on how to address relevant water management issues in the context of the capacity of existing wastewater treatment infrastructure when considering any potential new development. The SPD is a material consideration when assessing planning applications.

### **Policy S31: Wastewater Management and Water Quality**

Proposals for development within the Plan Area should be able to demonstrate no adverse impact upon the quality of receiving waters. This may require mitigation measures to be agreed and delivered as part of the proposal.

All proposals for new development in the catchment should conform to the following water management measures:

1. All new dwellings should achieve the higher building regulations water consumption standard of a maximum of 110 litres per person per day including external water use;
2. No surface water from new development shall be discharged to the public foul or combined sewer system; and
3. Where appropriate, development should contribute to the delivery of identified actions to deliver infiltration reduction across the catchment.

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

# Strategic Site Allocations

## Strategic Development

**6.1** The Plan identifies a number of strategic sites and/or locations (where neighbourhood plans are anticipated to be prepared) for development in the period up to 2035. These sites will deliver a significant amount of development across the plan period.

**6.2** The strategic sites/locations have been identified following a comprehensive selection process. This took account of sites promoted through the call for sites exercises and in response to the consultation on the Issues and Options for the Local Plan Review. Those sites promoted within and surrounding settlements that are considered to be capable of accommodating additional sustainable development were taken forward for further scrutiny, taking account of the vision and objectives set out in pages 24-29 of this Plan.

**6.3** The selection process as described above, helped to identify the broad locations that offered particularly suitable locations for development which have subsequently been tested in detail through Sustainability Appraisal, Habitats Regulation Assessment, Transport Assessment, Infrastructure Delivery Plan and Landscape Study. The content of responses to earlier stages of consultation has also been taken into account.

## Design Strategies

**6.4** A design strategy will be required to support proposals for strategic scale development.

**6.5** The strategic development locations will be planned and designed to be of a high standard as sustainable development, well integrated with existing settlements and neighbourhoods. The strategic developments also offer opportunities to expand and enhance local infrastructure and facilities for the wider plan area. To achieve these objectives, development will be planned in a coordinated way through a comprehensive master-planning process, including the preparation of a design and access statement.

**6.6** In broad terms, the masterplans and design and access statements will describe and map the overall vision and concept for each proposed strategic development location. They will be based upon a clear understanding of place, informed by the available evidence of the natural and historic environment and provide a clear and cohesive framework for development. They will also set out the intended implementation and phasing of development, identifying responsibilities for delivery and sources of funding.

### **Policy S32: Design Strategies for Strategic and Major Development Sites**

Proposals for housing allocations and major development sites must be accompanied by a site-wide design strategy that includes the following:

1. A Masterplan which should:
  - a. identify the vision for the development, setting out a clear description of the type of place that could be created whilst building on the overall aims for the plan area
  - b. demonstrate a coherent and robust framework for development that clearly sets out: land

uses proposed including amount, scale and density, movement and access arrangements and Green Infrastructure provision

- c. show how the design requirements of the scheme work within the vision and demonstrate how the vision will be achieved
  - d. integrate with the surrounding built, historic and natural environments, in particular maximising existing and potential movement connections and accessibility to encourage walking, cycling and use of public transport
  - e. provide community facilities and other amenities to meet the needs of all the community, including access to education and training facilities, health care, community leisure and recreation facilities as appropriate
  - f. define a hierarchy of routes and the integration of suitable infrastructure, including, for example, SuDS within the public realm
  - g. contain a Green Infrastructure framework to ensure that public and private open space standards are met, relate well to each other and to existing areas and that the new spaces are safe, convenient, accessible and functional, and
  - h. contain an indicative layout which illustrates a legible urban structure based on strategic urban design principles and identifies key elements of townscape such as main frontages, edges, landmark buildings and key building groups and character areas.
2. An accompanying Design and Access Statement, which should explain:
- a. the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account to create or reinforce local distinctiveness to achieve a positive sense of place and identity
  - b. the design principles and concepts that have been applied to the proposed development and how these principles will be used to inform subsequent phases or development parcels and the mechanism for delivering the Vision at more detailed stages, for example through design coding
  - c. how sustainability and environmental matters will be addressed including the efficient use of resources both during construction and when the development is complete
  - d. the delivery phasing and implementation strategies to be in place to ensure the timely delivery of infrastructure and services to the development when they are needed by new residents, and that new developments are built out in a logical manner
  - e. how the mix of housing types and tenures is integrated and supports a range of household sizes, ages and incomes to meet identified housing need, and
  - f. how consultation with the existing community has been incorporated.

The Council will expect development proposals to have explored, in association with local communities, the scope for community land trusts to be used to secure the long term ownership and management of affordable housing, public open space and other community facilities (including small scale retail) to be provided as part of the development.

# Strategic Site Allocations

## Chichester City

### West of Chichester

**6.7** The West of Chichester development location is bounded by Centurion Way to the east, the railway line to the south and Old Broyle Road to the north. The total site area is about 115 hectares. The site has the potential to deliver a large strategic development of 1,600 dwellings, to be delivered in two phases. The 2015 adopted Local Plan assumed that 1,250 dwellings could come forward in the period up to 2029, with the remaining 350 dwellings delivered after 2029.

**6.8** The site has a number of advantages, which offer considerable potential for development as a sustainable urban extension of Chichester City. It is on the western edge of the Chichester City settlement boundary and is around 2km from the city centre. It therefore offers good accessibility to the city by sustainable modes of travel, as well as providing direct road access to the city without the need to use or cross the A27.

**6.9** The allocation is covered by a two-phase Framework Plan approved by Planning Committee in April 2016 which expects the site to be developed in two phases. An outline application for phase one was permitted in April 2018, to deliver 750 dwellings, a local centre with retail, community and employment uses (minimum of approximately 2500 sq.m B1a Use Class), primary school, informal and formal open space (including a country park) and playing pitches. The initial phase of built development focuses on the north of the site, accessed off Old Broyle Road.

**6.10** Phase two would extend development southward with potential to eventually deliver up to 1,600 dwellings on the site. The agreed framework for phase two provides for up to 850 dwellings, informal and formal open space (including a further area of country park), playing pitches for Bishop Luffa School, new southern access linking the site to Westgate and 6 hectares of employment space.

**6.11** The development will form a new neighbourhood and is expected to maximise the potential for integration with existing land uses and communities on the western side of the city. This will involve opportunities to enhance and broaden the range of facilities that serve the wider local community, including good off-site access (development to deliver walking and cycling links) to existing local facilities, the city centre and key facilities elsewhere in the city.

**6.12** The site does not present any major issues of flood risk. There are no significant long distance views into the site from the South Downs National Park. However, there are views of the Chichester Cathedral spire from parts of the site. Development will need to have particular regard to certain natural and historic features including: the Brandy Hole Copse Local Nature Reserve directly adjacent to the north of the site; the Chichester Entrenchments Scheduled Ancient Monument immediately to the north and extending into the site (mostly within a well wooded area containing traces of ancient woodland) and an



archaeological priority area embracing a non-designated linear feature crossing the southern part of the site. A further major consideration is the potential for increased recreational disturbance impacts on birds at Chichester Harbour; particularly at Fishbourne Channel, which is less than 1km from the southern edge of the site. The scheme will have to demonstrate satisfactory mitigation in order for development to proceed.

**6.13** As for other locations around the city, development of the site is currently constrained by the environmental restrictions on Apuldram Waste Water Treatment Works. The development will be reliant on additional wastewater capacity, which would be provided by a sewerage undertaker. The permitted outline application for phase one of the development includes delivery of the connection to Tangmere Waste Water Treatment Works, following its recent upgrade.

**6.14** A number of specific issues need to be taken into account in delivering the development. These include:

- Protecting priority views of Chichester Cathedral spire and creating opportunities for new views;
- Protecting Chichester Entrenchments Scheduled Ancient Monument and other non-designated heritage assets and their settings;
- Protecting and potentially enhancing the Brandy Hole Copse Local Nature Reserve, surviving fragments of ancient woodland, and their setting;
- Maximising the potential for sustainable travel links with the city, Fishbourne and the South Downs National Park, through improved public transport, cycling and pedestrian routes;
- Providing adequate mitigation for potential off-site traffic impacts, including improved access to the A27 and improvements to the local highway network as identified through a detailed Transport Assessment that will be required in support of any planning application for the site;
- Reducing and mitigating potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar. Acceptable mitigation measures will need to be agreed with the Council in consultation with Natural England. Measures are likely to include provision of a high proportion of on-site natural greenspace and could involve off-site measures to control and manage dog walkers visiting Chichester Harbour;
- Taking into consideration the existing biodiversity value of the site, particularly the important ecological corridor linking Chichester Harbour to the South Downs National Park.
- Account should be taken of the West Sussex County Council Minerals Safeguarding Area and associated guidance

# Strategic Site Allocations

## Policy AL1: Land West of Chichester

Land at West of Chichester, as defined on the policies map, is allocated for mixed use development, comprising:

1. 1,600 dwellings;
2. 6 hectares of employment land (suitable for B1 Business uses);
3. A neighbourhood centre / community hub, incorporating local shops, a community centre, small offices and a primary school; and
4. Open space and green infrastructure, including a Country Park

Taking into account the site-specific requirements, development should:

5. Be planned as a sustainable urban extension of Chichester City, that is well integrated with neighbouring areas of the city, and provides good access to the city centre and key facilities in the city;
6. Landscaped to protect priority views of Chichester Cathedral spire;
7. Keep land north of the B2178 in open use, free from built development, to protect the natural history interest of both Brandy Hole Copse, and the setting of the Chichester Entrenchments Scheduled Monument;
8. Conserve, enhance and better reveal the significance of the Chichester Entrenchments Scheduled Monument and other non-designated heritage assets and their settings and to record and advance understanding of the significance of any heritage assets to be harmed or lost;
9. Promote increased biodiversity, and protect and enhance the setting of Brand Hole Copse Local Nature Reserve and areas of Ancient Woodland;
10. Provide an appropriate landscaping buffer on the western boundary of the site, which could form a continuation of the existing planting already present. Appropriate provision should also be made for key landscaping of Centurion Way, where necessary to contribute to green infrastructure;
11. Subject to detailed transport assessment, provide road access to the north from Old Broyle Road and to the south from Westgate;
12. Provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (see Policy S14), including improved access to the A27 and road improvements to the St Paul's Road / Sherborne Road junction;
13. Make provision for regular bus services linking the site with Chichester City centre, and new and improved cycle and pedestrian routes linking the site with the city, Fishbourne and the South Downs National Park;
14. Be planned with special regard to the need to mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar including contributing to any

strategic access management issues;

15. Protect and enhance the existing biodiversity and important ecological corridor linking Chichester Harbour and the South Downs National Park. Any development will need to:
  - a. Provide multi-functional green infrastructure both across the site and linking development to the surrounding countryside and Chichester City;
  - b. Provide buffer zones to sensitive habitats such as ancient woodland.

Development is dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.

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

Proposals for the development should have regard to the West Sussex County Council Minerals Safeguarding Area and associated guidance.

# Strategic Site Allocations

## Land at Shopwyke (Oving Parish)

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

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

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

**6.18** Following agreement of reserved matters on the original Shopwyke Lakes planning application, a more detailed layout enabled an increase in the density of the site, allowing an additional 85 dwellings, bringing the potential number of dwellings on the site to 585. The site has the potential to deliver a development of around 585 dwellings within a parkland setting, together with employment uses and supporting amenities including flexible community space, a new neighbourhood centre with local retail facilities and a small enterprise hub.

**6.19** Although the site is physically separated from the city by the A27 Bypass, the development is planned as an extension to the city, forming a new neighbourhood. This will involve opportunities to provide new facilities to serve the wider local community with good off-site access, particularly by walking and cycling to existing local facilities and facilities in the city.

**6.20** A number of specific issues need to be taken into account in delivering the development. These include:

- Protecting existing views of Chichester Cathedral spire, and creating new public viewpoints;
- Shielding residential properties from noise on the A27, through, for example, the sensitive use of acoustic screening;
- Creating a new parkland setting through planting, including maintenance and enhancement of perimeter landscaping to screen development ;
- Utilising the existing lake at the eastern end of the site to create a variety of habitats and focussing green infrastructure connections;

# Strategic Site Allocations

- Respecting the setting of the listed barn at Greenway Farm and the cluster of grade II listed buildings associated with the grade 2\* listed Shopwhyke Hall to the east;
- Providing adequate mitigation for potential off-site traffic impacts on the A27, in particular the Portfield and Oving Road junctions;
- Maximising the potential for sustainable travel links to the city and towards Westhampnett, Tangmere and the National Park, through improved public transport, and cycling and pedestrian routes. This should include an enhanced bus route across the A27 to the city centre, an improved cycle and pedestrian crossing at the A27/Oving Road junction, and a new footbridge connection across the A27 via Coach Road to Westhampnett village;
- Providing off-site green links with the National Park and Chichester City and contributing to strategic green infrastructure in conjunction with other planned development to the north east of Chichester City and Tangmere; and
- Account taken of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.

## **Policy AL2: Land at Shopwyke (Oving Parish)**

Land at Shopwyke, as defined on the policies map, is allocated for mixed use development, comprising:

1. Approximately 585 dwellings;
2. At least 4 hectares of employment land (suitable for B1 and/or B2 Business uses);
3. A neighbourhood centre / community hub, incorporating local shops to provide for small scale retail uses to meet primarily day to day convenience retail needs and a community centre; and
4. Open space and green infrastructure, with the enhancement of the existing lakes for biodiversity improvements and safer access.

Taking into account the site-specific requirements, proposals for the site should:

5. Be planned as a sustainable urban extension of Chichester City, that is well integrated with neighbourhoods on the east side of the city, providing good access to the city centre and key facilities;
6. Explore opportunities for provision of integrated green infrastructure in conjunction with the other strategic sites to the north east of the city and Tangmere;
7. Protect existing views of Chichester Cathedral spire and conserve and enhance the historic significance of the listed barn at Greenway Farm and the cluster of buildings associated with the grade II\* listed Shopwhyke Hall, which should be analysed at an early stage of the masterplan;
8. Provide new and improved road access to the site from the A27. Development will be

## Strategic Site Allocations

required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (Policy 13), including improved access to the A27 and changes to the A27 Oving Road and Portfield junctions;

9. Make provision for foot/cycle bridge across the A27 south of Portfield Roundabout, and foot/cycle bridge across A27 to Coach Road.
10. Make provision for regular bus services linking the site with Chichester City centre, and new and improved cycle and pedestrian routes linking the site with the city, Westhampnett, Oving, Tangmere, and the South Downs National Park;
11. Be planned to integrate with other proposed development within the site; and
12. Be planned with special regard to the need to mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar including contributing to any strategic access management issues.

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

Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.

## East of Chichester (Oving Parish)

**6.21** The East of Chichester development location is planned as an extension of Chichester City, south of the Shopwyke strategic development location, forming a new neighbourhood. It is bounded by the A27 to the west, the railway line to the south and Shopwhyke Road (B2144) to the north. The area in which the site is located is characterised by features including a flat landform, large productive arable farmland and gravel workings. The southern part of the site is former gravel working that was subsequently landfilled. The total area of the site is about 35 ha.

**6.22** The site is identified for 600 dwellings, however, there may be potential to deliver a large strategic development of 1000 dwellings, subject to further evidence, including the testing of additional growth on the local highway network. The site should be master planned as a whole, and delivered through a phased development over a ten year period. Although the site is physically separated from the city by the A27 Chichester Bypass, the development should form a planned extension to the city, forming a new neighbourhood. This will involve opportunities to provide new facilities to serve the wider local community with good off-site access, particularly by walking and cycling to existing local facilities and facilities in the city.

**6.23** The land in the south of the site accommodates a restored landfill site. As landfilling ceased some time ago and evidence is available to demonstrate that there is no significant risk to human health, the site is considered to be available for development within an estimated time frame of 5-15 years. This timescale will be more accurately defined through the undertaking of further site investigation work, with the intention that this will inform the preparation of a phasing strategy across the wider strategic site to include adjoining land under separate ownership to the north.

**6.24** Permission has been permitted for 100 dwellings (APP/L3815/W/16/3165228) to the north of the site which provides a vehicular, pedestrian and cycle access point to the site. A second access point is directly onto Shopwhyke Road. The site is also located opposite one of the access points for the Shopwyke SDL, which will enable additional vehicular access north and west onto the A27, and additional pedestrian/ cycle links utilising the approved footbridge across the A27 to the city centre.

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

**6.26** The site lies within a Minerals Safeguarding Area. The developer will be required to undertake a Minerals Resource Assessment to assess if the site, on the northern area of the site, contains a viable minerals resource that would require extraction prior to development.

**6.27** The emerging Infrastructure Delivery Plan findings identify the infrastructure requirements needed for the development. This includes the identification of new open space, early years and education places (if required), new cycle and footpath provision and

## Strategic Site Allocations

other community facilities. Key findings for East of Chichester include the potential need to accommodate a new primary school within the area to address future needs. The Infrastructure Delivery Plan will be updated during the course of the Plan preparation.

**6.28** A number of specific issues need to be taken into account in planning the development and site layout at this location. These include:

- Development of the site to take account of the landfill restoration;
- Protecting priority views of Chichester Cathedral spire and creating opportunities for new views;
- Maximising the potential for sustainable travel links with the city, Shopwyke Lakes and South Downs National Park, through improved public transport, cycling and pedestrian routes;
- Shielding residential properties from noise on the A27, through for example the sensitive use of acoustic screening;
- Creating a new parkland setting through planting, including maintenance and enhancement of perimeter landscaping to screen development and reduce noise;
- Reducing and mitigating potential impacts of recreational disturbance on Chichester Harbour
- Account taken of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.



## **Policy AL3: Land East of Chichester**

Approximately 35 hectares of land at East of Chichester is allocated for a phased residential led development of a minimum of 600 dwellings, a neighbourhood centre / community hub (incorporating early years, primary school, local shops, a community centre and flexible space for employment/small-scale leisure use) along with open space and green infrastructure.

Development in this location will be expected to address the following site-specific requirements:

1. Provision of a high quality form of development to be masterplanned as a sustainable urban extension of Chichester City, that is well integrated with neighbouring areas on the east side of the city and to the north of the site, providing good access to the city centre and key facilities and to sustainable forms of transport;
2. A range of types, sizes and tenures of residential accommodation to include specific provision to meet specialised housing needs including accommodation for older people;
3. Existing ground conditions on the southern part of the site should be investigated;
4. Provision of suitable access points from Shopwhyke Road and contributions to off-site highway improvements, which will include promoting sustainable transport options;
5. Provision of on-site public open space and play areas in accordance with Policy DM34;
6. Provision of appropriate landscaping and screening to minimise the impact of development;
7. Opportunities for the provision of integrated green infrastructure with the other strategic sites to the north east of the city, Tangmere and the wider countryside are explored;
8. Existing views of Chichester Cathedral spire are to be protected;
9. Provision of infrastructure and community facilities in accordance with the most up to date Infrastructure Delivery Plan;
10. Be planned with special regard to the need to mitigate potential impacts on the Chichester Harbour SAC/SPA/Ramsar including contributing to any strategic access management issues, and potential for loss of functionally linked supporting habitat

Proposals will need to demonstrate that sufficient capacity will be available within the sewer network, including waste water treatment works, to accommodate the proposed development in accordance with Policy S31.

Development proposals should address the provisions of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area

# Strategic Site Allocations

## Westhampnett/North East Chichester

**6.29** Located to the north east of Chichester City, and extending to Westhampnett village in the east and close to Goodwood Motor Racing Circuit/Aerodrome in the north, this allocation comprises two sites which were previously identified in the adopted Local Plan as being within a broad strategic development location.

**6.30** Constraints include the River Lavant floodplain which affects the western part of the allocation and the potential noise impacts from the Goodwood Motor Circuit/Aerodrome which is addressed in Policy S15.

**6.31** The location also has a number of advantages for development. It is located close to the A27 and potential employment opportunities, including Rolls Royce, Goodwood Estate and retail and industrial businesses on the eastern side of Chichester. It is considered that, through good design and improved access routes, it will be possible to develop sustainable extension linked to Westhampnett village and the city.

**6.32** The 2015 adopted Local Plan allocated 500 dwellings in this broad strategic location. An outline application for phase one was permitted in June 2016, to deliver 300 dwellings, open space, a community facility and children's play space. The initial phase of built development focuses on the southern site, accessed off Stane Street and Madgwick Lane.

**6.33** Phase two relates to the western site, between Summersdale and the River Lavant. The site has the potential to deliver up to 200 dwellings along with greenspace including pedestrian and cycle links adjacent to the River Lavant towards Fordwater Road. Vehicular access will be developed through phase 4 of the Graylingwell Park development to the west of the site. Where planning permission has been granted, areas that are no longer required for development are shown as removed from the SDL area on the map in the separate document accompanying this plan.

**6.34** The development is expected to provide improved access and transport links to the city, particularly by sustainable forms of travel such as public transport, cycling and walking.

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

- The proximity of the site to the Goodwood Motor Circuit and Airfield requires careful consideration in considering the extent of the developable area of the sites in relation to potential noise impacts (see Policy S16)
- Landscape sensitivity, particularly in terms of views towards and from within the South Downs National Park to the north. The site lies within 1km of the National Park boundary and is open to views from Goodwood and The Trundle to the north;

- The need to ensure that the layout and development of the site respects the setting of the Graylingwell Hospital Conservation Area and the various listed buildings within and in close proximity to the site, and protects important views of Chichester Cathedral spire;
- The River Lavant floodplain offers the opportunity to plan for green infrastructure that will serve both the new development and the wider area, including Westhampnett and Chichester city as a whole. This area could be planned as a new linear greenspace with public access, linking northwards to the South Downs National Park, with potential to provide links to the city and towards Tangmere;
- The need to adopt a comprehensive approach to flood risk management on the site. It is essential that surface water drainage for the site is considered at an early stage of masterplanning;
- Maximising the potential for sustainable travel links with the city, through improved public transport, cycling and pedestrian routes, including bus and cycle routes linking the development with the Graylingwell area. There is also potential for improved bus, cycle and walking routes to Tangmere and the National Park; and
- Provision of adequate mitigation for potential off-site traffic impacts on the A27 and roads into the city centre.

**6.36** Development of the land west of the River Lavant will need to be integrated with recent development to the immediate west of the site, particularly in terms of green infrastructure and linked transport and access improvements on the eastern side of the city.

## **Policy AL4: Land at Westhampnett/North East Chichester**

Land to the west of Westhampnett and north-east of Chichester city is allocated for mixed development, comprising:

1. 500 homes;
2. Community facilities;
3. Open space and green infrastructure, including a linear greenspace with public access along the Lavant Valley.

Taking into account the site-specific requirements, proposals for the site should:

4. Development will be directed towards the settlement of Westhampnett, to the south of Madgwick Lane, and to the eastern edge of Chichester, but away from the floodplain of the River Lavant;
5. Development should be well integrated with the village of Westhampnett and neighbouring residential areas in Chichester City and should be planned to provide good access to existing facilities;
6. Development should provide or contribute to improved local community facilities;

## Strategic Site Allocations

7. Provision should be made for green links to the South Downs National Park and Chichester City. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city, including Tangmere;
8. Development should be designed with special regard to the landscape sensitivity of the site (especially to views towards and from within the South Downs National Park), and to reduce the impact of noise associated with the Goodwood Motor Circuit/Aerodrome. Major new structural planting will be required to soften the impact of development on views from the north and around the Motor Circuit;
9. Development should be designed with special regard to the Graylingwell Hospital Conservation Area, the buildings of the former 'pauper lunatic asylum' and the Grade II registered park and garden in which they sit, and to other listed buildings in the vicinity of the site and their settings. Important views of Chichester Cathedral spire from the area should be protected;
10. Adoption of a comprehensive approach to flood risk management on the site, including consideration of surface water drainage as part of the masterplanning process;
11. Road access to the site will be determined as part of the masterplanning process, depending on the location(s) for proposed development. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (see Policy S14);
12. Provision should be made for regular bus services linking the site with Chichester city centre, and new and improved cycle and pedestrian routes linking the site with Chichester City, the South Downs National Park and other strategic developments to the east of Chichester City including Tangmere. This could include exploring the potential for a bus only route linking the development with the Graylingwell area; and
13. Development in the Airfield Flight Safety Zone should be strictly controlled and limited to that which can be justified as causing no hazard to the operational needs of the Airfield.

Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.

## Southern Gateway

**6.37** Southern Gateway is an area on the southern side of Chichester City, immediately south of the historic walled core, and forming a key access route into and out of the city. It currently comprises a mixture of buildings and uses including bus station and depot, public car park, former law courts, former high school buildings, a Royal Mail Delivery Office and former playing field. The site also includes Chichester Railway Station. The majority of the buildings within the site do not make a positive contribution to the character and appearance of the area, albeit that there are several key buildings that are potentially worthy of retention including the former law courts. The total site area is approximately 12 hectares.

**6.38** The area has been identified as suitable for comprehensive regeneration with the aim being to make it a more attractive and welcoming gateway for the city, providing new housing, business and retail space and leisure and tourism facilities. Opportunities will be identified to improve transport links with a focus on cycling, walking and public transport and the removal of non-essential traffic from the area. There is also scope for significant public space enhancements and new landscaping.

**6.39** The site immediately adjoins the River Lavant, before it discharges into the Fishbourne Channel in Chichester Harbour. This river is heavily modified, most recently in 2003 to reduce the risk of flooding for Chichester City and the surrounding area. Part of the site lies within flood zones 2 and 3.

**6.40** Wastewater from the site currently drains to the Apuldram Wastewater Treatment Works (WwTW). These works are subject to environmental constraints which restrict its capacity to accommodate future development. Development proposals will need to demonstrate the efficient use of water resources, with no net increase in flow to Apuldram WwTW, or make suitable alternative provision.

**6.41** The site currently accommodates an all-weather playing pitch which has previously been accessible for public use. If this playing pitch is redeveloped, suitable re-provision should be made in accordance with Policy DM34 of this Local Plan Review.

**6.42** Whilst the site lies within an identified Minerals Safeguarding Area, it is within the Chichester City settlement boundary and is previously developed. Whilst the advice of West Sussex County Council should be formally sought prior to an application, there is currently not expected to be a need to undertake a Minerals Resource Assessment to assess viable minerals resource that would require extraction prior to development.

**6.43** A masterplan which provides detailed guidance on the expectations for development in this area was adopted by the Council in December 2017.

# Strategic Site Allocations

## Policy AL5: Southern Gateway

Approximately 12 hectares of land in the area known as Southern Gateway, as shown on the policies map, is allocated for a comprehensive mixed-use development of a minimum of 350 dwellings, approximately 21,600 sq.m of mixed commercial space (including 9,300 sq.m of employment floorspace in Use Class B1(a and b)) as well as retail and leisure uses.

Development proposals will need to demonstrate a comprehensive and co-ordinated approach to the regeneration of this area, addressing the following site-specific requirements:

1. Provision of an appropriate mix of uses that reinforce and complement this edge of city centre location, including a significant proportion of retail, residential, employment, community/civic uses, and other main town centre uses;
2. Proposals should include a high quality distinctive design response appropriate to this gateway location which establishes a clear hierarchy of streets and spaces, active frontages of buildings which front streets and spaces with clearly defined building lines;
3. Respect for the historic context and make a positive contribution towards protecting and enhancing the local character and special heritage of the area and important historic views, especially those from the Canal Basin towards Chichester Cathedral;
4. Enhance the public realm, particularly connectivity to the railway station, Canal Basin and city centre via South Street, Market Avenue and Chichester Gate for pedestrians, cyclists and public transport users;
5. Provision of open space in accordance with Policy DM34, including retention of the existing playing pitch unless suitable re-provision is provided;
6. Improve pedestrian and cycle access;
7. Include proposals which accommodate buses and coaches, restrict vehicular traffic using the Stockbridge Road level crossing. Appropriate car parking should be provided and proposals should include any on or off-site mitigation measures identified through the Transport Assessment;
8. Provision of a waste water management plan which demonstrates no net increase in flow to Apuldram Waste Water Treatment Works would result from this development, unless suitable alternative provision is agreed;
9. Include an archaeological assessment to define the extent and significance of any archaeological remains and reflect these in the proposals, as appropriate;
10. Include a Flood Risk Assessment to demonstrate how the development responds to the flood risk on the site; suitable mitigation measures identified and committed to;
11. Be planned with special regard to the need to mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar including contributing to any strategic access management issues;

Proposals for the development should have regard to the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.

## Apuldram and Donnington Parishes

**6.44** Apuldram & Donnington parishes are located to the immediate south-west of Chichester City, comprising the settlements of Stockbridge, Apuldram and Donnington. The parishes rely on Chichester City for most of their everyday facilities, albeit that the A27 represents a barrier which limits accessibility, with only one public right of way providing a continuous link, alongside the Chichester canal. There are a number of road links running north-south through the site which provide access to the wider Manhood Peninsula. The Apuldram Waste Water Treatment Works is located within Apuldram parish.

**6.45** Chichester Harbour AONB is within the western part of Apuldram parish. The coast within the vicinity of the parish is also designated as an Special Protection Area (SPA), Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI).

**6.46** The area south-west of Chichester, south of the A27, was identified in the 2013 Chichester Employment Land Review for its potential for employment development on the basis of its potential relationship to the existing Terminus Road employment area, proximity to the city centre/railway station and linkage to south Hampshire and beyond through the A27, M27 and A3.

**6.47** The impacts of development (including landscape, flooding and transport) in this location, along with the commercial attractiveness of the site, will need to be tested further as this Local Plan Review is prepared. However, based on an initial assessment of the area so far, it is considered that there is potential to deliver significant development in this area which addresses the constraints of the site and its wider environment.

**6.48** The mixture of uses within the site will similarly need to be refined as further information and evidence becomes available. The current estimated potential of the site up to 2035 is considered to be at least 100 dwellings, 33ha of employment land for B class uses and a significant proportion of new open space.

**6.49** In combination with the above, the transport assessment discussed in pages 79-83 has identified the need for a new link road to be provided between the A27 Fishbourne roundabout the Birdham Road to mitigate the in-combination impact of the development planned for in this Plan.

# Strategic Site Allocations

## **Policy AL6: Land South-West of Chichester (Apuldram and Donnington Parishes)**

Approximately 85 hectares of land is allocated at land south-west of Chichester, as defined on the policies map, for an employment-led development to include approximately 33 hectares of employment land (suitable for B1b/B1c/B2 and B8 uses) and a minimum of 100 dwellings along with a new link road connecting the A27/A259 Fishbourne roundabout and A286 Birdham Road.

Provision will also be made for sustainable transport facilities (if required) and a neighbourhood centre / community hub (incorporating local shops and flexible space for employment/small-scale leisure use).

Publicly accessible local and strategic open space and green infrastructure, to include a managed country park, will also be provided.

Development proposals will need to address the following site-specific requirements:

1. Be provided as a high quality form of development planned as a sustainable urban extension of Chichester City, that is well integrated with neighbourhoods on the southern side of the city, providing good access to the city centre and key facilities;
2. Development of the site should be phased so that the link road and a significant element of the employment provision are delivered at an early stage of development;
3. Protect existing views of Chichester Cathedral spire and the setting of the Chichester Harbour Area of Outstanding Natural Beauty which should be analysed at an early stage of the masterplan;
4. Necessary highway improvements to adequately mitigate the likely impacts on the highway network;
5. Make provision for regular bus services linking the site with Chichester City centre, and new and improved cycle and pedestrian routes linking the site with the city, Stockbridge, Fishbourne and settlements to the south;
6. Provide mitigation to ensure the protection of the adjacent SPA, SAC, SSSI and Ramsar at Chichester Harbour; and
7. Provision of on-site public open space and play areas;

Proposals will need to demonstrate that sufficient capacity will be available within the sewer network, including waste water treatment works, to accommodate the proposed development.

Development proposals should address the provisions of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.



## Bosham

**6.50** Bosham is predominantly located within the Chichester Harbour AONB, south of the A259 and extending southwards into the Bosham Peninsula. A further area of development lies north of the A259 and the AONB along the East-West corridor, south of the railway line, and approximately 4 kilometres west of Chichester City. The area benefits from a railway station and good bus links between Havant and Chichester.

**6.51** The Local Plan Review identifies Bosham as being capable of accommodating further sustainable growth to enhance and develop its role as a Service Village. The village is host to a good range of facilities and services, including a primary school, community facilities, local shops and a GP surgery

**6.52** The Local Plan Review sets the requirement of around 250 dwellings for Bosham, to be provided over the Plan period. The preferred strategy for accommodating this requirement in the parish is through the allocation of a strategic site to the east of Bosham at Highgrove Farm.

**6.53** The proposed site is bounded to the south by the A259, to the north by the railway line, and to the west by the built up area of Bosham. To the east of the site are farm buildings and open countryside. The site comprises approximately 13 hectares of flat, open agricultural land. The site is relatively free from physical constraints, although there are landscape sensitivities associated with the openness of the site and the views into the site from surrounding areas.

**6.54** Two hectares of land at Highgrove Farm was allocated for residential development of 50 dwellings in the Site Allocations Development Plan Document. A planning application (reference 17/03148/FUL) for the full 50 dwellings was submitted to the Council in October 2017, and is currently awaiting determination. Development on the remaining part of Highgrove Farm will need to take account of and seek to integrate with the existing allocation.

**6.55** The emerging Infrastructure Delivery Plan findings identify the potential infrastructure requirements needed for the development. This includes the identification of new open space, early year and education places (if required), new cycle and footpath provision and other community facilities. Key findings for Bosham include the potential need to accommodate a new primary school within the parish to address future needs. The Infrastructure Delivery Plan will be updated during the course of the Plan preparation.

**6.56** There are a number of specific issues that need to be taken into consideration when planning the development and site layout at Highgrove Farm. These include:

- Potential landscape sensitivities, particularly in terms of the open nature of the site and external views from surrounding areas especially the Chichester Harbour AONB and the South Downs National Park;

## Strategic Site Allocations

- Integration with the existing allocation and development to the west;
- Consideration of the potential impact of development in terms of recreational disturbance on the Chichester Harbour SPA/SAC/Ramsar;
- Relocation of the existing primary school in Bosham onto the site to facilitate expansion of pupil capacity;
- Protecting existing properties along Brooks Lane, in terms of visual amenity and overlooking;
- Provision of community facilities and open space and playing pitch;
- Establishment of a safe access onto the site from the A259;
- Maximising the potential for sustainable travel links with Chichester City and settlements along the East-West corridor;
- Account taken of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.

## **Policy AL7: Highgrove Farm, Bosham**

Approximately 13 hectares of land at Highgrove Farm, Bosham, as defined on the policies map, is allocated for a residential-led development of a minimum of 250 dwellings and a two-form entry primary school.

Development in this location will be expected to address the following site-specific requirements:

1. Provision of a high quality form of development to be masterplanned as a sustainable extension of Bosham, including a high-quality gateway feature into Bosham from the east, that is well integrated with the existing settlement providing good access to facilities and sustainable forms of transport;
2. A of a range of types, sizes and tenures of residential accommodation to meet housing needs including accommodation for older people;
3. Provision of a satisfactory means of access from the A259;
4. Provision of on-site public open space and play areas;
5. Provision of landscaping and screening to minimise the impact of development on Bosham, and the setting of the Chichester Harbour AONB and South Downs National Park, including views to and from the wider and surrounding area;
6. Provision of buffer landscaping to the north, south and east of the new development;
7. Retention and protection of existing watercourse on the site, which should be incorporated into a landscape management plan for the site;
8. Opportunities are taken for the expansion and provision of green infrastructure into the wider countryside including between settlements and facilities;
9. Demonstration that development would not have an adverse impact on the Chichester Harbour SAC/SPA/Ramsar site by reason of recreational disturbance;
10. Provision of infrastructure and community facilities in accordance with the most up to date Infrastructure Delivery Plan.

Proposals will need to demonstrate that sufficient capacity will be available within the sewer network, including waste water treatment works, to accommodate the proposed development.

Development proposals should address the provisions of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.

# Strategic Site Allocations

## East Wittering

**6.57** East Wittering & Bracklesham Parish is located on the coast of the Manhood Peninsula and comprises the settlements of Bracklesham and East Wittering. The parish accommodates a range of everyday facilities, including a central shopping area at The Parade. It also has a primary school and doctors' surgery. There are relatively few employment opportunities, with the most significant concentration being at Hilton Park on Church Farm Lane. The parish provides a valued tourism destination, including the provision of accommodation in the form of caravan and camping areas. One of the most significant issues affecting the parish is its accessibility to larger settlements such as Chichester. There is significant traffic congestion at peak times on roads between East Wittering and Chichester. Whilst there are reasonable daytime bus services during the week, these reduce significantly in the evening and at weekends.

**6.58** Chichester Harbour AONB lies to the west of the parish, with the Medmerry reserve to the east, along with the Solent Maritime Special Area of Conservation and the Bracklesham Bay and Selsey Beach Sites of Special Scientific Interest. The site also lies within the 5.6km zone of influence of the Chichester Harbour Special Protection Area and 3.5km zone of Pagham Harbour Special Protection Area.

**6.59** East Wittering and Bracklesham villages are collectively identified as a settlement hub where there is potential for some additional development growth. The Local Plan Review sets the requirement for new sites to be identified capable of accommodating around 350 dwellings for the parish over the Plan period.

**6.60** The emerging Infrastructure Delivery Plan findings identify the potential infrastructure requirements needed for the development. This includes the identification of new open space, early year and education places (if required), new cycle and footpath provision and other community facilities. The Infrastructure Delivery Plan will be updated during the course of the Plan preparation.

**6.61** There are a number of specific issues that need to be taken into account in planning for development at East Wittering. These include:

- Development should be located and designed to protect the village setting, minimise impact of the built form on the surrounding landscape and be well integrated with the existing built up area;
- Any development proposals should take account of the potential impact on existing environmental constraints including the recreational disturbance on nearby SPA/SAC/Ramsar sites;
- Maximising the potential for sustainable travel links through improved public transport, cycling and pedestrian routes, to the village, community facilities and beyond;
- Providing adequate mitigation for potential off-site traffic impacts upon the highway network.

## **Policy AL8: East Wittering Parish**

Land will be allocated for development in the East Wittering Neighbourhood Plan for a minimum 350 dwellings including any amendments to the settlement boundary. Development will be expected to address the following requirements:

1. Provision of a high quality form of development to be masterplanned as a sustainable extension(s) of East Wittering and be well integrated with the existing settlement providing good access to facilities and sustainable forms of transport;
2. A range of types, sizes and tenures of residential accommodation to include specific provision to meet specialised housing needs including accommodation for older people;
3. Provision of suitable means of access to the site(s) and securing necessary off-site improvements (including highways) to promote sustainable transport options;
4. Provision of on-site public open space and play areas;
5. Detailed consideration of the impact of development on the surrounding landscape and the setting of the settlements of East Wittering and Bracklesham along with a detailed landscape management plan;
6. Opportunities are taken for the expansion and provision of green infrastructure into the wider countryside including between settlements and facilities;
7. Demonstration that development would not, with mitigation if required, have an adverse impact on the Pagham Harbour SPA/Ramsar and the Medmerry realignment by reason of recreational disturbance or loss of functionally linked supporting habitat;
8. Provision of infrastructure and community facilities in accordance with the most up to date Infrastructure Delivery Plan.

Demonstration that sufficient capacity will be available within the sewer network, including waste water treatment works, to accommodate the proposed development.

## Fishbourne

**6.62** Fishbourne is located to the west of Chichester, along the A259 and south of the A27, with easy access to Chichester City and the Manhood Peninsula. The village benefits from a railway station linking along the south coast to Portsmouth and Brighton, and a good bus service. Chichester Harbour is located to the south of the village, with its associated Ramsar, SPA, SAC and AONB designations. The South Downs National Park is located approximately 2 kilometres to the north of the village.

**6.63** Fishbourne has been designated a Service Village in the Local Plan Review, offering a reasonable range of facilities and services, including a primary school, a community centre, and two pubs. In order to sustain these facilities, and promote the vitality of the village, the Local Plan Review identifies Fishbourne as being capable of accommodating further growth. The Local Plan Review sets the requirement for 250 new dwellings to be provided at Fishbourne over the Plan period.

**6.64** The emerging Infrastructure Delivery Plan findings identify the potential infrastructure requirements needed for the development. This includes the identification of potential amounts of new open space, early year and education places (if required), new cycle and footpath provision and other community facilities. The Infrastructure Delivery Plan will be updated during the course of the Plan preparation.

**6.65** There are a number of specific issues that need to be taken into account in planning for development at Fishbourne. These include:

- Potential landscape sensitivities, including protecting views to the South Downs National Park and Chichester Harbour Area of Outstanding Natural Beauty and their settings and creating opportunities for new views;
- Protecting the separate distinct identity of Fishbourne in relationship to surrounding settlements, including Chichester City;
- Consideration of the potential impact of development in terms of recreational disturbance on the Chichester Harbour SPA/SAC/Ramsar site;
- Maximising the potential for sustainable travel links with Chichester City and settlements along the East-West corridor;
- Protecting residential properties from noise exposure from the A27;
- Protecting the heritage assets of Fishbourne and their setting;
- Account taken of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.

## **Policy AL9: Fishbourne Parish**

Land will be allocated for development in the revised Fishbourne Neighbourhood Plan for a minimum of 250 dwellings. Development will be expected to address the following requirements:

1. Provision of a high quality development to be masterplanned as a sustainable extension(s) of the existing built up area of Fishbourne and be well integrated with the existing settlement providing good access to facilities and sustainable forms of transport;
2. A range of types, sizes and tenures of residential accommodation to include specific provision to meet specialised housing needs including accommodation for older people;
3. Provision of suitable means of access to the site(s) and securing necessary off-site improvements (including highways) to promote sustainable transport options;
4. Provision of on-site public open space and play areas;
5. Detailed consideration of the impact of development on the surrounding landscape, including the South Downs National Park and Chichester Harbour AONB and their settings. Development should be designed to protect long-distance views to the South Downs National Park;
6. Opportunities for the expansion and provision of green infrastructure into the wider countryside including between settlements and facilities;
7. Demonstration that development would not have an adverse impact on the nature conservation interest of identified sites and habitats;
8. Provide mitigation to ensure the protection of the SPA, SAC and Ramsar site at Chichester Harbour as a result of water quality issues relating to runoff into a designated site, and loss of functionally linked supporting habitat;
9. Provision of infrastructure and community facilities in accordance with the most up to date Infrastructure Delivery Plan;
10. Provisions of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area;
11. Ensure sufficient capacity within the relevant Wastewater Treatment Works before the delivery of development as required.

# Strategic Site Allocations

## Chidham and Hambrook

**6.66** The Parish of Chidham and Hambrook is located to the west of Chichester City along the east-west corridor. It lies on the A259 Emsworth to Chichester road and also benefits from a station on the West Coastway railway line, linking Chichester with Portsmouth/Southampton. There are also bus services serving the village along the A259. The Local Plan Review defines Hambrook/Nutbourne as a 'service village' with limited facilities. The village has been identified as a suitable location for strategic development as its location supports sustainable transport links and provides the opportunity to develop improved community facilities.

**6.67** The parish is located close to Chichester Harbour and consideration must be given to the potential impact of development in terms of disturbance on the Chichester Harbour SPA/SAC/Ramsar, particularly for the area to the south of the A259 which also falls within the AONB.

**6.68** The Local Plan Review sets the requirement for approximately 500 dwellings to come forward in the parish over the Plan period, together with improved community facilities including recreation, open space, allotments and a convenience store. Opportunities will also be sought to relocate Chidham Primary School to allow for expansion and increase the provision of school places in the area. Chidham and Hambrook Parish Council are preparing a neighbourhood plan for the parish which will identify potential development site(s) and the Council will work closely with the Parish Council in the neighbourhood planning process.

**6.69** The emerging Infrastructure Delivery Plan findings identify the potential infrastructure requirements needed for the development. This includes the identification of new open space, early year and education places (if required), new cycle and footpath provision and other community facilities. Key findings for Chidham and Hambrook include the potential need to relocate and expand the primary school within the parish to address future needs. The Infrastructure Delivery Plan will be updated during the course of the Plan preparation.

**6.70** There are a number of specific issues that need to be taken into account in planning development for the area. These should be considered and included in the overall masterplanning that will be required for the area, these include:

- Potential landscape sensitivities, including protecting views to the South Downs National Park and Chichester Harbour Area of Outstanding Natural Beauty and their settings and creating opportunities for new views;
- Local community aspirations for new facilities serving the village, including local convenience shopping and enhanced community, recreation and relocated and expanded primary education facilities to land north of the A259;
- Consideration of the potential impact of development in terms of recreational disturbance on the Chichester Harbour SPA/SAC/Ramsar site;



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- Maximising the potential for sustainable travel links with Chichester City and settlements along the East-West corridor;
- Protecting residential properties from noise exposure from the A27;
- Respecting the setting of historic trees and hedgerows, providing sufficient space between them and new development;
- Creating new areas of open space and green infrastructure through planting, including maintenance and enhancement of perimeter landscaping to screen development and reduce noise;
- Account taken of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.

# Strategic Site Allocations

## Policy AL10: Chidham and Hambrook Parish

Land will be allocated for development in the revised Chidham and Hambrook Neighbourhood Plan for a minimum of 500 dwellings, a two form entry primary school and supporting facilities and infrastructure. Development will be expected to address the following requirements:

1. Provision of a high quality development to be masterplanned as a sustainable extension(s) of the existing built up area of Chidham and Hambrook and be well integrated with the existing settlements providing good access to facilities and sustainable forms of transport;
2. A range of types, sizes and tenures of residential accommodation to include specific provision to meet specialised housing needs including accommodation for older people
3. Provision of suitable means of access to the site(s) and securing necessary off-site improvements (including highways) to promote sustainable transport options;
4. Provision of on-site public open space and play areas in accordance with Policy DM34;
5. Detailed consideration of the impact of development on the surrounding landscape, including the South Downs National Park and Chichester Harbour AONB and their settings. Development should be designed to protect long-distance views to the South Downs National Park;
6. Opportunities for the expansion and provision of green infrastructure into the wider countryside including between settlements and facilities;
7. Provision of a site for local convenience shopping with opportunities explored to provide flexible space for employment/small-scale leisure use;
8. Demonstration that development would not have an adverse impact on the nature conservation interest of identified sites and habitats;
9. Provide mitigation to ensure the protection of the SPA, SAC and Ramsar site at Chichester Harbour as a result of water quality issues relating to runoff into a designated site, and loss of functionally linked supporting habitat;
10. Demonstration that sufficient capacity will be available within the sewer network, including waste water treatment works, to accommodate the proposed development;
11. Provision of infrastructure and community facilities in accordance with the most up to date Infrastructure Delivery Plan;
12. Provisions of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.

## Hunston

**6.71** The village of Hunston is located to the south east of Chichester City. The main road access from the city to Hunston is via the B2145 Selsey Road accessed from the A27.

**6.72** Hunston has a small range of local facilities including a post office, convenience shop, pub, church and village hall, with bus routes located along the main B2145. Parts of Hunston lie within a conservation area and the village also has a designated Site of Nature Conservation Interest and Ancient Woodland at Hunston Copse.

**6.73** The Local Plan Review identifies Hunston as a “Service Village” in its Settlement Hierarchy and the village is identified as a focus for strategic development during the plan period. The Local Plan Review sets a requirement of around 200 dwellings for Hunston to deliver over the plan period together with improved community facilities.

**6.74** Hunston Parish Council is preparing a neighbourhood plan for their parish which will identify potential development sites to accommodate the housing requirement.

**6.75** The Council will work closely with the Parish Council in their neighbourhood planning process.

**6.76** The emerging Infrastructure Delivery Plan findings identify the potential infrastructure requirements needed for the development. This includes the identification of potential amounts of new open space, early year and education places (if required), new cycle and footpath provision and other community facilities. The Infrastructure Delivery Plan will be updated during the course of the Plan preparation.

**6.77** A number of specific matters need to be taken into account in planning development for Hunston. These should be considered and included in the overall masterplanning that will be required for the area and comprise of the following issues:

- Protecting existing views and particularly those of Chichester Cathedral spire and Hunston Copse whilst also creating new public viewpoints;
- Protecting the setting of the village whilst respecting neighbouring properties and maintaining any perimeter landscaping to screen development;
- Respecting the setting of listed buildings and the Hunston conservation area;
- Providing adequate mitigation for potential off-site traffic impacts upon the B2145 Selsey Road as identified in a transport assessment accompanying any planning application for potential sites;
- Development should be located and designed to minimise impact on the surrounding landscape, protecting and enhancing any designated and non-designated sites and their setting. Particular regard should be made to the designated Site of Nature Conservation Interest and Ancient Woodland known as Hunston Copse;

## Strategic Site Allocations

- Reducing and providing adequate mitigation impacts for existing biodiversity species and their habitats which are native to the areas of Hunston. Design will need to apply appropriate protection/enhancement of all identified species and habitats;
- Any development proposals should take account of environmental constraints and provide appropriate mitigation measures.
- Account should be taken of the West Sussex County Council Minerals Safeguarding Area and associated guidance.

**6.78** The emerging Infrastructure Delivery Plan findings should be incorporated into development proposals, in particular, social facilities and green infrastructure as well as walking and cycle paths to local facilities so that new developments are well connected to the existing village.

## Policy AL11: Hunston Parish

Land will be allocated for development in the Hunston Neighbourhood Plan for a minimum of 200 dwellings, including any amendments to the settlement boundary. Development will be expected to address the following requirements:

1. Provision of a high quality development to be masterplanned as a sustainable extension(s) of the existing built up area of Hunston and be well integrated with the existing settlement providing good access to facilities and sustainable forms of transport;
2. A range of types, sizes and tenures of residential accommodation to include specific provision to meet specialised housing needs including accommodation for older people;
3. Provision of suitable means of access to the site(s) and securing necessary off-site improvements (including highways) to promote sustainable transport options;
4. Provision of on-site public open space and play areas;
5. Detailed consideration of the impact of development on the surrounding landscape;
6. Opportunities for the expansion and provision of green infrastructure into the wider countryside including between settlements and facilities;
7. Demonstration that development would not have an adverse impact on the nature conservation interest of identified sites and habitats;
8. Be planned with special regard to the need to mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar and Pagham Harbour SPA and Ramsar site and the Medmerry realignment including contributing to any strategic access management issues, loss of functionally linked supporting habitat, and water quality issues relating to runoff from a designated site;
9. Demonstration that sufficient capacity will be available within the sewer network, including waste water treatment works, to accommodate the proposed development;
10. Provision of infrastructure and community facilities in accordance with the most up to date Infrastructure Delivery Plan;
11. Provisions of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.

# Strategic Site Allocations

## Selsey

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

**6.80** The town's economy is focused around tourism, particularly linked to the major caravan park to the west of the town. Other significant employment is provided by agriculture/horticulture, food production, and a small manufacturing sector. There is some remaining undeveloped land (approximately 1.2 hectares) on the existing employment allocation at Ellis Square, off Manor Road.

**6.81** Selsey's location imposes significant constraints on potential expansion. Large areas of the town and its surroundings are at risk of coastal flooding. There are also issues relating to environmental impacts on Pagham Harbour to the north of the town and the Medmerry Realignment to the west. The detailed requirements for new development in relation to potential disturbance of birds in Pagham Harbour SPA are set out in Policy DM30. In addition, transport accessibility is a major issue. The B2145 is the only road connecting the town to the north and the only public transport is a bus service link with Chichester City, with limited service frequency in the evenings and at weekends.

**6.82** The Local Plan Review sets the requirement of a minimum of 250 dwellings at Selsey. This allocation reflects the physical, environmental and accessibility constraints affecting the town.

**6.83** The preferred strategy for accommodating this requirement is through the allocation of a single site, located north of the settlement at land north of Park Farm. This is situated on the northern edge of the settlement boundary with Park Lane forming the southern boundary and Rectory Lane the boundary to the west. The Nature's Way Foods site is located between the site and B2145.

**6.84** The emerging Infrastructure Delivery Plan findings identify the potential infrastructure requirements needed for the development. This includes the identification of new open space, early year and education places (if required), new cycle and footpath provision and other community facilities. The Infrastructure Delivery Plan will be updated during the course of the Plan preparation.

**6.85** A number of specific issues need to be taken in to account in planning the development and site layout at North of Park Farm. These include:

- Potential landscape sensitivities, including protecting views to Pagham Harbour and creating opportunities for new views;

## Strategic Site Allocations

- Development should be located and designed to minimise impact on the surrounding landscape, paying particular regard to the setting of the Pagham Harbour SPA/Ramsar site and Medmerry;
- Maximising the potential for sustainable travel links through improved public transport, cycling and pedestrian routes;
- Avoiding development that exacerbates issues relating to flooding and encroachment of the sea;
- Protecting residential properties from noise exposure from surrounding uses;
- Provision of north/south pedestrian links to the rest of Selsey through the new housing development to the south of Park Lane.

# Strategic Site Allocations

## **Policy AL12: Land North of Park Farm, Selsey**

Approximately 14 hectares of land North of Park Farm, Selsey, as defined on the policies map, is allocated for residential-led development of a minimum of 250 dwellings, including open space and/or green buffer landscaping to the west of the new development. Development in this location will be expected to address the following site-specific requirements:

1. Provision of a high quality form of development to be masterplanned as a sustainable extension of Selsey and be well integrated with the existing settlement providing good access to facilities and sustainable forms of transport;
2. A range of types, sizes and tenures of residential accommodation to meet specialised housing needs including accommodation for older people;
3. Provision of a satisfactory means of access linking the site to the B2145 and secure necessary off-site improvements (including highways) to encourage sustainable modes of travel;
4. Provision of pedestrian links between the site and new development south of Park Lane.
5. Provision of on-site public open space and play areas;
6. Detailed consideration of the impact of development on the surrounding landscape, including Pagham Harbour and its setting;
7. Opportunities for the expansion and provision of green infrastructure into the wider countryside including between settlements and facilities;
8. Demonstration that development would not have an adverse impact on the nature conservation interest of adjoining areas;
9. Provide mitigation to ensure the protection of the SPA, SAC and Ramsar site at Pagham Harbour and the Medmerry realignment as a result of loss of supporting habitat;
10. Enhancement of perimeter landscaping to screen development and reduce noise from surrounding uses;
11. A flood risk assessment to demonstrate that the development has been designed and laid out to avoid areas at risk of flooding;
12. Provision of infrastructure and community facilities in accordance with the most up to date Infrastructure Delivery Plan.

Development proposals will need to demonstrate that sufficient capacity will be available within the sewer network, including waste water treatment works, to accommodate the proposed development in accordance with Policy S31.



## Southbourne

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

**6.87** Southbourne is located close to Chichester Harbour and any opportunities for development must give consideration to potential impact in terms of recreational disturbance on the Chichester Harbour SPA/SAC/Ramsar site, particularly for the area to the south of the A259 which also falls within the AONB. Although the village is less affected by other constraints, regard will need to be paid to landscape considerations, particularly the setting of the AONB and avoiding coalescence with neighbouring settlements along the A259.

**6.88** It is recognised that it is important to sustain and enhance Southbourne's role as a settlement hub for the long term. There are opportunities for the parish to take a lead in securing new development and providing a range of housing, employment and services not only for the existing population but also to enable the village to grow and be resilient for the future.

**6.89** The Local Plan Review sets the requirement of around 1,250 dwellings to be phased throughout the plan period, together with employment land and supporting uses (subject to further investigation of potential sites). This may include an up to two form entry primary school; expansion of the secondary school subject to further consideration and provision of community infrastructure potentially to include early years' childcare provision, community hall/centre and expansion of doctors' surgery. Southbourne Parish Council is preparing a revised neighbourhood plan for the parish which will identify potential development site(s) and the Council will work closely with the Parish Council in the neighbourhood planning process.

**6.90** Currently there is good access to employment elsewhere (for example at Chichester City and Havant); however opportunities in Southbourne itself are very limited. Future development will include a mixed use form of development subject to further detailed work and consideration of sites. In addition there are a number of specific issues that need to be taken into account in planning development for the area. These should be considered and included in the overall masterplanning that will be required for the area, these include:

- Phasing the development of the site(s);
- Provision of an up to two form entry primary school;
- Potential expansion of secondary school subject to further consideration;

# Strategic Site Allocations

- Expansion and provision of community infrastructure potentially to include early years' childcare provision, community hall/centre and expansion of doctors' surgery;
- Protecting views to the South Downs National Park and the Chichester Harbour AONB and their settings and creating opportunities for new views;
- Maximising the potential for sustainable travel links through improved public transport, including consideration of opportunities to resolve the situation relating to the various existing or planned railway crossings as well as the inclusion of cycling and pedestrian routes;
- Protecting residential properties from noise on the A27, through for example the sensitive use of acoustic screening;
- Creating new areas of open space and green infrastructure through planting, including maintenance and enhancement of perimeter landscaping to screen development and reduce noise;
- Reducing and mitigating potential impacts of recreational disturbance on the Chichester Harbour
- Account should be taken of the West Sussex County Council Minerals Safeguarding Area and associated guidance.

## **Policy AL13: Southbourne Parish**

Land will be allocated for development in the revised Southbourne Neighbourhood Plan for a mixed use form of development to include a minimum of 1,250 dwellings, along with land to be allocated for employment and community uses subject to further examination of potential sites and including any amendments to the settlement boundary. Development will be expected to address the following requirements:

1. Provision of a high quality form of development to be masterplanned as a sustainable extension(s) of Southbourne and be well integrated with the existing settlement providing good access to facilities and sustainable forms of transport;
2. A range of types, sizes and tenures of residential accommodation to include specific provision to meet specialised housing needs including accommodation for older people;
3. Provision of suitable means of access to the site(s) and securing necessary off-site improvements (including highways) to promote sustainable transport options;
4. Opportunities as they arise to improve the situation relating to the various existing or planned railway crossings;
5. Provision of an up to two form entry primary school;
6. Potential expansion of secondary school subject to further consideration;
7. Expansion and provision of community infrastructure potentially to include early years' childcare provision, community hall/centre and expansion of doctors' surgery plus flexible space for employment/small-scale leisure use;

## Strategic Site Allocations

8. Provision of on-site public open space and play areas in accordance with Policy DM34;
9. Detailed consideration of the impact of development on the surrounding landscape, including views towards the South Downs National Park and Chichester Harbour AONB and their settings, and any potential for coalescence between adjoining or nearby settlements along with a detailed landscape management plan;
10. Opportunities for the expansion and provision of green infrastructure into the wider countryside including between settlements and facilities;
11. Demonstration that development would not have an adverse impact on the nature conservation interest of identified sites and habitats;
12. Provide mitigation to ensure the protection of the SPA, SAC and Ramsar site at Chichester Harbour including contributing to any strategic access management issues, loss of functionally linked supporting habitat and water quality issues relating to runoff into a European designated site;
13. The protection of any other key views;
14. Provision of infrastructure and community facilities in accordance with the most up to date Infrastructure Delivery Plan;
15. Provisions of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area.
16. Ensure sufficient capacity within the relevant Wastewater Treatment Works before the delivery of development as required.

# Strategic Site Allocations

## Tangmere

**6.91** Tangmere is the largest village in the area to the east of Chichester City and has a range of local facilities, including small shops, primary school, GP surgery and village hall. It is a focus for employment with the Chichester Business Park located at City Fields Way immediately to the east of the village and a designated Horticultural Development Area to the south east. The village has good road accessibility via the A27; however the provision of public transport is limited.

**6.92** The adopted Local Plan identifies Tangmere as being capable of accommodating further sustainable growth to enhance and develop its role as a settlement hub. It identifies the Tangmere Strategic Development Location for a development of 1000 dwellings. The Local Plan Review identifies potential for a further 300 to achieve an allocation of 1300 dwellings. Development will be achieved through a carefully planned expansion which will deliver a number of benefits for the existing community, including: a range of housing types; open space; social and community facilities; and improved public transport services. Tangmere currently has a relatively high proportion of social housing and it may be appropriate to diversify housing tenures, including by providing low cost or shared ownership options.

**6.93** The strategic development location is mainly situated around the western and southern edges of the village and covers approximately 73 hectares. It will provide direct access to the A27 and is relatively unconstrained in physical terms. There are few identified issues in terms of flooding, although part of the land on the southern edge has high groundwater levels. However, regard will need to be paid to the open landscape of the area and views from the South Downs must be carefully protected.

**6.94** It is estimated that the site has the potential to deliver around 1,300 dwellings during the Plan period; together with supporting community facilities, open space and recreation, and infrastructure. The primary access will be provided from the existing grade separated junction on the A27 to the west of the village with a connection to the Tangmere Straight. However, it is important to ensure that new development is well integrated with the existing village, both physically and in terms of the community. The key vision of the Tangmere Neighbourhood Plan (Made 2016) is a 'one village' approach. The NP provides design guidance to inform the masterplanning of the Tangmere SDL.

**6.95** A number of specific issues need to be taken into account in planning the development and site layout at Tangmere. These include:

- Local community aspirations for existing facilities serving the village, including a Village centre around a village main street, improved/expanded local convenience shopping and enhanced social, community, recreation, primary education and healthcare facilities;
- Potential landscape sensitivities, particularly in terms of external views of the site into and from the surrounding area, including the National Park;

## Strategic Site Allocations

- The potential to provide off-site green links with the National Park and Chichester City, and potential to develop strategic green infrastructure in conjunction with other planned development to the east of Chichester City;
- The potential to develop off-site green links with existing and planned employment development at Tangmere (the Chichester Business Park and Horticultural Development Area);
- Opportunities to provide substantially improved public transport services linking the village with Chichester City, to improve cycle routes to the city, and to provide better transport links to Barnham rail station and the 'Five Villages' area in Arun District;
- Protecting priority views of Chichester Cathedral spire and heritage assets and creating opportunities for new public view points;
- Conserving and enhancing the setting of the historic village (particularly the Conservation Area), the heritage of the World War II airfield, including provision for the expansion or relocation of the Tangmere Military Aviation Museum and the potential archaeological/heritage assets of the surrounding area;
- Shielding residential properties from noise on the A27, through for example the use of acoustic screening;
- The availability of minerals in the vicinity and the need to take account of the minerals safeguarding area.

# Strategic Site Allocations

## Policy AL14: Land West of Tangmere

Approximately 73 hectares of land to the west of Tangmere is allocated for residential led development of a minimum of 1,300 dwellings. Development in this location will be expected to address the following site-specific requirements:

1. Be planned as an extension to Tangmere village, that is well integrated with the village and provides good access to existing facilities;
2. A range of types, sizes and tenures of residential accommodation to include specific provision to meet specialised housing needs including accommodation for older people;
3. Incorporate new or expanded community facilities (including a new village centre) providing local convenience shopping. Opportunities will be sought to deliver enhanced recreation, open space, primary education and healthcare facilities;
4. Make provision for green links to the National Park and Chichester City. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city;
5. Protect existing views of Chichester Cathedral spire and reduce any impact on views from within the National Park;
6. Subject to detailed transport assessment, provide primary road access to the site from the slip-road roundabout at the A27/A285 junction to the west of Tangmere providing a link with Tangmere Road. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (see Policy S14);
7. Make provision for improved more direct and frequent bus services between Tangmere and Chichester City, and improved and additional cycle routes linking Tangmere with Chichester City, Shopwhyke and Westhampnett. Opportunities should also be explored for improving transport links with the 'Five Villages' area and Barnham rail station in Arun District; and
8. Conserve and enhance the heritage and potential archaeological interest of the village, surrounding areas and World War II airfield, including the expansion or relocation of the Tangmere Military Aviation Museum.

Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.

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

## Tangmere Strategic Employment Land

**6.96** A total of around 2.4 hectares of land allocated for B1-B8 uses in the Chichester District Local Plan 1999 and Chichester District Local Plan Key Policies 2014-2029 remains undeveloped. High-speed broadband has recently become available in the area. Furthermore, the provision of a significant new residential development to the west of the village could further enhance the attractiveness of this site for employment uses within the commercial property market. Given that there is an existing business park immediately adjoining the allocation, the retention of the allocation would have the benefit of delivering a greater critical mass of potential floorspace at this existing business location and also enable commercial traffic movements to access the A27 directly from Meadow Way, rather than through residential areas. Therefore, this Plan continues to allocate the land for B1-B8 and similar employment generating uses.

### **Policy AL15: Land at Chichester Business Park. Tangmere**

2.4 hectares of employment land is allocated for B1-B8 and similar employment generating uses in the form of an extension to the Chichester Business Park to the east of Tangmere village, with access to the A27 via City Fields Way/Meadow Way.

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

### Housing

**7.1** In seeking to achieve more sustainable forms of development, the Government has provided clear policy on the provision of new housing. Local authorities should:

- plan to meet the housing needs of the whole community as a minimum, taking account of any unmet needs in neighbouring areas unless there are specific circumstances to justify a different approach,
- provide wider housing opportunity and choice and a better mix in the size, type and location of housing,
- place housing in locations which are accessible by public transport to jobs, shopping, leisure, education and health facilities,
- give priority to using previously-developed land within urban areas,
- make more efficient use of land, and
- promote good design in new housing development, placing the needs of people before the ease of traffic movement.

**7.2** The Council aims to enable the delivery of a wide variety of high quality homes that provide all tenures, types and sizes of housing to meet the needs of different people in our community. This includes housing for families, older people, people with disabilities, Gypsies, travellers and travelling showpeople and students. New housing developments must take account of local need to create a genuine choice and mix of housing in order to help create a balanced, sustainable and inclusive community.

**7.3** The following paragraphs identify the types of households, based on existing evidence, which should be considered when planning new housing development in order to meet needs relevant to specific local circumstances. This list is not exclusive as there may also be other types of households that should be considered to be in need of housing in certain areas. In all instances an appropriate mix of housing types, sizes, prices and tenures should form the basis of any new development proposal, and it is anticipated that no one housing type will dominate a scheme unless there is a specific requirement to do so, e.g. a scheme specifically intended to deliver student accommodation.

**7.4 Specialist accommodation:** Some of our community need accommodation that caters for their specific needs. This may be the more vulnerable members of our society, such as the frail, elderly or those needing specialist social support, who would benefit from on-site support. To create inclusive communities, this type of accommodation should be located in accessible areas with links to public transport and local facilities.

**7.5** Specialist accommodation includes hostels, homes for those in later life such as extra care housing, homes for those with disabilities and support needs, and residential institutions. Specialist accommodation should be well designed to ensure it is adaptable and



wheelchair friendly. The Council will work with our partners, to identify and secure provision of suitable sites for specialist housing.

**7.6** Larger schemes will be expected to include a proportion of accessible homes as part of the overall housing mix, and should also consider the provision of specialist housing for older people.

**7.7 Housing for older people:** the growing older population is likely to lead to a significant increase in the requirements for specialist accommodation. Different types of homes are required to offer a real choice, be it smaller well-located market housing, step-free housing or more specialised homes offering improved safety and support suited to the various needs of people. The need for residential care or nursing homes is also recognised. West Sussex County Council supports the provision of extra-care housing rather than traditional care homes. The provision of extra-care accommodation on a mixed tenure basis will be encouraged.

**7.8** Housing stock should be flexible to meet the needs of an ageing population and enable people to remain in their own homes for longer should they wish. Smaller homes, including bungalows, in suitable locations should also be provided to enable people to downsize and remain within their local community or move to an alternative area with improved access to local facilities. Good design such as level access and flush thresholds to properties, a WC at entry level, door openings of a suitable width and care with the design and internal layout and circulation space can help ensure accommodation is adaptable and wheelchair friendly. Considering factors including a building's layout, materials and lighting can also help people with dementia or sight loss to continue to live as independently as possible.

**7.9 Students:** The student population of Chichester University was recorded at 5,503 students in 2017 (Source: Chichester HEDNA). Students live at home, in purpose built accommodation on campus, rent rooms in private shared houses or have alternative accommodation arrangements. Whilst students should have a choice of accommodation, this should be balanced with the housing needs of the general population.

**7.10** The growth of student living in the private rented sector in Chichester has influenced the dynamics of the housing market in the City and the supply of entry-level market housing, increasing pressure on the private rented sector. To minimise the pressure on the existing housing stock it is desirable that any significant increase in full time student numbers is matched by the provision of purpose built student accommodation, in appropriate and sustainable locations.

**7.11 Houses in multiple occupation:** Houses in multiple occupation (HMOs) are dwellings lived in by more than one family or groups of individuals who share facilities such as a kitchen or bathroom. They provide a valuable source of accommodation to meet the

needs of some of our local population. They can offer a more affordable way to live, particularly for students, low paid workers and key workers who cannot afford to access housing on the open market.

**7.12 Retention of specialist residential accommodation:** It is evident that, alongside the need for additional specialist residential accommodation to be provided, the plan area experiences significant demands on its existing stock of specialist residential accommodation for example the change of use of care homes to open market residential development. This can be attributed to a number of different factors including changes in the demographic profile of the plan area and increasing demands being placed on operators of specialised accommodation.

**7.13** Taking account of the need to create and retain a mix of residential accommodation to provide for the different needs of communities within the plan area, the Local Plan Review sets out a presumption in favour of retaining this residential accommodation. However, there may be circumstances where an alternative use is acceptable further guidance is set out in Appendix C.

#### **Policy DM1: Specialist Housing**

Proposals for specialist needs housing such as homes for older people, people with disabilities, student accommodation or homes for other specific groups who may require properties that are specifically designed and / or allocated will be supported where:

1. There is a clear identified need;
2. The development is located in an area that is sustainable to meet the social as well as the housing needs of the intended residents;
3. It will not lead to a concentration of similar uses in an area that would be detrimental to the character or function of an area and / or residential amenity;
4. It is in close proximity to everyday services, preferably connecting by safe and suitable walking / cycling routes or public transport for the intended occupier;
5. It can be demonstrated that the development is designed and managed to provide the most appropriate types of support for the target resident;
6. It can be demonstrated that revenue funding can be secured to maintain the long term viability of the scheme; and
7. The scheme is supported by the relevant statutory agencies.

Proposals which may result in the loss of specialist needs accommodation will not be permitted unless it can be demonstrated that there is no longer a need for such accommodation in the Plan area, or alternative provision is being made available locally through replacement or new facilities.

## 7.14 Housing Mix

**7.15** The Council will seek to ensure that new housing reflects the need and demand of the plan area's existing and future communities, and provides an improvement to the quality and mix of new market and affordable housing in the Plan area.

**7.16** An appropriate mix of housing in new developments will help to enable a better flow of the existing housing stock, for example allowing residents to downsize, which will free up larger houses. Therefore the Council will require new development to incorporate a range of different housing types which contribute towards meeting the identified housing needs for different demographic groups in the Plan area.

**7.17** The mix of dwellings set out in Policy DM2 is in line with the recommendations of the HEDNA (2018), for affordable rented and low cost ownership housing. In line with the NPPF 2018 (paragraph 64) at least 10% of homes should be available for affordable home ownership, which is reflected in the Policy S6. Further advice can be sought from the Council's Housing Delivery Team.

**7.18** The HEDNA recommends that market housing, in particular, should focus on 3 and 4 bed dwellings. However it is acknowledged that in applying the recommended housing mix to individual development sites, regard should be had to the nature of the development site and character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level. The figures in the HEDNA should therefore be used as a monitoring tool to ensure that future delivery is not unbalanced. Policy DM2 contains a mix for Market Housing which reflects the demand for smaller housing sizes rather the 4 bed homes in the Plan area. This is informed by the HEDNA which acknowledges the need to provide a greater number of smaller units, which may be regarded to more affordable.

**7.19** It is recognised that future housing development will need to respond to local needs when applying a housing mix to individual sites. There will be a regard to bespoke local housing evidence relating to the parish, which could be in the form of a housing needs survey. Such evidence should be robustly and independently prepared, and agreed in writing with the housing authority as an appropriate evidence base for informing new residential development. Where a made neighbourhood plan proposes an alternative housing mix based on robust local evidence, this should be used in place of the mix proposed in Policy DM2.

**7.20 Affordable Housing Mix:** The Housing and Economic Development Needs Assessment (HEDNA) includes an analysis of household incomes, which has been used to consider levels of need for different types of affordable housing. Any tenure split will need to take account of the local housing market and the context of the site. This may be updated in line with any future updates to the HEDNA (or successor documents) or in line with guidance

from Homes England or the government. The NPPF 2018 (paragraph 64) requires 10% of all dwellings to be low cost home ownership.

**7.21** The HEDNA recommends an appropriate mix, size and type of affordable rented housing required as part of new development. This will be used as the basis for affordable housing requirements over the Local Plan Review period. At the individual scheme level however, the HEDNA's recommendation will be considered together with information on local housing need and stock turnover to identify the appropriate mix of affordable rented housing required.

**7.22** The NPPF 2018 (footnote 46) states that policies may make use of the nationally described space standards<sup>1</sup> where the need for an internal space standard can be justified. The Council will provide evidence as part of the revision of the Planning Obligations and Affordable Housing SPD.

**7.23** The Council will also encourage development proposals which seek to meet the housing need of older people and the need for Self-Build housing across all tenures.

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

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<sup>1</sup> Technical housing standards – nationally described space standard' (DCLG 2015)

## Policy DM2: Housing Mix

1. All new residential development must provide homes of an appropriate type, size and tenure to address the identified needs and market demand and to support mixed and balanced communities. Proposals should provide a mix of dwelling sizes and tenures broadly in accordance with the table below.

	1 Bedroom	2 Bedroom	3 Bedroom	4+ Bedroom
Affordable rented housing delivered as part of a market housing scheme (20% of total requirements)	25-30%	40-45%	20-25%	5-10%
Low cost homeownership as part of a market housing scheme (10% of total requirements)	20%	40%	30%	10%
Market housing (70% of total requirements)	At least 5%	At least 30%	Up to 45%	Up to 20%

2. Planning permission will be granted for an alternative mix provided that:
  - a. robust evidence of local housing need demonstrates that a different mix of dwellings is required to meet local needs and demand for specific types, tenures and sizes of housing to contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists; or
  - b. it addresses need and demand for affordable, market housing including self-build and custom-build housing, older person and specialised housing.
3. Development proposals for residential development will be permitted where it is clearly demonstrated that the proposal responds to the requirements of a changing population and of particular groups in the community, by increasing the supply of accessible and specialist housing (including ground floor flats, flats with lifts and bungalow accommodation) which is able to meet people's needs throughout their lifetimes based on locally derived evidence of need and demand.
4. On strategic development locations (or sites of 200 dwellings or more), additional specialised housing (including extra care housing) should be considered where demand exists, to meet defined specialist needs.
5. Up to 3% of dwellings should be designed to the standards of Building Regulations Part M (4) Category 3: Wheel chair accessible dwellings (or any replacement standards). This will be considered on a site by site basis.
6. All housing should be designed to meet the Nationally Described Space Standards (or any replacement standards).

## Density of New Homes and Neighbourhoods

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

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

**7.27** Densities of 35 dwellings per hectare are generally considered appropriate by the Council on most greenfield and brownfield development across the plan area. However, higher densities will be sought in urban areas where sites are better served by public transport and have access to a range of services and facilities.

### Policy DM3: Housing Density

All new housing will be developed at a density that is consistent with making the best use of land whilst achieving high quality, sustainable design that does not compromise the distinctive character of the area in which it is located.

Development proposals at a minimum average net density of 35 dwellings per hectare will be supported, except at:

- a. accessible urban locations with transport links and good access to services, where higher densities will be encouraged;
- b. locations adjacent to sensitive locations (i.e. nationally designated areas of landscape, historic environment or nature conservation protection ) where a lower density may be appropriate.

Proposals should take into account the existing density of the site and its surroundings. The density of large sites should be varied within the site to provide a high quality, mixed use development with a unique sense of place.

## Affordable Housing on Exception Sites

**7.28** Proposals for exception sites (which are defined in the glossary) must meet an identified local housing need in the Parish in which they are proposed. Applications must be accompanied by satisfactory evidence, which demonstrates that the scale and mix of housing proposed will meet a local need. This should be based on information from the Council's housing register or up-to-date parish housing needs survey (that has been approved by the Council as Housing Authority).

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

**7.30** In assessing the suitability of proposed affordable housing exception sites, consideration will be given to the existing and potential supply of affordable housing from other sites within the settlement. Where the area has a defined Settlement Boundary proposals must demonstrate that there is a lack of sites available within the settlement. They should also be located adjacent to the Settlement Boundary and in all circumstances be well related to the settlement, local services and facilities. Where suitable sites are unavailable, the local housing need may be met in another settlement within 5 miles or their local sub-area.

**7.31** Outside Settlement Boundaries, schemes will only be permitted if the Council is satisfied that the existing affordable housing stock will not meet the current local housing need, and where the scheme can be considered to be well-integrated within the settlement.

**7.32** Proposals for affordable housing exception sites will not be permitted in scattered or isolated locations, or for large scale development of over 30 units.

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

**7.34** Market homes will only be allowed in exceptional circumstances and where supported by viability evidence and where public subsidy is not available to deliver a policy compliant affordable scheme. The Council's Planning Obligations and Affordable Housing SPD provides further information on the provision of exception site housing.

**7.35** For the purposes of this policy a ‘local connection’ is set out in the rural allocations policy contained in the Councils’ Allocations Scheme. This can be found at [www.chichester.gov.uk/affordablehousingtoent](http://www.chichester.gov.uk/affordablehousingtoent)

#### **Policy DM4: Affordable Housing Exception Sites**

Where there are no available and deliverable sites within a settlement affordable housing may be permitted on exception sites outside of Settlement Boundaries to meet a specific local need where one of the two following criteria is met:

1. In settlements that have a defined Boundary, proposals should be located adjacent to the Boundary and in all circumstances be less than 30 dwellings and well related to the settlement, local services and facilities; or
2. In the rest of the plan area, schemes will only be permitted where it is considered that the proposal is modest in scale and can be integrated to an existing settlement without damage to its character or setting and is well related to local services and facilities.

And all the following criteria are met:

1. The scheme provides 100% affordable housing (unless a robust justification is provided in line with paragraph 7.34);
2. The proposed development would help meet an identified local need of households with a ‘local connection’ to the parish, and the mix of dwelling sizes, types and tenures is supported by a local housing need assessment;
3. There are insufficient sites available and deliverable within the Settlement Boundary (where applicable) to meet the local need for affordable housing;
4. The proposed scheme is economically viable and deliverable, and is able to be properly managed by a partner Registered Provider, Community Land Trust or other Approved Body in perpetuity; and
5. The site is subject to an appropriate planning obligation to ensure that the affordable housing will be retained in perpetuity as affordable housing for households with a local connection.



## Accommodation For Gypsies, Travellers And Travelling Showpeople

**7.36** Proposals for sites for Gypsies, Travellers and Travelling Showpeople within the plan area will be considered where consistent with the Council's strategic requirements in Policy S7.

**7.37** This policy sets out a criteria based approach to identifying sites and assessing development proposals for the provision of accommodation. To meet an increased need for pitches and plots in the plan area, the sub-division of existing lawful sites will be permitted where proposals meet the relevant criteria.

**7.38 Safeguarding existing sites:** To maintain a supply of land and associated accommodation, the Council considers it important to ensure that, within the plan area, existing permanent authorised sites for Gypsies and Travellers are retained. Permitted accommodation for sites within the rural area will not set a precedent for permanent built dwellings. In order to protect existing permitted sites from other forms of development, sites will be safeguarded.

### Policy DM5: Accommodation for Gypsies, Travellers and Travelling Showpeople

1. In assessing the suitability of new sites for allocation in a development plan document and for the purposes of determining planning applications, proposals will be supported where it can be demonstrated that all of the following criteria have been met:
  - a. It is well related to existing settlements and appropriate in scale to not dominate the nearest settlement, having regard to factors such as the scale and form of existing Travellers' pitches and Travelling Showpeople's plots in the area, and the availability of safe and convenient vehicular access, local infrastructure, services and facilities.
  - b. Be suitable in terms of topography and able to achieve a reasonable level of visual and acoustic privacy for both people living on the site and for those living nearby. The site will provide an acceptable level of amenity for the proposed residents and will not have an unacceptable level of impact on the residential amenity of the neighbouring dwellings;
  - c. Be located, designed and landscaped to avoid unacceptable harm to the character of the local area and not compromise the essential features of nationally designated areas of landscape, historic environment or nature conservation protection;
  - d. Avoid locations where there is a risk of flooding, or which are adjacent to incompatible uses such as a refuse tip, sewage treatment works or significantly contaminated land; and
  - e. For Travelling Showpeople, a site suitability assessment should be submitted with proposals which takes account of the nature and scale of the Showpeople's business in terms of the land required for storage and/or the exercising of animals.

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

2. The following criteria will be applied in assessing proposals for the sub-division of pitches or plots at existing authorised Gypsy, Traveller and Travelling Showpeople sites:
  - a. Sites are of a suitable size to enable the creation of additional pitches or plots;
  - b. There is no loss of amenity provision for residents within the existing site;
  - c. There is no adverse impact in terms of highways access and vehicle movement on site;
  - d. There is no significant loss of soft and hard landscaping within the existing site; and
  - e. The sub-division of a site does not result in unacceptable harm to the character of the local area and does not compromise the essential features of nationally designated areas of landscape, historic environment or nature conservation protection.

## Accommodation for Agricultural and Other Rural Workers

**7.39** As a largely rural area there is often a need for accommodation for full time workers related to agriculture, horticulture, forestry, equestrian activities or other rural based enterprise. This accommodation may require a countryside location where new residential development would not otherwise be permitted. In such cases, applications for new residential development, 'replacement dwellings' or the conversion of an existing building will be required to demonstrate an essential need for the accommodation. Whether this is essential in any particular case will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any of the individuals involved. It must be proven that there is a clear need for the rural worker to live near or at their place of work in the countryside in order to perform their employment role.

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

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

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

**7.43** The needs of the temporary and permanent workforce in the horticultural industry should be met in the general housing stock as there is no specific need for residential accommodation in the countryside.

### **Policy DM6: Accommodation for Agricultural and other Rural Workers**

Development proposals which are necessary to meet the accommodation needs of full-time workers in agriculture, forestry or other businesses requiring a countryside location will be granted where all the following criteria have been addressed:

1. Provision on-site or in the immediate vicinity of the agricultural operation, is essential for the operation of the business;
2. No suitable accommodation exists or could be made available in established buildings on the site or in the immediate vicinity;
3. Clear evidence is provided of the economic viability of the business enterprise that the accommodation is intended to support;
4. The dwelling is of a size commensurate with the operational requirements of the business;
5. The siting and landscaping of any new dwelling is well-related to the existing business building/s or other on-site dwellings and minimises the impact to the character and appearance of the countryside, ensuring no adverse impact on designated sites; and
6. The supporting information as set out at paragraph E9 of Appendix C has been provided.

Where a new dwelling is granted, this will be the subject of a condition ensuring that the occupation is restricted to a person solely or mainly working, or last working in the locality in agriculture, forestry or other rural business and required to live locally in order to perform their role.

Planning permission for the removal of a restrictive occupancy condition for agricultural or related workers on a dwelling will only be granted where it can be demonstrated that:

1. That there is no longer a continued need for the property on the holding or for the business;
2. There is no long term need for a dwelling with restricted occupancy to serve local need in the locality; and
3. The property has been marketed locally for an appropriate period (minimum 18 months) at an appropriate price and for its use as an agricultural tied dwelling and evidence of marketing can be produced in accordance with Appendix C.

## Local and Community Facilities

**7.44** Local services and community facilities include local shops, meeting places, sports venues, cultural buildings (including theatres), public houses and places of worship although this list is not exhaustive. It is important that local services and community facilities aimed at meeting daily needs are available where people live, including in smaller towns and villages in order to minimise the need to travel.

**7.45** The Council will seek the retention and protection of local and community facilities that serve the local residents within the Plan area and encourage the provision of new facilities either in isolation or by merging with existing facilities.

**7.46** Support will also be given to the provision of new facilities where local communities identify a need, particularly in parish/neighbourhood plans.

**7.47** As local facilities also include businesses such as village shops, local convenience stores, pubs and farm shops, the Council's Economic Development service can offer advice and support. However, the planning system itself will not be able to protect local facilities where these are no longer commercially viable. In such cases, there is a requirement that the premises have been marketed before any alternative use can be considered and further advice is contained in Appendix C). Meeting the need for alternative local facilities and services should be thoroughly examined and assessed and in the last instance conversion to residential may be acceptable.

### Policy DM7: Local and Community Facilities

Development proposals leading to the loss of premises and existing community facilities or land currently or last used for community facilities, public services, leisure and cultural uses will be permitted, where it can be demonstrated that all the following criteria have been addressed:

1. There is no longer a demand for the facility within the area and that the premises or land have been marketed as set out in Appendix C for a reasonable period of time; or
2. There is provision for new or replacement facilities to meet an identified need in locations which are well related and easily accessible to the settlement or local community.

Proposals for new and improved community facilities, public services, leisure and cultural uses that result in improvements to meeting the needs of communities will be supported. Such facilities will be required to be easily accessible to all sectors of the community and, in rural areas where public transport may be poor, support will be given to innovative schemes that seek to improve local delivery of services. The provision or improvement of facilities and services, required as a result of new development will be secured through developer contributions either through S106 or the Community Infrastructure Levy (CIL) mechanisms.

## Transport, Accessibility and Parking

**7.48** Whilst new development may provide opportunities to deliver improvements to transport and, accessibility it is necessary to consider the impact of any new development upon: the existing transport network; highway safety; and current provision for movement for all modes of transport.

**7.49** A Transport Assessment and Travel Plan will be required where a development proposal will have a significant transport implication. It will need to be demonstrated in the Transport Assessment that the impact can be satisfactorily mitigated, and Travel Plans should identify reasonable opportunities for sustainable transport modes to reduce the need for major transport infrastructure. Where transport implications are not significant, relevant information on access and movement should be included in the Design and Access Statement, where required.

**7.50** The provision of adequate parking for cars and cycles in new development is important. The availability of car parking has a role in improving accessibility to necessary local services and facilities, particularly in rural areas, and for certain groups of society such as the disabled.

**7.51** For residential development a local car parking assessment, which is location specific, should be undertaken using the West Sussex Guidance on Car Parking in Residential Developments. For other use classes, the West Sussex Revised County Parking Standards and Transport Contributions Methodology should be used. The level of car parking and cycle provision will be assessed on a flexible site by site basis depending on the provision of public transport and access to local facilities.

**7.52** Access to new development should reflect the guidance provided by West Sussex County Council in relation to gateway provision, visibility splays, access to adopted highways and any appropriate signage.

### **Policy DM8: Transport, Accessibility and Parking**

Development proposals will be granted where it can be demonstrated that the following criteria have been addressed:

1. All development provides for the access and transport demands they create, through provision of necessary improvements to transport networks, services and facilities, either directly by the developer or indirectly in the form of financial contributions;
2. Development is located and designed to minimise additional traffic generation and movement, and should not create or add to problems of highway safety, congestion, air pollution, or other damage to the environment. Development must not create residual severe cumulative impacts on surrounding areas;
3. The proposal has safe and adequate means of access and internal circulation/turning arrangements for all modes of transport relevant to the proposal; and particularly, emergency, service and delivery vehicles;
4. Development can be accessed by and prioritises sustainable modes of transport, in part, through the creation of links between new development and existing pedestrian, cycle and public transport networks. Development should incorporate the requisite infrastructure necessary for charging plug-in and other ultra-low emission vehicles;
5. The proposal provides for safe, easy and direct movement by all users including for those with disabilities or mobility problems difficulties;
6. The proposal provides for adequate parking provision as well as suitable facilities for safe and secure cycle parking; and
7. Where development is likely to have a significant impact on an Air Quality Management Area, an air quality assessment will be required.

## Employment

### Existing employment sites

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

**7.54** The Council has regularly reviewed the suitability of existing employment sites to contribute towards meeting the economic needs of the area. Where justified, a small number of sites have previously been released for other uses. The evidence of need prepared for this Local Plan Review in the form of the Chichester Housing and Economic Development Needs Assessment indicates that there is a significant need for net additional employment floorspace across the plan area. The broad strategy to meet the employment floorspace needs is set out in Policy S8.

**7.55** As well as proposing new strategic allocations for new employment floorspace, the strategy is also reliant on protecting existing employment sites from losses to other uses where these continue to remain suitable for business and related employment uses. The Council will particularly encourage the refurbishment, upgrading and intensification of these sites to make them more commercially attractive.

**7.56** The main focus of employment floorspace provision within the plan area is for those uses within the B Use Class. Employment uses other than for that falling within the B Use Class may be permitted on existing employment sites where they are of a similar character to the B Use Classes in terms of providing jobs, the skills they required and their contribution to the GVA of the plan area.

**7.57** On exception, it may be appropriate to allow for alternative non-employment uses on existing employment sites. For instance, the commercial attractiveness of some employment areas could be enhanced by allowing for some small-scale complementary uses (e.g. gym or children's nursery) to be provided for workers on the site. There may be other occasions where part of an employment area is located in an area which could accommodate leisure or community uses in a way which is compatible with national policy, subject to the other policies of this Plan.

**7.58** Where development is proposed which would represent the loss of B classes uses, clear evidence should be submitted to demonstrate that the site is no longer required for B class uses or that the alternative use represents an appropriate leisure or community reuse of the site. To demonstrate that an employment site is no longer required, applicants will be required to provide supporting evidence on the viability of the site for continued employment



use (guidance is set out in Appendix C) including the availability of employment land/floorspace in the local area and demonstrating that genuine attempts have been made over an extended period to market the site for business or similar uses.

**7.59** Given the limited opportunities for employment uses with direct access to the coast, and reflecting the Chichester Harbour Conservancy Management Plan's planning principles, particular scrutiny will be given to the marketing evidence for marine related employment sites with the aim of preserving these uses.

**7.60** Where leisure or community uses are proposed on existing employment sites, it should be clearly demonstrated that there is a compelling need for the development in the location proposed and how the proposal would enhance the attractiveness of the site as an employment area. Development proposals for main town centre uses (including offices) would be expected to comply with the other policies of this Plan, including the direction of such uses to retail centres and edge of centres in the first instance (see policies DM11 and DM12).

#### **Policy DM9: Existing Employment Sites**

At existing employment sites, planning permission will be granted for development within Use Class B1, B2 and B8 of new floorspace, refurbishment, upgrading or modernisation of existing premises where it can be demonstrated that:

1. There is no material increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to unacceptably disturb occupants of nearby residential properties or be of a scale that is likely to cause unacceptable harm to the enjoyment of the countryside; and
2. The proposal does not generate unacceptable levels of traffic movement, soil, water, odour or air pollution and there is no adverse impact resulting from artificial lighting on the occupants of nearby residential properties or on the appearance of the site in the landscape; and
3. Where development would result in an expansion of the existing employment site into countryside, that the development is required to meet local needs, proportionate to its location and would not harm the character of the rural area

Employment uses other than those in use classes B1, B2 or B8 will be permitted on these sites provided they are of a similar character to use classes B1, B2 and B8 in terms of providing jobs, the skills they require and their contribution to long term economic growth. They may include sui generis uses.

Existing employment sites will be retained to safeguard their contribution to the local economy. Planning permission will be granted for alternative uses on land or floorspace currently or previously in employment generating uses where the following criteria are met:

1. It has been demonstrated (in terms of the evidence requirements accompanying this policy) that the site is no longer required and is unlikely to be re-used or redeveloped

for employment uses to meet future demand; or

2. There is an overriding community or leisure benefit from the proposed alternative use which cannot be met elsewhere and that the use does not prejudice the operation of and market attractiveness of the wider employment area; or
3. For B1(a) uses that the sequential test set out in national policy has been met.

## New Employment Sites

**7.61** New strategic employment-led sites are allocated through Policies AL5 at Southern Gateway, AL6 at Land South-West of Chichester and AL15 at Chichester Business Park, Tangmere. These policies set out the detailed site-specific requirements for development at these sites. Other strategic site allocations also make provision for new employment land to come forward as part of a wider allocation. It is recognised that there may be proposals in the future for additional employment provision outside of the strategic site allocations and existing employment sites. Significant new office developments will be encouraged to locate within Chichester City and the settlement hubs of the plan area. Other B Class employment uses, and similar uses, will be encouraged within the settlement boundaries of other defined settlements within the plan area. Policy DM21 provides for the conversion of existing buildings in the countryside to employment uses.

### Policy DM10: New Employment Sites

Development proposals for employment uses within Use Classes B1 (b) B1 (c), B2 and B8 will be permitted within the settlement boundaries, as defined on the policies map. Proposals for new office development will be permitted where they are focussed in Chichester city centre and the settlement hubs in accordance with the sequential test set out in national policy. Small scale office uses will be permitted in other service villages to meet local needs and as part of the residential-led allocations provided for in Policies AL1-AL14.

The Council will require new employment development, where feasible, to provide for a mixture of unit types and sizes to accommodate the needs of start-up and move-on businesses within the plan area.

Development proposals will also need to be compatible with other policies in the Plan to ensure that the development is otherwise acceptable.

## Retail

### Chichester Centre Retail

**7.62** Chichester City centre (town centre as defined in the NPPF paragraph 85) is lively and economically resilient. It has proved to be one of the more resilient centres in the country in times of economic downturn, primarily due to its largely affluent catchment population and attractive environment.

**7.63** The vitality of the city centre depends strongly on its attraction as a high quality shopping destination. Its traditional role as the main focus for retail activity has been challenged by 'out-of-town' retail outlets and internet shopping. In addition, increased mobility means that people are prepared to travel further afield to shop in larger centres. In this very competitive environment, it is important that the city continues to develop and enhance its retail offer in order to retain existing market share and attract new trade. However, the historic character of the city centre could mean that potential future retail development may be constrained.

**7.64** Nevertheless, in order to maintain and enhance Chichester City's retail position, in addition to providing additional floor space, the overall experience for people visiting the City Centre must improve. The Chichester Vision outlines various ways to enhance the City experience including the early evening and night time economy, the built and natural environment and reducing the dominance of traffic congestion and surface car parks.

**7.65** For Chichester City Centre, its ground floor primary and secondary shopping frontages are shown on the policies map, and are listed in Appendix D. These have been reviewed as part of the Local Plan Review as shown on the proposed changes to policies map.

**7.66 Primary Shopping Frontage** - the most important retail frontages of Chichester town centre have been defined as Primary Shopping Frontages, because it is important that the retail frontages in those streets are retained and enhanced. This prime area has the highest proportion of A1 (shop) uses, the highest Zone A rental values, and the highest pedestrian flow levels in the whole town centre. In order to protect its liveliness and economic resilience, changes of use from shops (Use Class A1) to other uses will be carefully controlled.

**7.67** It is recognised that some non-retail uses provide essential services and need to be located in town centres; but such uses, particularly if grouped together, may undermine the vitality of the city centre by failing to attract visitors or by forming blank and inactive frontages. Policy DM11 encourages town centre uses that are complementary to retail, to the surrounding secondary shopping frontages. Where a non-retail use is introduced in the primary shopping frontage, an active and visually appealing shop frontage should be maintained.

**7.68 Secondary Shopping Frontages** - a number of outer shopping streets have been defined as Secondary Shopping Frontages. Within these secondary frontages, non-retail uses such as offices, hotels and medical practitioners, may be permitted, providing that they do not result in the loss of amenity in terms of noise, disturbance, smell, litter, traffic generation and opening hours.

**7.69** For applications for new shop fronts and shop signs within the Chichester City Conservation Area consideration should be given to the 'Shopfront and Advertisement Design Guidance Note' (2010) which sets out design criteria against which the Council assesses applications for new shopfronts and shop signs within the Chichester Conservation Area.

### **Policy DM11: Town Centre Development**

#### **1. Primary shopping frontages**

Within the primary shopping frontages in the Chichester City Centre additional non-shopping (A1) uses will be granted at ground floor level where all the following criteria are met:

- a. Additional uses (Class A2 - A5) results in no more than 25% of the sum total of the street frontages in non-shopping (A1) uses;
- b. Additional use results in no more than two non-shopping (A1) uses adjacent to each other or a total of 15 metre continuous non-retail frontage (whichever is the greater);
- c. The proposal does not prejudice the effective use of the upper floors; and
- d. Shop windows and entrances are provided or retained which relate well to the design of the building and to the street-scene and its setting.

#### **2. Secondary shopping frontages**

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

- a. No more than 75% of the whole of the shopping frontage is in non-shopping (A1) use;
- b. The proposal does not result in the loss of existing residential accommodation;
- c. The proposal does not prejudice the effective use of the upper floors;
- d. A shop window and entrance is provided or retained which relates well to the design of the building and to the street-scene and its setting.

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

- a. The floorspace size reflects the character and scale of the development in the existing shopping centre;
- b. Development respects the character of the existing shopping centre in terms of design, scale and materials; and
- c. The proposal relates appropriately to the existing shopping frontage

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

#### **4. Reuse of redundant floorspace**

Within City Centres, Local Centres and Village Centres, proposals for the re-use of vacant floorspace on the upper levels for residential, leisure, commercial and community purposes will be permitted provides that:

- a. It is demonstrated that non retail use of the upper floor will not inhibit business workplace, storage or retail expansion;
- b. The development has no significant adverse effects for the occupiers of neighbouring properties; and
- c. The proposal reflects the need to minimise noise intrusion. Applications must be accompanied by details of noise insulation measures if required.

## Edge and Out of Centre Sites – Chichester

**7.70** Following the conclusions of the Retail Study, it may be appropriate for larger scale retail and leisure development to be accommodated on edge or out-of-centre locations, provided that such development does not harm the vitality and viability of the City Centre. All out of town retail and leisure development, with the exception of sites allocated in the Southern Gateway, will be required to consider the sequential approach as set out in national policy (NPPF paragraph 86). The size threshold for the sequential approach is set out in Policy S9.

**7.71** Where the type of goods sold or leisure service provided and the particular retail or leisure format cannot reasonably be accommodated within the existing shopping centre, the first choice for alternative development sites should be 'edge of centre' i.e. sites which directly adjoin or can be reasonably related to the defined City Centre boundary.

**7.72** If such sites cannot meet the demand for additional floorspace, then 'out-of-centre' developments can be considered for appropriate types of retailing e.g. superstores, retail warehouses or leisure uses which require space not typically found within traditional retail centres. This type of development may be acceptable on peripheral sites away from the defined City Centre area within the Chichester City Settlement Boundary, providing that such development does not adversely affect the vitality and viability of the existing retail centre as a whole, taking into account the cumulative effects of the existing and proposed development.

**7.73** It is essential that retail and leisure facilities on such sites complement, rather than compete with, those provided within the City Centre. Such retail units will be restricted to a minimum size of 1000m<sup>2</sup> and to the type of goods sold, i.e. bulky goods which require large units. These units are restricted to limit their potential impact on the smaller retail units which are predominant within the City Centre. Proposals for units over 2,500m<sup>2</sup> of retail floorspace, should be supported by a retail study demonstrating that there will not be an adverse impact on the City Centre.

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

**7.75** Only when it has been demonstrated that there are no suitable alternatives sites within City centres or edge of centre would development proposals be considered sympathetically and by exception for leisure (and community) uses to come forward on existing employment sites in accordance with Policy DM9.

### **Policy DM12: Edge and Out of Centre Retail Sites**

Development proposals outside the defined Chichester City centre and where allocated in the Southern Gateway, for retail and leisure uses, including extensions, will be granted where it can be demonstrated that all the following criteria have been addressed:

1. The proposal does not have a significant adverse impact on the vitality and viability of the central shopping area, either as an individual development or cumulatively with similar existing or proposed developments;
2. The proposed retail or leisure development on out of centre sites will need to demonstrate that no suitable site can be found, firstly within the existing town centre or, secondly, on the edge of the centre;
3. Proposals for retail floorspace over 2,500m<sup>2</sup> are accompanied by a full assessment of the potential impact on town centres and nearby centres;
4. The type of goods sold or leisure service provided and the form of shopping or leisure unit proposed could not be conveniently accommodated within the existing shopping centre or where suitable sites and premises are not available within the centre or edge of centre sites;
5. The retail units (including any created by the subdivision of existing units) are of a minimum size of 1,000m<sup>2</sup> gross floorspace;
6. The types of goods sold and the facilities provided complement those provided in the existing retail centre;
7. Servicing and customer traffic can be safely and conveniently accommodated by the surrounding road network and does not add to traffic generation in the town centre;
8. The proposal is easily accessible by the highway network and public transport and includes provision for access by cycle and on foot; and
9. The design of the buildings will not detract from the character or appearance of the site or the surrounding area.

## Built Tourist and Leisure Development

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

**7.77** Visitors support a range of facilities and services which are important to the local economy and enhance its attractiveness as a location for businesses and residents. However, due to a lack of suitable accommodation, an insufficient number of tourists are able to stay overnight. To support the visitor economy, new tourist accommodation and attractions will be encouraged in areas that can accommodate additional visitor numbers without detriment to the environment. This will enable development and provide facilities that could extend the tourist season and also benefit the local community.

**7.78** Chichester city and the Settlement Hubs, in particular East Wittering and Selsey, are the preferred locations for new tourism and leisure development, so that new facilities are accessible to existing visitors and that new accommodation is provided where visitors can access a range of services.

**7.79** Within smaller villages and the countryside, proposals should fully assess the potential to re-use existing buildings and extend current businesses, in preference to new build. If there are no other alternative sites or buildings, new sensitively designed tourism buildings and serviced accommodation may be permitted in these locations. A more restrictive approach will be taken where development would be more intrusive and environmentally damaging. Occasionally larger scale facilities may be appropriate where they are associated with enhancing visitor use or appreciation of a specific feature or location. Proposals will need to demonstrate the requirement for and compatibility with a countryside location.

**7.80** It is recognised that the natural environments of Pagham Harbour and Chichester Harbour are attractive tourism and leisure destinations albeit that these areas are also particularly environmentally sensitive to increased recreational disturbance. The Council will carefully consider any proposals with the potential to lead to an identifiable increased impact on these areas to ensure that their impact is minimised.

**7.81** Any proposed leisure development for schemes of 2,500 sq. m and above will be required to be accompanied by an impact assessment that considers the impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and the impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).



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

### **Policy DM13: Built Tourist and Leisure Development**

Development proposals for tourism and leisure development, including tourist accommodation, will be granted within or immediately adjoining the defined settlement boundaries of Chichester city or the settlement hubs where it can be demonstrated that all the following criteria have been addressed:

1. It is sensitively designed to maintain the character of the area and amenities of existing occupiers;
2. Is located so as to minimise impact on the natural and historic environment, including that of visitors or users of the facility, particularly in relation to the potential for increased recreational pressures on Chichester Harbour and Pagham Harbour and other designated sites;
3. It provides a high quality attraction or accommodation; and
4. Encourages an extended tourist season.

Elsewhere in the plan area, small scale development for tourism and leisure development will be granted where the above and following criteria have been met:

1. It can be demonstrated that the scale and use is appropriate to the location; and
2. Where proposals seek permission for new buildings, that the development cannot be accommodated elsewhere, including through the re-use, and expansion, of existing buildings in the locality and developing within the defined settlement boundaries.

Exceptionally, large scale tourism or leisure development facilities will be permitted elsewhere in the plan area where it can be demonstrated that there is an overriding and compelling justification in terms of enhancing visitor use and/or appreciation of a specific feature or location of significant recreation or leisure interest. Proposals will need to demonstrate the requirement for and compatibility with a countryside location.

Proposals involving the loss of tourist or leisure development, including holiday accommodation, will only be granted where there is no proven demand for the facility and it can no longer make a positive contribution to the economy. In such instances, the focus of consideration of alternative uses should be on employment-led development in the first instance, followed by provision of community uses and then affordable housing led development.

## Caravan and Camping Sites for Tourism

**7.83** Camping and caravanning provides accommodation for a significant number of tourists to the plan area each year. The Council supports the retention of such sites, and in principle, is supportive of the development of new facilities to enable the tourism industry to continue to grow.

**7.84** Where possible, development of new facilities should be directed towards sustainable locations which are not covered by an Article 4 Direction. It is essential that any proposals do not have a significant adverse impact on the special qualities and tranquillity of the landscape. In particular, the Chichester Harbour Area of Outstanding Natural Beauty, the setting of the National Park, Pagham Harbour, or the undeveloped coast; all of which attract tourism in the first place.

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

**7.86** The Council will use seasonal occupancy conditions and/or holiday occupancy conditions to prevent the permanent occupation of the site. The holiday season will not be unnecessarily restricted, but closure periods may be necessary to prevent tourist accommodation becoming places of permanent residence.

**7.87** Applications for new caravan or camping sites will be required to provide evidence of need and justification for location. Applications for the intensification/alteration of existing caravan or camping sites should provide evidence of high demand (guidance is set out in Appendix C).

### Policy DM14: Caravan and Camping Sites

Development proposals for new caravan and camping sites with associated facilities and intensification/alterations to existing sites will be granted, where it can be demonstrated that all the following criteria have been addressed:

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

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

1. Whether the accommodation is within an area at risk of flooding, as defined by the Environment Agency;
2. The degree of protection considered desirable in order to avoid disturbance to sensitive sites of ecological value (including ensure no adverse effects on integrity of sensitive European designated wildlife sites occurs) or to protect the tranquillity and character of the countryside, Chichester Harbour Area of Outstanding Natural Beauty and the setting of the National Park, Pagham Harbour and the undeveloped coast; and
3. The importance of securing the removal of touring units during the winter period where their permanent presence would be harmful to the landscape.

In the interests of maintaining an adequate supply of touring caravan pitches, proposals for a change of use to static caravan pitches should be accompanied by an assessment of supply and demand to demonstrate that sufficient touring caravan pitches will remain.

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

The loss of caravan and camping sites to other uses will only be granted where there is no proven demand for the facility and it can no longer make a positive contribution to the economy. In such instances, the focus of consideration of alternative uses should be on employment-led development in the first instance, followed by the scope for community uses and the provision of affordable housing led development.

## Horticultural Development

**7.88** To ensure that the plan area's horticultural industry remains nationally and internationally competitive, it is important that sufficient suitable sites are available. To support this activity, the Council has designated Horticultural Development Areas (HDAs) in the countryside, where glasshouses and related facilities, including packhouses, may be allowed and the impact of their large size and bulk is minimised.

**7.89** There are four designated HDAs as shown on the Policies Map:

- Tangmere;
- Runcton;
- Sidlesham and Highleigh; and
- Almodington.

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

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

**7.92** As set out in the spatial strategy, it is not expected that large scale glasshouse development will occur in the Sidlesham and Almodington HDAs to the same extent as at Tangmere or Runcton. The principle to be followed in the Local Plan Review is therefore to reinforce the use of the Sidlesham and Almodington areas for smaller scale horticultural / market garden operations rather than larger scale glasshouse development.

**7.93** It is acknowledged that additional land may be required by the horticultural industry to expand further through the plan period. The preferred approach for horticultural development is for land within existing HDAs to be used first and if not possible, land adjacent to an HDA. When it can be demonstrated that no suitable land within HDAs is available land outside

HDAs may be considered, with development adjacent to Runcton HDA likely to be considered sympathetically.

**7.94** Policy DM15 is divided into two parts; the first part applies to horticultural development within a designated HDA where in principle horticultural development is acceptable. The second part of the policy is a criterion based policy which applies to new horticultural development outside designated HDAs, including extensions. The criteria in both parts of the policy are applicable to applications located outside a designated HDA.

**7.95** The policy for development outside HDAs requires applicants to demonstrate why the development cannot be located within an HDA. It is important therefore for the applicant to provide reasons why the new development cannot be located within an HDA. For example, why the land within HDAs is not available for development. This may need to be substantiated with evidence such as an enquiry log including how it was followed up and why it was unsuccessful i.e. whether the marketing price was realistic.

**7.96** Where it can be demonstrated that development within HDAs is significantly hindered, particularly at Runcton and Tangmere, the Council will, where appropriate, investigate the use of its compulsory purchase powers, when all other avenues have been exhausted, to enable the expansion of the horticultural industry.

**7.97** When considering the proposals for new development outside HDAs including; packhouses and polytunnels, attention will be given to transport and accessibility, visual impact on the landscape and the amenity of local residents. In addition that soil, water, air noise and light pollution levels are minimised and mitigated.

**7.98** Water resources are managed by the Environment Agency through a Catchment Abstraction Management Strategy (CAMS) approach. This assesses how much water is available in each catchment, how much is allocated to people and how much is needed to sustain the environment. The [Arun and Western Streams Abstraction Licensing Strategy \(March 2013\)](#) sets out the current situation within the Chichester District.

**7.99** Any future applications for abstraction licences will be considered in accordance with this Strategy, taking into account the needs of the environment and existing abstractors are met. Any proposals for horticultural development should consider any potential impact on water resources and consider mitigation measures to reduce its impact and maintain security of supply.

### **Policy DM15: Horticultural Development**

Large scale horticultural glasshouses will continue to be focused within the existing Horticultural Development Areas at Tangmere and Runcton. The Sidlesham and Almodington Horticultural Development Areas will continue to be the focus for smaller scale horticultural glasshouses.

Within designated Horticultural Development Areas, as shown on the Policies Map, planning permission will be granted for new glasshouse, polytunnel and ancillary development where it can be demonstrated that the following criteria (1-7) have been addressed:

1. There is no significant adverse increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to unacceptably disturb occupants of nearby noise sensitive properties or be likely to cause unacceptable harm to the enjoyment of the countryside;
2. The proposal does not generate unacceptable levels of soil, water, odour or air pollution and there is no significant adverse impact resulting from artificial lighting on the occupants of nearby sensitive properties or on the appearance of the site in the landscape;
3. New planting is sufficient to benefit an improvement to the landscape and increases the potential for screening;
4. Adequate vehicular access arrangements exist or will be provided from the site to the road network to safely accommodate vehicle movements without detriment to highway safety or result in unacceptable harm to residential amenity;
5. The height and bulk of development and associated ancillary development, either individually or cumulatively, does not damage the character or appearance of the surrounding countryside, and mitigation measures are included to address any detrimental effects e.g. in order to mitigate the height and bulk of new horticultural structures;
6. It can be demonstrated that adequate water resources are available or can be provided and appropriate water efficiency measures are included; and
7. Acceptable surface water drainage capacity exists or can be provided as part of the development including sustainable drainage systems or water retention areas.

#### **Outside HDAs**

Planning permission will be granted for glasshouse, polytunnel and ancillary development including the extension to existing Horticultural Development Areas where the above (1-7) and following criteria (8-11) have been addressed:

8. There is a horticultural justification for the development and it can be demonstrated that the proposal cannot be accommodated within existing HDAs;

9. The land is sufficiently well drained, level and of a quality to be suitable for horticultural development;
10. Necessary infrastructure and services are available or will be provided; and
11. The proposal is not located within open countryside and ensures that long views across substantially open land are retained.

## Sustainable Design and Construction

**7.100** A key issue for the plan area is accommodating the development needs within environmental and landscape limitations, whilst promoting more sustainable patterns of development through enabling improved accessibility to key services and facilities, public transport nodes and employment opportunities.

**7.101** All development should achieve high environmental standards, be appropriately designed for the site and its setting, and adaptable for long-term use. Developers will be encouraged to implement appropriate mitigation and adaptation initiatives to address the potential impact of climate change. Development should utilise sustainable design and construction techniques, for example, energy conservation and efficiency, water efficiency, reducing waste, re-using materials and recycling materials. All relate to the need to make the most efficient use of limited resources. It is recognised, however, that planning alone cannot ensure that development is sustainable or that energy is conserved. The Council will seek to ensure that the principles of reducing our impact on the environment and climate change are followed in other Council strategies.

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

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

**7.104** BRE operates a voluntary new homes certification scheme called the Home Bench Mark. It recognises where performance meets best practice standards in the housing sector, drawing together a range of complementary quality and performance standards and combining this with the latest scientific research. The scheme standards with the Bench Mark are evidence based and are represented by a simple 5 star rating supported by a number of performance indicators to ensure a healthy home with low running costs and a reduced environmental footprint.



### **Policy DM16: Sustainable Design and Construction**

For all new dwellings, evidence will be required by the developer to demonstrate that the following criteria have been achieved:

1. The higher building regulations water consumption standard of maximum of 110 litres per person per day including external water use;
2. Energy consumption will be minimised to achieve at least a 19% improvement on the energy standard within the 2013 building regulations for new dwellings (unless superseded by national policy or legislation).

For all major development, evidence will be required by the developer to demonstrate that along with the above, all of the following criteria have been achieved:

3. New commercial buildings will be expected to meet the energy requirements to achieve BREEAM Excellent standard;
4. The energy supplied from renewable resources will be maximised to ensure that at least 10% of the predicted residual energy requirements of the development, after the standards in point 2 and point 3 are achieved, is met through the incorporation of renewable energy.

And to demonstrate how the following have been considered:

5. How the proposal aims to protect and enhance the environment, both built and natural. Where this is not possible, how any harm will be mitigated;
6. New development complies with Building for Life Standards or equivalent replacement national minimum standards, whichever are higher by ensuring it is accessible to all, flexible towards future adaptation in response to changing life needs, easily accessible to facilities and services; and takes into account the need for on-site waste reduction and recycling;
7. The proposals apply sound sustainable design, good environmental practices, sustainable building techniques and technology, including the use of materials that reduce the embodied carbon of construction and the use of re-used or recycled materials;
8. The proposals include measures to adapt to climate change, such as the provision of green infrastructure, sustainable urban drainage systems, suitable shading of pedestrian routes and open spaces, a mixture of drought and rain tolerant native planting and the incorporation of green roofs;
9. The natural environment and biodiversity will be protected and/or where appropriate provision will be made for improvements to biodiversity areas and green infrastructure;
10. The reduction of the impacts associated with traffic or pollution (including air, water, noise and light pollution) will be achieved, including but not limited to the promotion of car clubs and facilities for charging electric vehicles.

Developments that meet 4 stars under BRE's Home Quality Mark will be sufficient evidence to demonstrate compliance with the policy above.

## Stand-alone Renewable Energy

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

**7.106** Parts of the plan area's landscape features and resources mean that they may be suitable for the development of renewable and low carbon energy schemes. These schemes must however, be appropriately sited and not conflict with existing landscape character or uses. Proposals should therefore be accompanied by a landscape assessment appropriate to the nature and scale of the proposal and its setting, especially near the South Downs National Park and designated areas, such as the Chichester Harbour Area of Outstanding Natural Beauty.

**7.107** Further guidance is available in the NPPF and the Department for Communities and Local Government's "Planning practice guidance for renewable and low carbon energy".

### Policy DM17: Stand-alone Renewable Energy

Development proposals will be granted for stand-alone renewable energy (e.g. solar, biomass and energy crops, anaerobic digestion, wind and landfill gas) where it has been demonstrated that there is no significant adverse impact upon:

1. Landscape or townscape character, ecology and wildlife, heritage assets whether designated or not, or upon areas or features of historical significance or amenity value;
2. There is no significant adverse impact on local amenity, outlook through unacceptable visual intrusion or upon general health and quality of life as a result of noise, emissions to atmosphere, electronic interference, or traffic generation; and
3. Highway safety.

All development proposals must be accompanied by a landscape assessment as well as mitigation measures, as appropriate to minimise any environmental impacts associated with the scheme.

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

When considering the social and economic benefits, account will be taken of the degree of community participation/ownership of a scheme as well as the potential benefits of the proposed development to host communities generally.

## Flood and Water Management

**7.108** The Council recognises there are various locations in the plan area that are subject to flood and erosion risk and where location specific measures, such as additional flood alleviation, will be required to protect people, properties and vulnerable habitats from flooding.

**7.109** Any development should seek to achieve an 8m setback on fluvial watercourses and a 16m setback on tidal watercourses between proposed built development and nearby watercourses, flood defences and culverts. Where it is not possible for development to be set back or sited outside flood risk zones, schemes should be designed to be resilient to future flood events. In locations prone to flooding, flood resistant and flood resilient measures should be incorporated as an intrinsic part of the development scheme.

**7.110 Flood resistance measures** involve designing and constructing a building to prevent floodwater entering the building. Mitigation methods used may involve:

- Installing flood barriers across doorways and airbricks;
- Raised finished floor/threshold levels above predicted flood levels.

**7.111 Flood resilience measures** entail designing and constructing the fabric of the building to reduce the impact of flood water upon entering the building. These measures may include;

- The provision of safe access and egress routes in the event of a flood;
- Using treated timber and water resistant materials and wall finishes to resist water logging and ensuring minimal drying times;
- Locating power sockets, electric, gas and phone circuits all above predicted flood levels;
- Installing one-way auto seal valves on toilets;
- Fitting tiled floors instead of carpets on ground floors.

**7.112** Any risk must be assessed by using the Environment Agency Flood maps and the Council's SFRA.

**7.113** Built development can lead to increased surface water run-off and therefore new development is encouraged to incorporate mitigation techniques in its design and apply National Standards for Sustainable Drainage Systems (SuDS) in accordance with Policy DM18.

**7.114** Potential techniques that may reduce surface water run-off could include:

- Green roofs to reduce peak flow and discharge rates or rainwater harvesting;

- Permeable pavements using materials such as permeable concrete or crushed stone or porous asphalt;
- Swales and basins as temporary storage for storm water reducing peak flows to receiving waters and facilitating water infiltration directly into the ground;
- Infiltration trenches and filter drains in the form of stone-filled reservoirs facilitating gradual ground infiltration with a filter strip, gully or sump pit to remove any solids at inflow point;
- Ponds and wetlands to accommodate variations in water levels during storms.

**7.115** In determining the suitability of SuDS for individual development sites, developers should seek advice from the Environment Agency and West Sussex County Council in their role as lead flood authority. Reference to SuDS can also be found in the Council's Adopted Surface Water and Foul Drainage SPD available on the Council's website.

**7.116** By their very nature, basement and below ground level developments are more susceptible to flooding. As a result, these proposals must demonstrate that all flood risk has been considered and risks minimised by way of an impact assessment and/or site-specific flood risk assessment in order that they are sufficiently resistant and resilient to all forms of flooding.

**7.117** Impact assessments (if required) should account for:

- How the proposal affects surface water and groundwater flows and levels;
- Proposed construction and mitigation measures relevant to the development's sited flood zone;
- Any potential cumulative impacts the development has upon flooding to surrounding properties/areas;
- Proposed sustainable drainage measures. Drainage connections to sewers should be fitted with one-way valves to prevent drains flooding basements or below ground level buildings in the event that they surcharge.

### **Policy DM18: Flood Risk and Water Management**

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

Development in areas at risk of flooding will be granted where all the following criteria are met:

1. The proposal incorporates specific requirements of the site, adaptation and mitigation procedures to include flood resilience and resistance measures appropriate to the character and biodiversity of the area and informed by the site-specific flood risk assessment;
2. Development would not result/exacerbate coastal squeeze of any European sites or prevent managed realignment that may be required to ensure no adverse effect on European sites as a result of coastal squeeze;
3. New site drainage systems are designed taking account of events which exceed the normal design standard i.e. consideration of flood flow routing and utilising temporary storage areas;
4. There is no net increase in surface water run-off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided, arrangements must be put in place for their whole life management and maintenance.

Appropriate flood warning and evacuation plans may be required to ensure that any additional risks relevant to development have been considered.

All development proposals must take account of relevant Surface Water Management Plans, South East River Basin Management Plan, Catchment Flood Management Plans, Shoreline Management Plans, Coastal Defence Strategies and any other related flood defence plans and strategies as well as national guidance.

## Chichester Harbour Area of Outstanding Natural Beauty (AONB)

**7.118** Chichester Harbour AONB is a unique landscape comprising sheltered open water areas with contrasting narrow channels. The movement of the tide exposes bare mudflat and saltmarsh creating a wide, open and remote wilderness. The undeveloped character of the harbour is unique on the south coast and its status as a Ramsar wetland, a Special Protection Area, a Special Area of Conservation and a Site of Special Scientific Interest reflects its importance to nature conservation. The largely flat hinterland includes highly productive farmland, as well as woodlands and hedgerows that contribute to the rural character of the area. The flatness of the landscape makes the AONB particularly vulnerable to visual intrusion from inappropriate development, both within or adjacent to the boundary, which can often be seen from significant distances across inlets, the main harbour channels, or open countryside. The District Council will have particular regard to these characteristics in determining development proposals affecting the AONB.

**7.119** Chichester Harbour Conservancy has produced an AONB Management Plan on behalf of the constituent Authorities (Havant Borough Council, Chichester District Council, West Sussex County Council and Hampshire County Council). The Conservancy has also produced an AONB Landscape Character Assessment and Design Guidelines for New Dwellings and Extensions, both of which have been endorsed by the District Council. The AONB Management Plan and its supporting documents identify the distinctive features and characteristics of the landscape and provide the framework for the management and ongoing spatial planning of Chichester Harbour AONB. In 2017 the Council adopted the Joint Chichester Harbour AONB Supplementary Planning Document (SPD). The SPD provides guidance for development proposals and expands on the vision, objectives and policies of the adopted Development Plan Documents for Chichester District Council and Havant Borough Council.

**7.120** Applicants are encouraged to seek pre-application advice from Chichester Harbour Conservancy for proposed development including intertidal structures, reclamation and dredging, increases in the resident fleet or moorings and dry berth transfers.

**7.121** Communities within the AONB have development needs which should be met. These include the need for affordable homes, employment, a choice of transport modes, community facilities, and a population sufficient to enable rural facilities and services to remain viable. Where development is likely to have an adverse impact, there may be a requirement to demonstrate which alternatives have been considered and that developing the proposed site outweighs the landscape value of the area.

**Policy DM19: Chichester Harbour Area of Outstanding Natural Beauty (AONB)**

The impact of individual proposals and their cumulative effect on Chichester Harbour AONB and its setting will be carefully assessed. Planning permission will be granted where it can be demonstrated that:

1. The natural beauty and locally distinctive features of the AONB are conserved and enhanced;
2. Proposals reinforce and respond to, rather than detract from, the distinctive character and special qualities of the AONB as defined in the Chichester Harbour AONB Management Plan;
3. Either individually or cumulatively, development does not lead to actual or perceived coalescence of settlements or undermine the integrity or predominantly open and undeveloped, rural character of the AONB and its setting;
4. The development is appropriate to the economic, social and environmental well-being of the area or is desirable for the understanding and enjoyment of the area and
5. The development is consistent with the policy aims of the Chichester Harbour AONB Management Plan and Joint Chichester Harbour AONB SPD.

Opportunities for remediation and landscape improvements to address existing harm will be taken as they arise.

## Development Around The Coast

**7.122** Outside the defined settlement boundaries, the character of the plan area's coast, small coastal villages and hamlets should be protected and enhanced.

**7.123** Development in close proximity to the sea suffers physical damage caused by wave and wind borne sand, grit and shingle and chemical degradation of materials from saltwater and spray. The Council will generally recommend a minimum of 25 metres setback in particularly exposed coastal locations to safeguard dwellings and residents.

**7.124** Easy access for plant and vehicles from the highway to the sea wall/beach is essential to the efficient and effective maintenance and repair of storm damage to coast protection and sea defence works.. The Environment Agency's Land Drainage and Sea Defence Bye-laws require the consent of the Environment Agency to be obtained for any works between low water mark and a line 15 metres from the landward side of the defences it maintains. This 15 metre strip of land is required for access for maintenance and/or future improvement and the Council will ensure the land is safeguarded from obstruction. This may be done by a condition on an approval removing permitted development rights, such as where the land is part of an existing garden or if necessary, by refusal of an application for safety and access relating to coastal defence.

**7.125** Reference must be made to the relevant Shoreline Management Plans and Coastal Defence Strategy to ensure that any proposed development is not affected by a coastal management policy or "managed realignment" or "no active intervention". Even in areas where the policy is "hold the line" there is no guarantee of future funding and it is anticipated that all coast protection schemes will require a degree of contribution in order to secure government grant.

**7.126** The coast also accommodates a vibrant and active marine economy, including boatyards and marina sites. These make an important contribution to the economy of the wider area and are important for tourism and recreation. It is considered important these are retained in this use, whilst being able to evolve and change to accommodate and develop new technology, provided they do not have an adverse impact on the sensitive environment of the coast.

**7.127** Exceptionally it may be necessary for a small part of a marine or boatyard to be used for alternative uses in order to ensure the viability of the remainder to the site.

### Policy DM20: Development around the Coast

Planning permission will be granted for development in the coastal area, outside of Settlement Boundaries, where it can be demonstrated that all the following criteria have been addressed:

1. There are no harmful effects on or net loss of nature conservation or areas of geological importance within the Chichester and Pagham Harbours and Medmerry Realignment (including no adverse effects on the associated European designated sites);



2. The development provides recreational opportunities that do not adversely affect the character, environment and appearance of the coast and Chichester Harbour Area of Outstanding Natural Beauty or result in adverse effects of integrity to European designated wildlife sites;
3. A high quality and inclusive design of new buildings in coastal locations has been achieved in accordance with other relevant design and historic environment policies;
4. There are measures for mitigation of any detrimental effects including where appropriate the improvement of existing landscapes relating to the proposal;
5. Where appropriate, opportunities have been taken to upgrade existing footpaths and cyclepaths, enhance and protect the National Coastal Footpath and ensure that public access is retained and provided to connect existing paths along the waterfront; and
6. Where relevant, the development would result in improvements to or redistribution of moorings, marine berths or launch on demand facilities (dry berths) in the harbours; and
7. The development would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation.

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

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

At boatyard and marina sites within the coastal area the Council will permit development associated with boat building, and the fitting out, maintenance and repair of boats and ancillary uses, provided that it does not:

- a. jeopardise the safety and ease of navigation on the water or have a detrimental impact on the regime of the river;
- b. adversely affect nature conservation, landscape or heritage interests; or
- c. cause a reduction of water quality.

Exceptionally, development or redevelopment may be permitted incorporating a modest amount of floorspace not restricted to boat-related uses, where the Council is convinced that such a use is needed to secure the future of a boatyard or marina and it is demonstrated that the development will complement the use of the site and/or the enjoyment of the water.

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

**7.128** There has traditionally been a considerable stock of rural buildings converted for other uses. The conversion of rural buildings can help sustain the rural communities and aid economic diversification of rural areas by helping to meet the demand for workspace for rural business or by providing holiday accommodation.

**7.129** Many buildings in the countryside are listed or are of listable quality or contribute to local distinctiveness as non-designated heritage assets; many may form part of important farmstead groups or contribute to landscape and/or settlement character. The fact a building is not listed does not mean it is not of historic significance. Where the significance of a building is revealed as part of the planning process it may be treated as a non-designated heritage asset and proposals to alter or replace these buildings will be assessed on this basis.

**7.130** Residential conversions often have a more significant impact on the building and its setting through, for example, the proliferation of domestic accessories within the newly created residential curtilage. Therefore, the conversion of rural buildings in the countryside for economic or community uses will be preferred before residential uses are considered (guidance is set out in Appendix C). Where residential use is not permitted development, it will be necessary to demonstrate in detail what has been done to address the impacts associated with permanent residential occupation and to secure economic reuse before residential.

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

**7.132** Development will need to ensure it is sensitive to its surroundings and does not have an unacceptable impact upon local roads. Development proposals should exploit any opportunities to make the location more sustainable (for example, by improving the scope for access on foot, by cycling or public transport). It is unlikely applications seeking approval for the conversion of remote or isolated rural buildings to residential use will be acceptable due to the potential visual intrusion associated with re-use, access requirements and services links.

**7.133** Additionally, the buildings must be capable of conversion and/or re-use without significant alteration or rebuilding or an increase in the use of surrounding land for ancillary purposes. In considering what is 'significant', the overall aim will be to conserve and enhance the character of the landscape, whilst retaining as far as possible the rural character and appearance of the building itself and the setting within which it is located. Good practice

advice on taking a sensitive approach to alterations and conversions in the countryside is available on Historic England's website.

### **Policy DM21: Alterations, Change of Use and/or Re-use of Existing Buildings in the Countryside**

Proposals for alterations, change of use and/or re-use of existing buildings in the countryside will be permitted where it can be demonstrated that all the following criteria have been addressed:

1. The building is structurally sound and is capable of conversion without the need for significant extension, alteration or rebuilding;
2. It has been demonstrated that economic and community uses, have been considered before residential with residential uses only permitted if economic and community uses are shown to be inappropriate and unviable;
3. The proposal is complementary to and does not prejudice any viable agricultural operations on a farm;
4. Opportunities have been taken to enhance the accessibility of the site by means other than private motor vehicle; and
5. The form, bulk and general design of the building is in keeping with its surroundings and the proposal and any associated development will not harm its landscape character and setting;

Development/conversions that would create new isolated homes in the countryside will be avoided unless there are special circumstances as outlined in Government policy.

Where appropriate, a condition restricting further alterations or rebuilding including extensions may be applied.

## Development in the Countryside

**7.134** Areas outside settlement boundaries, defined as ‘countryside’, include villages, hamlets, farms and other buildings as well as undeveloped open land. In order to protect the landscape, character, quality and tranquillity of the countryside it is essential to prevent inappropriate development. However, it is important to recognise the social and economic needs of small rural communities and to provide support to enable those who manage, live and work in the countryside to continue to do so.

**7.135** Some limited and carefully planned development may be acceptable to enable the countryside and local rural communities to evolve and thrive. Support will be given to the local delivery of services and community facilities such as the retention of local shops, meeting places, sports venues, open space, cultural buildings, places of worship and pubs. Where such development is adjacent to or beyond existing settlements or in a location that is not well served by public transport, it will be essential for development to be sensitive to its surroundings, not have an unacceptable impact on local roads and exploit opportunities to make the location more sustainable (for example by improving access by foot, cycle or public transport).

**7.136** In parts of the countryside there is a shortage of sites suitable to meet such needs. The Council will therefore support the conversion of existing buildings and the re-use of previously developed sites for rural affordable housing, local community facilities and/or small scale employment generating uses which are accessible, well designed and well related to existing development.

**7.137** Where essential development in the countryside is proposed to meet a demonstrable need, the following preferences for development should be applied:

- Conversion of existing buildings worthy of retention; or
- Redevelopment of sustainably located previously developed sites; or
- If no appropriately located and deliverable previously developed sites exist in the local area, greenfield sites within or immediately adjacent to existing settlements may be considered.

**7.138** Rural small-scale economic development should be encouraged where it provides good quality long-term employment, expands or diversifies existing rural businesses, improves local skills and services and contributes towards sustaining a high quality environment and well-being of the local community.

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

**7.140** Applications for retail extensions on existing sites in the countryside will be considered where it has been demonstrated that the applicant has undertaken appropriate sequential and impact assessments and given consideration of the development's impact upon the rural character of the area.

### **Policy DM22: Development in the Countryside**

Within the countryside, outside Settlement Boundaries, development will be permitted where it requires a countryside location and meets the essential, small scale, and local need which cannot be met within or immediately adjacent to existing settlements or, for employment uses within the B Use Class, within or immediately adjacent to existing employment sites.

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

1. The proposal is well related to an existing farmstead or group of buildings, or located close to an established settlement or, for employment uses within the B Use Class, an existing employment site;
2. The proposal is complementary to and does not prejudice any viable agricultural operations on a farm and other existing viable uses; and
3. That the scale, siting, design and materials of the development would have minimal impact on the landscape and rural character of the area.

Applications for retail development in the countryside will be considered where it has been demonstrated that the appropriate sequential and/or impact assessments have been undertaken. Local/small scale farm shops will be permitted provided they sell goods that have predominantly been produced on the farm.

Development/conversions that would create new isolated homes in the countryside will be avoided unless there are special circumstances as outlined in Government guidance.

## Pollution and Contamination

**7.141** Policies in this section contain detail on the Council's strategy for reducing pollution from new development and reducing the impact of pollution on new development. These policies should be used alongside the criteria and/or standards detailed in the forthcoming Pollution SPD.

### Lighting

**7.142** Light pollution caused by excessive brightness over inhabited areas can lead to annoyance, disturbance and impact wildlife, notably nocturnal animals. The design of lighting schemes should be carefully considered in development proposals to prevent light spillage and glare.

**7.143** Dark skies are important for the conservation of natural habitats, cultural heritage and astronomy. The plan area includes three 'Dark Sky Discovery Site' designations, all located within the Chichester Harbour AONB; Eames Farm on Thorney Island, Maybush Copse in Chidham and north of John Q Davis footpath in West Itchenor. Development within or directly impacting these areas will be subject to particular scrutiny in terms of their impact on dark skies. The entire SDNPA area is also declared as an International Dark Sky Reserve. Development directly impacting this area will be subject to similar scrutiny.

#### Policy DM23: Lighting

Where development involves an outdoor lighting scheme and where relevant an indoor lighting scheme (supermarkets, glasshouses etc), proposals will be permitted where it can be demonstrated that the following criteria have been addressed:

1. The detailed lighting scheme has been prepared in line with relevant British Standards and the latest national design guidance;
2. The design minimises unnecessary glare and spillage;
3. There is no significant adverse impact on neighbouring development or the wider landscape; and
4. Light levels are the minimum required for safety and security purposes, taking account of the existing location and character of the area.

Proposals in or adjacent to areas with Dark Skies Discovery Sites designation or adjacent to the SDNPA's International Dark Skies Reserve must also demonstrate that there will be no significant adverse effects on the visibility of the night sky. Where appropriate, the Council will seek to control the times and intensity of illumination.

## Air Quality

**7.144** The Council has a duty to review and assess air quality within the district, including both the plan area and that part of the South Downs National Park within its administrative boundary. As highlighted by the West Sussex Transport Plan 2011-2026, traffic congestion is a particularly significant contributor to air pollution in the area and states that around Chichester city, conflict between high levels of A27 traffic and high levels of north-south traffic wishing to cross or join the A27 has led to extensive congestion at peak times, made worse in the summer by tourist traffic.

**7.145** Traffic congestion has led to the designation of three Air Quality Management Areas (AQMAs) in the plan area, located at St Pancras and Orchard Street in Chichester and Stockbridge Roundabout on the A27. AQMAs are designated where air quality exceeds, or is likely to exceed, national air quality standards and objectives. Development within or impacting these areas or that are likely to cause the declaration of further AQMAs will be subject to an air quality assessment. Similarly where proposals have potential to cause impact through dust, particulates, polluting gases or odour or introduce sensitive uses adjacent to existing sources of such pollution, then an air quality assessment will be required.

**7.146** Along with all local authorities in West Sussex, the Council is a member of the Sussex Air Quality Partnership and the WSCC Inter Authority Air Quality Group, seeking to ensure that a consistent approach is taken towards dealing with air pollution. Air quality guidance for Sussex (2013) sets out further guidance as to when an Air Quality Assessment is likely to be required. Applicants for development which may require an air quality assessment are advised to contact the council for further advice.

**7.147** There are a number of measures mentioned elsewhere in Policies S23 and S32 which seek to encourage a reduction in car use and low emission transport these include; cycling and walking infrastructure, electric vehicle charge points, car clubs and behavioural change initiatives.

### **Policy DM24: Air Quality**

Development proposals will be permitted where it can be demonstrated that all the following criteria have been addressed:

1. Development is located and designed to minimise traffic generation and congestion through access to sustainable transport modes, including maximising provision of pedestrian and cycle networks;
2. Development that creates or results in pollution including particulates, dust, smoke, pollutant gases or odour is designed to mitigate the impact on the amenities of users of the site and surrounding land to an appropriate level; and
3. Where development is close to an existing use that has potential to impact on the amenity of the proposed development through dust, particulates, pollutant gases and/or odour then an air quality assessment will be required to identify the potential impact on the area and detail the mitigation measures required; and

For major development proposals the following additional criteria must also be addressed:

4. Where development is likely to have a significant negative impact on an Air Quality Management Area, or other areas of poor air quality then an air quality assessment will be required to identify the potential impact on the area and detail the mitigation measures required;
5. Air quality assessments for transport must include costed measures to off-set emissions associated with the development in its operational phase.



## Noise

**7.148** It is recognised that noise exposure can cause annoyance and disturbance, impacting on quality of life. The Noise Policy and Statement for England and Planning Noise Advice Document for Sussex provide guidance on addressing noise issues in planning applications and where possible improving health and quality of life through the pro-active management of noise.

**7.149** Residential and other noise sensitive development proposals located in close proximity to noise sources, including transport, commercial and industrial operations, should be accompanied by a noise impact assessment to determine the suitability of the site for the development proposed. Development proposals, where acceptable in principle, should demonstrate good acoustic design incorporated within the scheme informed by relevant guidance.

**7.150** For new noise generating development proposals such as industrial and commercial use, sites should be located an appropriate distance away from noise sensitive receptors. When acceptable in principle, then distance and appropriate design will be important considerations in achieving an acceptable noise environment.

### Policy DM25: Noise

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

1. Where noise sensitive development is proposed, a high quality living environment is provided with acceptable levels of amenity for future occupiers by reason of absence of significant noise disturbance or annoyance and no significant adverse impact on the operation of nearby noise generating uses.
2. Where noise generating development is proposed, that any potential significant impact on amenity by reason of noise disturbance and annoyance on the surrounding area will be adequately mitigated or minimised to an acceptable level.

For development proposed in the vicinity of Goodwood Airfield and Goodwood Motor Circuit, refer to Policy S16 for additional guidance.

## Contaminated Land

**7.151** Re-use of land affected by contamination can reduce pressure on greenfield sites and make efficient use of previously developed land. Contaminated land may occur through previous use as a landfill site or due to industrial, commercial and residential use. Sites on or adjacent to land previously used for industrial or similar activities will be assumed to be potentially contaminated.

**7.152** All potentially contaminated land should be investigated and remediated prior to development and/or during construction to a standard suitable to the proposed use. A risk assessment of the site will be required to ascertain whether there is potentially unacceptable risk to human health and the environment and to identify if proposed remedial measures to mitigate and monitor the risk are necessary. Investigations should be carried out in accordance with relevant guidance and standards.

**7.153** Developers are encouraged to enter pre-application discussions with the Council to establish the level of information required for sites before submission of a formal planning application. For some sites the council will not determine an application until the relevant site investigation and risk assessment documentation has been considered by the council.

### Policy DM26: Contaminated Land

Development proposals requiring the remediation of contaminated land will be supported where it is demonstrated that the following criteria have been addressed:

1. An appropriate site investigation has been completed to identify and quantify potential sources of contamination within the site; and
2. A risk assessment of the site investigation data has been undertaken and used to inform any necessary remediation measures so as to achieve an acceptable level of risk of contamination to future users of the site, the surrounding area and the environment.

## Historic Environment

**7.154** There are a large number of “Heritage Assets”, both designated and non-designated, including Scheduled Monuments, archaeological sites, Historic Parks and Gardens, Listed Buildings and Conservation Areas in the plan area. There are also a number of other buildings, which have been identified as important, such as those on the Local Buildings List for Chichester City and ‘positive’ buildings within Conservation Areas. Further information on listed buildings and the register of Parks and Gardens can be found on Historic England's website. Further details can also be found, including on heritage at risk, on the Council's website <http://www.chichester.gov.uk/conservation>. Outside statutorily designated areas there is a diversity of townscapes and landscapes, containing buildings of historic and architectural value. In rural areas, there are a number of estates, villages, farmsteads and historic houses of heritage significance and some highly valued landscapes. These different character areas warrant protection in their own right.

**7.155** The Council's Historic Environment Strategy (adopted February 2017) is available on the website <http://www.chichester.gov.uk/article/24666/Historic-environment-strategy-and-guidance>. It includes an Action Plan setting out the approach to inform a positive strategy for the historic environment.

**7.156** Buildings and areas of architectural and historic interest make a valuable contribution to the character of the area; and the historic environment, as a whole, is important for its potential to increase knowledge; its value for leisure, education and tourism; and as a key economic driver. The historic environment is an irreplaceable resource; therefore every effort should be made to ensure appropriate protection and enhancement.

**7.157** Wherever possible, the Council will seek to encourage awareness of the heritage assets and promote investigation of archaeological records. This may include joint action with organisations such as Historic England.

**7.158** The form and appearance of the built environment combine with elements of the natural environment to give the area its unique character. Whilst buildings of particular merit may be listed, other buildings of architectural or historic interest, or which contribute to the quality of the landscape as non-designated heritage assets, may also be worthy of protection. It is imperative that key buildings which contribute most to the character of the area should be protected.

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

**7.160** Local distinctiveness in the built environment is founded on the understanding of the characteristics and influences of the locality particularly its landscape quality and corresponding use of materials. Development will be expected to be designed to a high standard to complement and enhance the varied built environment, creating interesting and attractive buildings and places.

**7.161** Where development proposals relating to the historic environment include a Design and Access Statement this should include a Heritage Assessment detailing any impact on heritage assets, whether designated or not. This should include a description of the asset's historic, architectural and archaeological significance with an appropriate level of detail relating to the likely impact of the proposal on that interest. A site analysis identifying the qualities which contribute to local character, including development patterns, history, geology, transportation links, its natural landscape and views, and how these can contribute to the quality and sustainability of the proposed development should also be provided. Where alterations are permitted, there should be appropriate recording of those parts of the heritage asset or its setting affected by the works and conditions may be imposed to secure this. Historical information discovered during the application process shall be submitted to the Chichester Historic Environment Record by the applicant.

**7.162** Chichester District itself can be divided into four locally distinctive character areas:

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

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

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

**7.164** In addition, Chichester city has a long history as a settlement; reflecting its many layers of history. The combination of its street pattern, Roman/Medieval Walls has led to a compactness, which has been a unique influence on how the City has and will evolve.

**7.165** Policies in this plan will be supplemented by conservation area character appraisals, management proposals and the local heritage at risk register. The Council will implement Article 4 Directions where the special character of conservation areas is threatened and buildings or other heritage assets at risk through neglect, decay or other threats will also be monitored.

**7.166** A study, “The Future Growth of Chichester: landscape and visual amenity considerations” (2005) assesses how major development around Chichester city might be accommodated without an unacceptable impact on landscape character, or the setting of the city. An urban fringe landscape character assessment and the identification of priority views into and out of Chichester forms the basis of the study. Further work undertaken as part of the landscape study in 2018 supports this work. The Council will continue to work closely with the City, Town and Parish Councils to assess the heritage impact of development; this work will help inform any Development Plan Document(s), Supplementary Planning Document(s), development briefs, masterplans and Neighbourhood Plans which may be prepared.

## Policy DM27: Historic Environment

The historic environment will be conserved and enhanced through the preparation of conservation area character appraisals and management plans and other strategies. New development which recognises, respects and enhances the local distinctiveness and character of the area, landscape and heritage assets will be supported.

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

1. The proposal conserves and enhances the special interest and settings of designated and non-designated heritage assets including:
  - Monuments, sites and areas of archaeological potential or importance;
  - Listed buildings including buildings or structures forming part of the curtilage of the listed building;
  - Buildings of local importance, including locally listed and positive buildings;
  - Historic buildings or structures/features of local distinctiveness and character;
  - Conservation Areas; and
  - Historic Parks or Gardens, both registered or of local importance and historic landscapes.
2. Development respects distinctive local character and sensitively contributes to creating places of a high architectural and built quality;
3. Development respects existing designed or natural landscapes; and
4. The individual identity of settlements is maintained, and the integrity of predominantly open and undeveloped character of the area, including the openness of the views in and around Chichester and Pagham Harbours, towards the city, the Cathedral, local landmarks and the South Downs National Park, is not undermined.

Proposals affecting designated and undesignated heritage assets and their settings should demonstrate that they address the following criteria:

- a. The use of traditional, local materials and adherence to local building techniques and details, where appropriate;
- b. The conservation of features and elements that contribute to the special interest of a heritage asset, including structures forming part of the curtilage, in particular the structural integrity and historic plan-form of listed buildings and historic building groups;
- c. Appropriate use of the heritage asset that is compatible with the conservation of its significance;
- d. The location, form, scale, massing, density, height, layout, roofscape, landscaping, use and external appearance of developments within conservation areas should conserve and enhance the special historic and architectural interest of the conservation area;

- e. Development involving substantial harm to or loss of designated heritage assets will only be granted in exceptional circumstances (wholly exceptional circumstances for designated assets of the highest significance);
- f. Proposals for development involving ground disturbance in areas of known archaeological potential will need a desk based archaeological assessment and may also require field evaluation. The recording and publication of results will be required and in appropriate cases, the Council may also require preservation in situ, or excavation;
- g. Proposals affecting a non-designated heritage asset (including where identified through the planning process) should not harm its special interest and development involving substantial harm will be resisted unless significant public benefit has been clearly and convincingly demonstrated in accordance with the requirements of the NPPF; and
- h. The condition of an historic building resulting from deliberate damage and neglect will not be taken into account in any decision.

## Natural Environment

**7.167** There will be development in the plan area, some of which will be on the edge of towns and villages. In planning for this development the Local Plan Review takes account of and seeks to reduce the impact of development on the natural environment.

**7.168** Protecting and enhancing the natural environment of the district includes providing adequate open space, sport and recreation facilities and maintaining the biodiversity. Designated open space and areas of biodiversity form key components of a green infrastructure network. Due to the coastal nature of the district the protection of the coast and views are of importance.

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

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

### Policy DM28: Natural Environment

The impact of proposals will be carefully assessed to ensure the protection, conservation and enhancement of the landscape of the Plan area. Planning permission will be granted where it can be demonstrated that all the following criteria have been addressed:

1. There is no adverse impact on:
  - The openness of the views in and around the coast, designated environmental areas and the setting of the South Downs National Park; and
  - The tranquil and rural character of the area.
2. Development recognises distinctive local landscape character and sensitively contributes to its setting and quality;
3. Proposals respect and enhance the landscape character of the surrounding area and site, and public amenity through detailed design;
4. Development of poorer quality agricultural land has been fully considered in preference to best and most versatile land; and
5. The individual identity of settlements, actual or perceived, is maintained and the integrity of predominantly open and undeveloped land between settlements is not undermined.



## Biodiversity

**7.171** The Council is currently identifying and mapping components of the local ecological networks, including the sites designated for wildlife, priority habitats and the wildlife corridors and stepping stones that connect them. The findings of this study along with advice from partners will inform decision making in relation to identifying and protecting local wildlife corridors, incorporating beneficial features into development and deciding on mitigation measures. Opportunities should be taken to link habitats as part of a ‘green network’ to reconnect isolated sites and facilitate species movement (see Policy DM32).

**7.172** All new developments are encouraged to take account of and incorporate biodiversity into their features at the design stage, including integral bat and bird boxes and hedgehog accessible fencing and gravel boards. The Policy below protects sites of biodiversity importance, which contain wildlife or geological features that are of special interest. Exceptions will only be made where no reasonable alternatives are available and the benefits of development clearly outweigh the negative impacts. Where a development proposal would result in any significant harm to biodiversity and geological interests that cannot be prevented or mitigated, appropriate compensation will be sought. Conserving biodiversity is not just about protecting rare species and designated nature conservation sites. It also encompasses the more common and widespread species and habitats, all of which make an important contribution to quality of life. The Council will seek to preserve and enhance the biodiversity and geological diversity of the plan area by working with partners to implement the aims and proposals of the Chichester Local Biodiversity Action Plan and the Nature Conservation Strategy.

### Policy DM29: Biodiversity

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

1. The biodiversity value of the site is safeguarded;
2. Demonstrable harm to habitats or species which are protected or which are of importance to biodiversity is avoided or mitigated;
3. The proposal has incorporated features that enhance biodiversity as part of good design and sustainable development, and identifies and pursues opportunities for achieving a net gain in biodiversity;
4. The proposal protects, manages and enhances the plan area network of ecology, biodiversity and geological sites, including the international, national and local designated sites (statutory and non-statutory), priority habitats, wildlife corridors and stepping stones that connect them;
5. Any individual or cumulative adverse impacts on sites are avoided;
6. The benefits of development outweigh any adverse impact on the biodiversity on the site. Exceptions will only be made where no reasonable alternatives are available; and planning conditions and/or planning obligations may be imposed to mitigate or compensate for the harmful effects of the development.

## Development and Disturbance of Birds in Special Protection Areas

**7.173** Chichester and Langstone Harbours and Pagham Harbour are both designated as internationally important wildlife sites (Special Protection Areas and Ramsar sites) and the Council is under a legal duty to protect their designated bird populations and supporting habitats. Under the Habitats Regulations 2017 we must consider whether development may have a “likely significant effect” on the Harbours.

**7.174** If the impact of development is likely to adversely affect the integrity of a Special Protection Area (SPA) - either by itself or in combination with other developments - and this cannot be avoided or mitigated effectively, then the Council is likely to refuse planning permission. Evidence collected during the Solent Disturbance and Mitigation Project indicates that bird species in Chichester and Langstone Harbours SPA are being adversely affected by disturbance from human recreational activities.

**7.175** For Chichester and Langstone Harbours SPA, Natural England advise that considered in-combination with other housing around the Solent, any increase in the number of dwellings would be likely to have a significant effect within 5.6km of the SPA boundary. Therefore new housing developments within this zone of influence will need to provide for a package of avoidance and mitigation measures. The planning authorities across the Solent have drawn up a strategic package of mitigations measures, the Bird Aware Solent strategy [link <http://www.birdaware.org/strategy>]. This provides avoidance and mitigation measures sufficient to avoid an Adverse Effect on the Integrity of the European sites from new residential development and is funded in perpetuity. Developments that result in a net increase in dwellings, including holiday and student accommodation can opt to contribute to the scheme through s106 Agreements (including Unilateral Undertakings). There is currently a scale of contributions, calculated according to the number of bedrooms in each dwelling.

**7.176** Applicants for development leading to a net increase in dwellings can also opt to provide their own mitigation schemes as an alternative to a payment to Bird Aware Solent. Such schemes will be subject to assessment under the Habitats Regulations as to their suitability and effectiveness and will need to provide mitigation that is funded in-perpetuity. Such stand-alone schemes should not rely solely on measures put in place within the development, but are very likely to have to provide measures to address disturbance on the coast.

**7.177** For Pagham Harbour SPA, an impact from recreational disturbance is also considered to be likely under the precautionary principle, given the similarity of the habitat to the Solent SPAs. At Pagham there is also the issue of potential disturbance in summer to ground nesting birds. Evidence from visitor surveys suggests that the majority of visitors to Pagham Harbour who are resident within Chichester District come from within 3.5km of the site. Within this ‘zone of influence’ net increase in residential development should provide for mitigation measures to avoid any impact or be subject to an ‘appropriate assessment’ under

the Habitats Regulations to show that any impact (either alone or in-combination with other developments including developments within Arun District) is not significant.

**7.178** For Pagham Harbour SPA, Chichester and Arun District Councils have put in place a Strategic Scheme of Access Management and Mitigation or SAMM (delivered through the RSPB as site managers). This is similar in principle to the Bird Aware scheme in that it is funded in-perpetuity through s106 contributions and is delivered through wardening within the SPA and a wider programme of education and awareness-raising.

**7.179** For both Chichester and Pagham Harbours some of the bird species for which they are designed, Brent Geese in particular, use functionally linked supporting habitats around the SPA for feeding and roosting. Developments on or adjacent to these areas can have an impact on the SPAs separate to and additional to the impact of recreational disturbance. For Chichester and Langstone Harbours SPA the Solent Waders and Brent Geese Strategy [add link] identifies the areas of supporting habitat and grades them into four categories: core areas, primary support areas, secondary support areas and low use areas. Interim guidance on offsetting and mitigation requirements has been produced. For Pagham Harbour SPA a case by case approach will be adopted and applicants may be asked to provide bird survey data sufficient for an Appropriate Assessment to be carried out.

### **Policy DM30: Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours Special Protection Areas**

It is Natural England's advice that all net increases in residential development within the 5.6km 'Zone of Influence' are likely to have a significant effect on the Chichester and Langstone Harbours SPA either alone or in-combination with other developments and will need to be subject to the provisions of Regulation 63 of the Conservation of Habitats and Species Regulations 2017. In the absence of appropriate avoidance and/or mitigation measures that will enable the planning authority to ascertain that the development would not adversely affect the integrity of the SPA, planning permission will not be granted because the tests for derogations in Regulation 64 are unlikely to be met. Furthermore, such development would not have the benefit of the presumption in favour of sustainable development in the National Planning Policy Framework.

Appropriate avoidance/mitigation measures that are likely to allow the planning authority to ascertain that there will be no adverse effect on the integrity of the SPA will comprise:

- a. A contribution in accordance with the joint mitigation strategy outlined in the Bird Aware Solent Strategy; or
- b. A developer provided package of measures associated with the proposed development designed to avoid any significant effect on the SPA, provided and funded in-perpetuity; or
- c. A combination of measures in (a) and (b) above.

Avoidance/mitigation measures will need to be phased with development and shall be

maintained in perpetuity. All mitigation measures in (b) and (c) above must be agreed to be appropriate by Natural England through the Habitats Regulations Assessment process. They should also have regard to the Chichester Harbour AONB Management Plan.

The provisions of this policy do not exclude the possibility that some residential schemes either within or outside the Zone of Influence might require further assessment under the Habitats Regulations. For example, large schemes, schemes proposing bespoke or alternative avoidance/mitigation measures, or schemes that impinge on the supporting habitats identified by the Solent Waders and Brent Goose Strategy. Such schemes will be assessed on their own merits under Regulation 63 (appropriate assessment), and, subject to advice from Natural England. Where mitigation for any impact upon supporting habitat is required this should follow the guidance given in the Solent Waders and Brent Goose Strategy.

### **Development and Disturbance of Birds in Pagham Harbour Special Protection Area**

Net increases in residential development within the 3.5km 'Zone of Influence' are likely to have a significant effect on the Pagham Harbour SPA either alone or in-combination with other developments and will need to be subject to the provisions of Regulation 63 of the Conservation of Habitats and Species Regulations 2017. In the absence of appropriate avoidance and/or mitigation measures that will enable the planning authority to ascertain that the development would not adversely affect the integrity of the SPA, planning permission will not be granted because the tests for derogations in Regulation 64 are unlikely to be met. Furthermore, such development would not have the benefit of the presumption in favour of sustainable development in the National Planning Policy Framework.

Net increases in residential development, which incorporates appropriate avoidance/mitigation measures, which would avoid any likelihood of a significant effect on the SPA, will not require 'appropriate assessment'. Appropriate avoidance/mitigation measures that are likely to allow the planning authority to ascertain that there will be no adverse effect on the integrity of the SPA will comprise:

- a. A contribution towards the appropriate management of the Pagham Harbour Local Nature Reserve through the joint Chichester and Arun Scheme of Mitigation in accordance with the LNR Management Plan; or
- b. A developer provided package of measures associated with the proposed development designed to avoid any significant effect on the SPA; or
- c. A combination of measures in (a) and (b) above.

Avoidance/mitigation measures will need to be phased with development and shall be maintained in perpetuity. All mitigation measures in (a), (b) and (c) above must be agreed to be appropriate by Natural England in consultation with owners and managers of the land within the SPA.

The provisions of this policy do not exclude the possibility that some residential schemes

either within or outside the Zone of Influence might require further assessment under the Habitats Regulations. For example, large schemes, schemes proposing bespoke or alternative avoidance/mitigation measures, or schemes proposing an alternative approach to the protection of the SPAs where there is survey or other evidence that the site is used as supporting habitats by SPA species, including Brent Geese. Such schemes will be assessed on their own merits, under Regulation 63 (appropriate assessment), and subject to advice from Natural England.

## Trees, Woodlands and Hedgerows

**7.180** Trees, woodlands and hedgerows are essential features of the plan area's landscape; enhancing its visual amenity, the quality of the environment and providing habitats for a range of wildlife. They can also provide important corridors or stepping stones between habitats and are essential components of the local ecological network. The Council will seek to ensure the management, including conservation and enhancement, of existing valued trees, woodlands and hedgerows, and to ensure that opportunities for restoration and new planting is realised.

**7.181** Hedgerows are identified as a priority habitat requiring conservation action under the UK Biodiversity Action Plan. Ancient Woodland is also recognised as an irreplaceable habitat. Where new development is proposed the preference will always be to incorporate natural features into the development and development should be designed from this first principle. Where the loss of trees or hedgerow is unavoidable adequate replacement provision should be secured. All development must be undertaken in accordance with the British Standard 5837 and all tree works must be carried out in accordance with British Standard 3998.

### Policy DM31: Trees, Hedgerows and Woodlands

Development proposals will be granted where it can be demonstrated that all of the following criteria have been addressed;

1. Proposals conserve and, where appropriate, enhance existing valued trees, hedgerows and woodlands;
2. The felling of protected trees, groups of trees or woodland will only be permitted in exceptional circumstances and in accordance with the relevant legislation, policy and good practice recommendations. Where protected trees are subject to felling, a replacement of an appropriate number, species and size in an appropriate location will be required;
3. A proposed loss or damage of non-protected but valued trees, woodland or hedgerows should be avoided, and if demonstrated as being unavoidable, appropriate mitigation measures are provided;
4. A minimum buffer of 15 metres will be required between the development and ancient woodland or veteran trees; and
5. Development proposals must demonstrate that appropriate protection measures are in place prior to any work on site throughout the development process as part of a comprehensive landscaping plan, and that suitable opportunities for the restoration, enhancement or planting of trees, woodland, and hedgerows are identified and incorporated.

## Green Infrastructure

**7.182** Green Infrastructure (GI) is the term used to refer to the living network of multifunctional green spaces, water and other environmental features in both urban and rural areas, which are capable of delivering a wide range of environmental and quality of life benefits for local communities, including health and wellbeing. The term covers those benefits provided by trees, parks, gardens, road verges, allotments, cemeteries, woodlands, rivers and wetlands, and also refers to the use of farmland, woodland, wetlands or other natural features to provide services such as flood protection, carbon storage or water purification.

**7.183** Green Infrastructure maintains critical ecological links between town and country<sup>2</sup>, and has an important role to play in mitigating the effects of climate change and provides important cooling, shading and filtering effects that will become more significant if temperatures rise as predicted. Trees and woodland, for example, are essential to the value of Green Infrastructure; their appropriate management, retention and provision of new tree planting can help to combat climate change and flooding, alleviate pollution and modify microclimates.

**7.184** The plan area has a wide range of sites designated for their sensitive character, flora and fauna and other environmental value. It is important that these areas are protected, maintained and, where possible, enhanced. Maintaining an inter-connected network of green spaces is essential to retaining existing biodiversity and enhancing areas by providing important links and wildlife corridors for species, helping to protect against habitat fragmentation and allowing species migration. The protection and enhancement of biodiversity and open spaces should not just be seen in isolation, but as the development of green infrastructure networks across the plan area.

**7.185** Some key strategic green infrastructure assets of biodiversity, landscape and recreational value in the plan area, include but are not limited to:

- Canals, river corridors, tributaries and river valleys;
- Disused railway corridors (e.g. Chichester to Lavant);
- Cycle paths such as Centurion Way and Salterns Way;
- Cycle and pedestrian links within the plan area and to the National Park;
- Natural and semi-natural urban greenspaces such as the Medmerry Realignment, East Beach Pond, ditches, hedgerows, allotments and play areas;
- Farmland which is predominantly arable land in the south of the plan area and pasture and equestrian uses in the north-east;
- Wetland areas at Chichester and Pagham Harbours;
- Trees and woodland areas;

<sup>2</sup> Natural Environment White Paper 2011

- Wildlife corridors;
- Coastal features such as vegetated shingle at Selsey and West Wittering; and
- Ancient Woodlands and Historic parks and formal and informal recreation areas such as Bishops Palace Garden, Priory Park, and Oaklands Park.

**7.186** The plan area also has close links to, and within, the South Downs National Park, which is a key GI asset.

**7.187** Growth and new development in the plan area will result in increased pressure on existing green infrastructure networks and may generate demands for new provision. The impact of development may lead to increased user pressure on the more sensitive biodiversity sites and may require alternative compensatory provision, for example in the form of alternative recreational space. This is particularly relevant to Chichester and Langstone Harbour and Pagham Harbour and the impact of recreational pressure on the birds that use these Special Protection Areas. Any negative impacts that the development may have should be weighed against the benefits of the proposal. This may include looking at whether the assets are surplus to requirements, if the proposal impacts on a small area or corridor or if a wider need exists for the development and there is no alternative location. If the adverse impact cannot be negated through reasonable means then mitigation should be provided on or off site. The form and nature of mitigation will depend on the context of the site and will be determined on a case-by-case basis. This will ensure that new provision relates well to the overall green infrastructure network and is suitable to the site.

**7.188** The Council published its Delivering Green Infrastructure in the Local Plan Area document in 2016. The document is not formal policy but provides guidance to developers on ensuring the delivery of GI in the plan area, and includes a GI Developer Checklist which sets out how the Council expects proposals for major developments to integrate high quality GI from the earliest stage.

**7.189** The GI Delivery Document was informed by the Council's Green Infrastructure Mapping project undertaken in 2013 in partnership with Forest Research UK. This sought to identify and map the components of the local ecological networks. The results of this mapping work, in addition to details of species records and the location of priority habitats and designated sites, has enabled the Council to identify and map strategic corridors. These maps are shown in Figure 5.1



### **Policy DM32: Green Infrastructure**

All development will be expected to contribute towards the provision of additional green infrastructure, and the protection and enhancement of existing green infrastructure.

The existing green infrastructure network must be considered at an early stage of the design process for all major development proposals. Masterplans should illustrate how the development incorporates the existing green infrastructure network, and any new green infrastructure.

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

1. The proposals maintain and, where appropriate, incorporate improvements to the existing network of green infrastructure, or the restoration, enhancement or creation of additional provision areas;
2. Where appropriate, the proposals create new green infrastructure which is integrated into the development design and meets the needs of the communities within and beyond the site boundaries;
3. The proposals contribute to improving the health and well-being of the local and wider community;
4. The proposals do not lead to the dissection of the linear network of cycle ways, public rights of way, bridleways and ecological corridors; and
5. Where appropriate, the Council will seek to secure via planning obligation provision for the future management and/or maintenance of green infrastructure.

Development that will harm the green infrastructure network will only be granted if it can incorporate measures that avoid the harm arising or sufficiently mitigate its effects.

The Council will expect that a legal agreement is entered in to where it is necessary to secure green infrastructure provision, or to ensure the long term sustainable management of green infrastructure. Unless stated elsewhere the Council will normally not be responsible for the long term maintenance and management of green infrastructure.

## Canals

**7.190** The Chichester Ship Canal linked Chichester City with the Harbour and, together with the Portsmouth and Arundel Canal, fed into the River Arun at Ford. In conjunction with the Wey and Arun Canal, this created an inland water route from Portsmouth to London via the River Wey.

**7.191** Through navigation along this route is currently not possible as a result of road culverts, development or abandonment. The Wey and Arun Canal Trust Limited and The Chichester Ship Canal Trust are working to restore their respective sections.

**7.192** The benefits of enhancements to the plan area's canals could include increased recreation, leisure pursuits and economic activity in line with objectives and aspirations set out in the Green Infrastructure policy and national guidance.

**7.193** Proposals for development may need to include an ecological study and a transport assessment to identify how proposals will avoid or mitigate any potential impact.

**7.194** There remains a further significant length of the former Portsmouth and Arundel Canal within the plan area (between Runcton and the plan area boundary east of Colworth) where there are no proposals for restoration. Nevertheless much of this alignment forms the route of a public right of way which extends eastwards into Arun District.

**7.195** These remnants are important early 19th Century historic features in the landscape of the coastal plain and warrant protection and, where feasible, enhancement to facilitate the cultural and historic understanding of the area. They also provide the opportunity for leisure and tourism pursuits.

### Policy DM33: Canals

Development that makes provision of through navigation or enhancement of the Chichester Ship Canal and the Wey and Arun Canal will be supported where it meets environmental, ecological and transport considerations.

Development will be permitted where it would not adversely affect the remaining line and configuration of the Portsmouth and Arundel Canal and features along it. Where no such line and configuration remains, proposals to reinterpret the alignment within new development proposals will be supported.

## Open Space, Sport and Recreation

**7.196** The Local Plan Review can assist in enhancing well-being and promoting healthy lifestyles by protecting, enhancing and providing new open space, sport and recreation (including indoor) facilities. Open space also forms a key component of a green infrastructure network (see Policy DM32) and therefore contributes to the area's biodiversity assets.

**7.197** Open space includes formal facilities such as parks, sports and recreation grounds, children's play areas, outdoor sports facilities, playing pitches, amenity spaces and allotments, and also more informal facilities such as natural green spaces, beaches, lakes, watercourses and recreational routes. Indoor sports facilities include swimming pools, leisure centres, fitness stations and sports facilities provided in community centres and schools, where public access may be restricted to certain times.

**7.198** The Chichester Open Space, Sport and Recreation Study (including indoor facilities) and Playing Pitch Strategy 2018 proposes quantity, access and quality standards for different typologies in the plan area. When existing provision is compared against the recommended standards, the study identifies a justified need for allotments, amenity open space, play space (especially youth play space) and parks, sport and recreation grounds. The study recommends that levels of provision in new development are considered together with amenity open space. The aim would be to provide amenity/natural greenspaces which have both a recreational value and biodiversity value through native planting. There should be a move away from providing numerous small amenity grass areas, to providing fewer, larger amenity/natural spaces in new development. It recommends that sites which have significant nature conservation, historical or cultural value should be afforded protection, even if there is an identified surplus in quality, quantity or access in that local area. Some areas have sufficient local provision for certain types of open space, although every area is deficient in some form of provision in terms of quantity, accessibility or quality. The study also highlights the very poor access to youth provision, with significant gaps in many of the settlements. Therefore, Policy DM34 seeks to retain all open space unless an equivalent replacement can be provided in terms of quantity, accessibility and quality.

**7.199** Where a surplus of provision is identified against the standards set out in the Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 2018, proposals involving the loss of facilities will need to take into account the potential for the use of the land to help reduce shortfalls of other types of open space and future needs arising from development. Policy DM8 covers the loss of community halls.

**7.200** New housing developments create an additional need for both open space and recreational facilities. Where access to existing local facilities or the quality of provision is inadequate, new developments will be expected to provide new or improved facilities in respect of allotments, amenity open space, play space (including youth space) and parks,

sport and recreation grounds and natural or semi-natural greenspace. The provision of additional amenity/natural greenspace may be required as part of mitigation measures to protect against the potential disturbance to bird populations (see Policy DM30). In accordance with the standards set out in the Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 2018, on-site provision for open space, sports and recreation facilities will be sought to meet the recreational needs of the residents' new housing development. All types of residential development where there is a net increase in homes will be expected to contribute to the provision of facilities. The standards below exclude car parking and changing rooms, which should be provided in addition to the open space quantity standards. However, SuDS and landscape screens and buffers can potentially be provided within the open space if they are both functionally appropriate and form an integral part of the design of the type of open space being provided.

**7.201** The study also recommends standards for certain indoor sports facilities including sports halls, swimming pools, synthetic pitches, and health and fitness stations. The Local Plan Review seeks to ensure that existing facilities are protected and where needed positive improvements are achieved. These standards identified are as follows:

**Table 7.1 Minimum Open Space requirements from new development**

Typology	Quantity standards (ha/1000 population)	Access standard (metres/straight line walk time)
Allotments	0.30	600 metres or 12-13 minutes
Amenity and Natural Green Space	1.0	600 metres or 12-13 minutes
Parks and Recreation Grounds	1.2	600 metres or 12-13 minutes to local facilities  10 minutes drive time for larger multi-functional facilities
Play Space (Children)	0.05	480 metres or 10 minutes
Play Space (Youth)	0.05	720 metres or 15 minutes
<b>Total for new provision</b>	<b>2.6 ha/1000</b>	

**Table 7.1a Household size multiplier**

Dwelling Size	Average Household Size (Census 2011)
1 Bedroom	1.4
2 Bedroom	1.8
3 Bedroom	2.4
4+ Bedroom	2.8

**Table 7.2 Thresholds for Open Space provision**

Threshold requirement for open space, sport & recreation facilities *CIL (off-site) ✓ S106 (on-site)				
Type of provision	1-19 dwellings	20-49 dwellings	50-99 dwellings	100+ dwellings
Allotments	*	*	*	✓
Amenity and Natural Green Space	*	✓	✓	✓
Parks, Sport and Recreation Grounds	*	*	*	✓
Play Space (Children)	*	*	✓	✓
Play Space (Youth)	*	*	*	✓

**Table 7.3 Sport/Recreation facilities requirements from new development**

Indoor Facility	Quantity Standard (per 1000 population)	Access Standard (Drive-time or walking in urban areas)
<b>Swimming Pools</b> - Based on 4 lane x 25m pool unit	10.05 sqm; or 0.042 pools	Within 15/20 minutes
<b>Sports Halls</b> - Based on 4 x badminton court hall unit	0.26 courts; or 0.065 halls	Within 15/20 minutes
<b>Health &amp; Fitness</b> - Based on individual stations (pay and play access)	5 stations, subject to viability	Within 20 minutes
<b>Small community halls</b>	1 venue for each settlement of 500 people.  1 further venue for each additional 2,500 people but with flexibility of interpretation	600 metres (15 minutes straight line walk time)  15 minutes drive-time might be acceptable in rural areas.

**7.202** Further details are set out in the Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 2018. The standards and methodology will be set out in the revised Planning Obligations and Affordable Housing SPD. Off-site facilities and improvements will be via other funding sources including CIL. The Council will use appropriate planning obligations to secure the provision and maintenance of open space, sport and recreation facilities.

**7.203** The Area Based Policies identify the locations where new and enhanced open space, sport and recreation facilities will be sought in association with strategic development and refers to additional provision that will be sought to address current needs where opportunities arise. Where appropriate, other specific allocations and enhancements will be identified in the relevant Neighbourhood Plans, forthcoming DPD, Supplementary Planning Document(s) and the Green Infrastructure Strategy.

**7.204** Recreational activities which are likely to create noise disturbance to the surrounding environment should demonstrate that activities would not adversely impact on the tranquillity and enjoyment of local residents, or other users of the coast and countryside.

### **Policy DM34: Open Space, Sport and Recreation including Indoor Sports Facilities and Playing Pitches**

The Council will seek to retain, enhance, improve access and increase the quantity and quality of public open space, playing fields, sport and recreation facilities (including indoor facilities) and rights of way including improvement of links to them.

Development involving their loss will be granted permission where all the following criteria have been addressed:

1. Alternative accessible replacement facilities of overall at least equivalent quantity and quality are provided: or
2. Where the Chichester Open Space, Sport and Recreation Study (including Indoor Sports Facilities) and Playing Pitch Strategy identifies a surplus of provision, future needs and the potential of the open space to meet any shortfall in other types of provision in the local area have been taken into account; and
3. There are no adverse impacts on biodiversity, heritage assets or the integrity of the Green Infrastructure network.

Exceptions will only be made where the benefit of the development outweighs any harm, and it can be demonstrated there are no reasonable alternative sites available.

New residential development (excluding replacement dwellings) will be required to contribute towards:

1. The creation of new open space, sports and recreation facilities (including indoor facilities); new links to the existing rights of way network and/or (dependent upon scale of development or local need within the parish).
2. Improving the quality and/or accessibility of existing open space or indoor facilities.

New or improved facilities should be provided in accordance with the detailed standards set out in Tables 7.1, 7.1a, 7.2 & 7.3. Further detail will be set out in the revised Planning Obligations and Affordable Housing Supplementary Planning Document.

Subject to competing priorities, the Community Infrastructure Levy may contribute to provision, but larger sites will be expected to make on-site provision secured via S106 agreements.

Where opportunities arise, the provision of new and enhanced public open space, sport and recreation facilities and links to the existing rights of way network will be sought to meet any identified shortfalls in the local area.

Where possible, sports (including indoor) facilities that attract large numbers of people will be located in larger settlements and will be easily accessible by public transport, cycling and walking.

## Equestrian Development

**7.205** Equestrian activities and facilities are very popular in the plan area, particularly on the Manhood Peninsula and the more commercial polo activities in the northeast of the district. The Council recognises the contribution these activities make to the rural economy and the need to make provision for equestrian development. However, it is necessary to ensure that there is no harm to the character and appearance of the countryside.

**7.206** Horse related development requires adequate land for commercial enterprises and associated new buildings, generally in a countryside location. New stable blocks and field shelters can often appear isolated and intrusive on undeveloped land; therefore, where possible, the re-use of existing buildings will be encouraged including for any form of staff accommodation where required. Associated development such as lighting, storage, waste disposal, manèges and sub-division of fields can be prominent features in the landscape and in some cases may not be appropriate. Additionally, these uses and structures as well as the re-profiling and manicured appearance of grass land for polo uses can, both individually and cumulatively, change the visual character of an area and its landscape.

**7.207** It is essential that any equestrian development does not have an adverse impact on the special qualities of the landscape, for example, the Area of Outstanding Natural Beauty or the South Downs National Park. Therefore, proposals should provide comprehensive details of the development required; such as size, materials and fencing together with a detailed scheme of land and site management. The design and materials of new horse related structures must be in keeping with the character of the rural area. As part of the proposals, the protection of watercourses and ground water from contamination associated with slurry disposal will be required.

**7.208** In most cases conditions will be attached to the planning permission requiring stables and field shelters to be used only for private use and not business and commercial uses. Appendix C sets out the details of information which may be required as part of a planning application.

### Policy DM35: Equestrian Development

Development proposals for horse related development will be granted where it can be demonstrated that all the following criteria have been addressed:

1. There is adequate land for the numbers of horses kept;
2. Existing buildings are reused where possible but where new buildings are necessary, these are well-related to existing buildings, appropriate to the number of horses to be kept and the amount of land available;
3. There is minimal visual impact on the landscape caused by the proposed development either individually or cumulatively;
4. The proposal, either on its own or cumulatively, with other horse related uses in the area, is compatible with its surroundings, and adequately protects water courses, groundwater and the safety of all road users;
5. The proposal does not lead to the need for additional housing on site; and
6. The proposal is well related to or has improved links to the existing bridleway network

**Affordable Housing:** Housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision:

- **Social rented housing:** owned by local authorities and private registered providers (as defined in Section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
- **Affordable rented housing:** let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
- **Intermediate housing:** homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent.

Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes.

**Amenity:** Positive elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

**Amenity space:** External amenity space comprising for example: public and private gardens, roof terraces and balconies.

**Ancient woodland:** An area that has been wooded continuously since at least 1600 AD.

**Appropriate Assessment:** An assessment of the potential effects of a proposed plan on one or more European Special Areas of Conservation. The 'assessment' proper is a statement which says whether the plan does, or does not; affect the integrity of a European site.

**Authority's Monitoring Report (AMR):** This enables the local authority to assess the extent that the policies and proposals set out in the Local Plan are being achieved. The AMR allows the local planning authority to identify when a review of policies or proposals will be necessary.



**Approved body:** Defined in S106 agreements as being one of the following - 1. a Registered Provider being one of the Council's preferred partners; or 2. such other Registered Provider, acceptable to the Council (acting reasonably) in accordance with the Council's Supplementary Planning Guidance; or 3. such other body specialising in the delivery of Affordable Housing as the Council shall approve in writing.

**Areas of Outstanding Natural Beauty (AONB):** Areas of high scenic quality that have statutory protection in order to conserve and enhance the natural beauty of their landscapes. AONB landscapes range from rugged coastline to water meadows to gentle lowland and upland moors. Natural England has a statutory power to designate land as AONB under the Countryside and Rights of Way Act 2000. Chichester Harbour AONB is located within the Local Plan Area.

**Article 4 Direction:** A special planning regulation adopted by a Local Planning Authority to provide additional powers of planning control in a particular location. It operates by removing "Permitted Development" rights over certain specified classes of minor alterations and extensions, such as porches, replacement of windows and doors and painting of the exterior of a building.

**Biodiversity:** The totality of genes, species, and ecosystems of a region.

**Coalescence:** The merging or coming together of separate towns or villages to form a single entity.

**Community Infrastructure Levy (CIL):** A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

**Community Facilities:** Facilities that provide for the health and well-being, social, educational, spiritual, recreational, leisure and cultural needs of the community.

**Comparison shopping:** The purchase of items where the shopper compares the price and quality before a purchase is made, e.g. clothes, gift merchandise, electrical goods, and furniture. Generally high street shopping.

**Conservation Area:** An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1990. There is a statutory duty to preserve or enhance the character, appearance, or setting of these areas.

**Conservation Area Character Appraisal:** An appraisal of the characteristics and features that are important to the character of a particular Conservation Area.

**Convenience shopping:** Broadly defined as food shopping, drinks, tobacco, newspapers, magazines and confectionery, purchased regularly for relatively immediate consumption. Generally supermarket shopping.

**Density (Housing):** The number of dwellings per net residential area, normally measured by dwelling per hectare.

# Glossary

**Designated Heritage Asset:** A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Developer Contributions:** Financial and physical contributions necessary and directly related to the needs of a development for infrastructure and community facilities. They are usually secured by the use of a planning obligation.

**Development:** Defined within the Town and Country Planning Act 1990 (as amended) as “the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land.” Most forms of development require planning permission.

**Development Plan:** This includes adopted Local Plans, neighbourhood plans, and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.

**Development Plan Document (DPD):** Formal plans that set out policies for a particular geographical area. They are subject to public consultation and a Sustainability Appraisal. They must also be considered at independent examination and obtain Council approval before they can be adopted.

**Environment Agency:** A national organisation set up with effect from April 1996, assuming the responsibilities for environmental matters previously held by the National Rivers Authority, Her Majesty’s Inspectorate of Pollution, and the Waste Regulation Authorities.

**Environmental Impact Assessment (EIA):** A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

**Flood Risk Assessment (FRA):** An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

**Greenfield:** An undeveloped site, especially one being evaluated and considered for commercial development.

**Green Infrastructure:** A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Gypsies and Travellers:** Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such. Following an update to DCLG Planning policy for traveller sites (2015), those that have ceased to travel permanently no longer meet the definition for planning purposes.

**Habitats Regulation Assessment (HRA):** The European Habitats Directive (92/43/EC) requires ‘appropriate assessment’ of plans and projects that are either alone, or in combination with other plans and projects, likely to have a significant impact on national and international designated sites.

**Heritage Asset:** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic Environment Record (HER):** an index to the known archaeological sites and finds, historic buildings, designed and historic landscapes, parks and gardens and scheduled monuments.

**Historic parks and gardens:** A park or garden of special historic value and have been included on the national Register of Parks and Gardens of special interest in England based on an assessment by Historic England.

**Horticultural Development Areas (HDA):** Locally designated areas for horticulture, the purpose of which is to promote this important sector of agriculture while protecting the environment and amenities of residents.

**Infrastructure:** The basic physical and organisational structures and facilities (e.g. buildings, roads, and power supplies) necessary for development to take place.

**Infrastructure Delivery Plan (IDP):** This will set out the current planned and required infrastructure, when it will come forward, who will be leading on each aspect and funding responsibilities.

**International, national and locally designated sites of importance for biodiversity:** All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites

**Landscape Character Assessment:** A background study that identifies the features or combinations of elements that contribute to the character of the landscape. LCA’s can make a contribution to planning policies and the allocation of land for development.

**Listed Building:** A building of special architectural or historic interest designated by Historic England and included on a statutory list. They are graded I, II\* or II, with Grade I being the highest.

**Local Development Order:** An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

# Glossary

**Local Enterprise Partnership (LEP):** A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

**Locally Listed Building:** A building or structure of good quality design and with historic features which, whilst not listed by the Secretary of State, the Council deems to be an important part of the District's heritage.

**Local Nature Reserve (LNR):** Designated under the National Parks and Access to the Countryside Act 1949 by Local Authorities in consultation with Natural England for their locally important wildlife or geological features.

**Local Transport Plan:** A five-year plan, which is drawn up by the Transport Authority in association with local authorities and subject to widespread consultation. It includes future investment plans and proposed packages of measures to meet local transport needs.

**Masterplan:** A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.

**Mitigation measures:** Measures requested/carried out in order to limit the damage by a particular development or activity.

**Mixed use (or mixed development):** Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

**National Nature Reserve (NNR):** Designated under the National Parks and Access to the Countryside Act 1949 or the Wildlife and Countryside Act 1981 primarily for nature conservation, but can also include sites with special geological or physical features.

**National Park:** Nationally important precious landscapes whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard them. Together with Areas of Outstanding Natural Beauty they enjoy the highest level of protection through the planning system.

The Environment Act 1995 set out two statutory purposes for National Parks in England and Wales:

1. Conserve and enhance the natural beauty, wildlife and cultural heritage
2. Promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the Public

National Parks have the duty to seek to foster the economic and social well-being of local communities. Within Chichester District, the South Downs National Park Authority (SDNPA) is the organisation responsible for promoting the purposes of the National Park and the interests of the people who live and work within it.

**National Planning Policy Framework:** Sets out the Government's planning policies for England and how these are expected to be applied.

**National Planning Practice Guidance:** revised and updated planning practice guidance.

**Neighbourhood Development Order:** An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which Parish Councils and neighbourhood forums can grant permission for a specific development proposal or classes of development.

**Neighbourhood plans:** A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

**Noise sensitive properties:** these include all residential properties, educational establishments, hospitals, hotels, hostels, concert halls and theatres.

**Pitch/Plot:** a pitch on a 'gypsy and traveller' site and 'plot' on a 'travelling showpeople' site (often called a 'yard'). This terminology differentiates between residential pitches for 'gypsies and travellers' and mixed-use plots for 'travelling showpeople', which may need to incorporate space to be split for the storage of equipment.

**Planning obligation:** A legally enforceable obligation entered into under S106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

**Previously developed land:** Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

**Priority habitats and species:** Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006..

**Ramsar sites:** Wetlands of international importance, designated under the 1971 Ramsar Convention.

**Real Time Passenger Information:** An electronic passenger information display system which provides updated information about current bus or train services (e.g. expected arrival and departure times, and information about the nature and causes of disruptions).

**Renewable and low carbon energy:** Renewable energy covers energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement

# Glossary

of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies help reduce emissions (compared to conventional use of fossil fuels).

**Rural exception sites:** Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

**S106:** See planning obligations

**Scheduled Monument:** A nationally important archaeological site included in the Schedule of Ancient Monuments maintained by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979.

**Sequential Test:** A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield land before greenfield sites, town centres before out of centre and sites at less risk of flooding before others.

**Settlement boundary:** These are defined around settlements and their purpose is to prevent settlements from sprawling. Generally development proposals will be considered more favourably within the Built-Up Areas.

**Site of Nature Conservation Importance (SNCI):** A non-statutory designation made by West Sussex County Council. Their special characteristics mean they are high priority sites and their maintenance is important.

**Site of Special Scientific Interest:** Sites designated by Natural England under the Wildlife and Countryside Act 1981.

**Special Area of Conservation:** Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

**Special Protection Areas:** Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

**Strategic Environmental Assessment (SEA):** A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

**Supplementary Planning Documents (SPD):** Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on

specific sites, or on particular issues, such as design. SPDs are capable of being a material consideration in planning decisions but are not part of the development plan.

**Sustainability Appraisal (SA):** A tool for appraising policies to ensure that they reflect sustainable development objectives (i.e. economic, social and environmental factors). It incorporates Strategic Environmental Assessment (SEA). An SA is required under the 2004 Planning and Compulsory Purchase Act to be carried out on all DPDs and certain SPDs.

**Sustainable Drainage Systems (SuDS):** systems designed to mimic the natural drainage of a site in order to control the quantity of run-off; and to enhance the nature conservation, landscape and amenity value of the site and its surroundings. These typically include swales, attenuation ponds, wetlands, and permeable surfaces.

**Transit sites:** Sites made available for Gypsies and Travellers who need to temporarily stop. Generally used by families who have been evicted from their previous accommodation and are looking for a new place to live. There are limits on how long families can stay on these sites which is normally between 28 days and 3 months.

**Travelling Showpeople:** Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently but excludes Gypsies and Travellers.

**Use Classes Order (UCO):** This is supplementary legislation which specifies a number of broad "classes of use"; changes of use can be made between different uses within the same class without the need for planning permission. In some circumstances it is possible to change between classes without applying for planning permission as specified by the General Permitted Development Order.

**Wastewater Treatment Works (WwTW):** also known as sewage treatment works where contaminants are removed from wastewater and sewage.

**Water Framework Directive (WFD):** This European Directive, together with emerging River Basin Management Plans, looks at integrated management of water resources, taking account of abstraction, water quality and flooding.

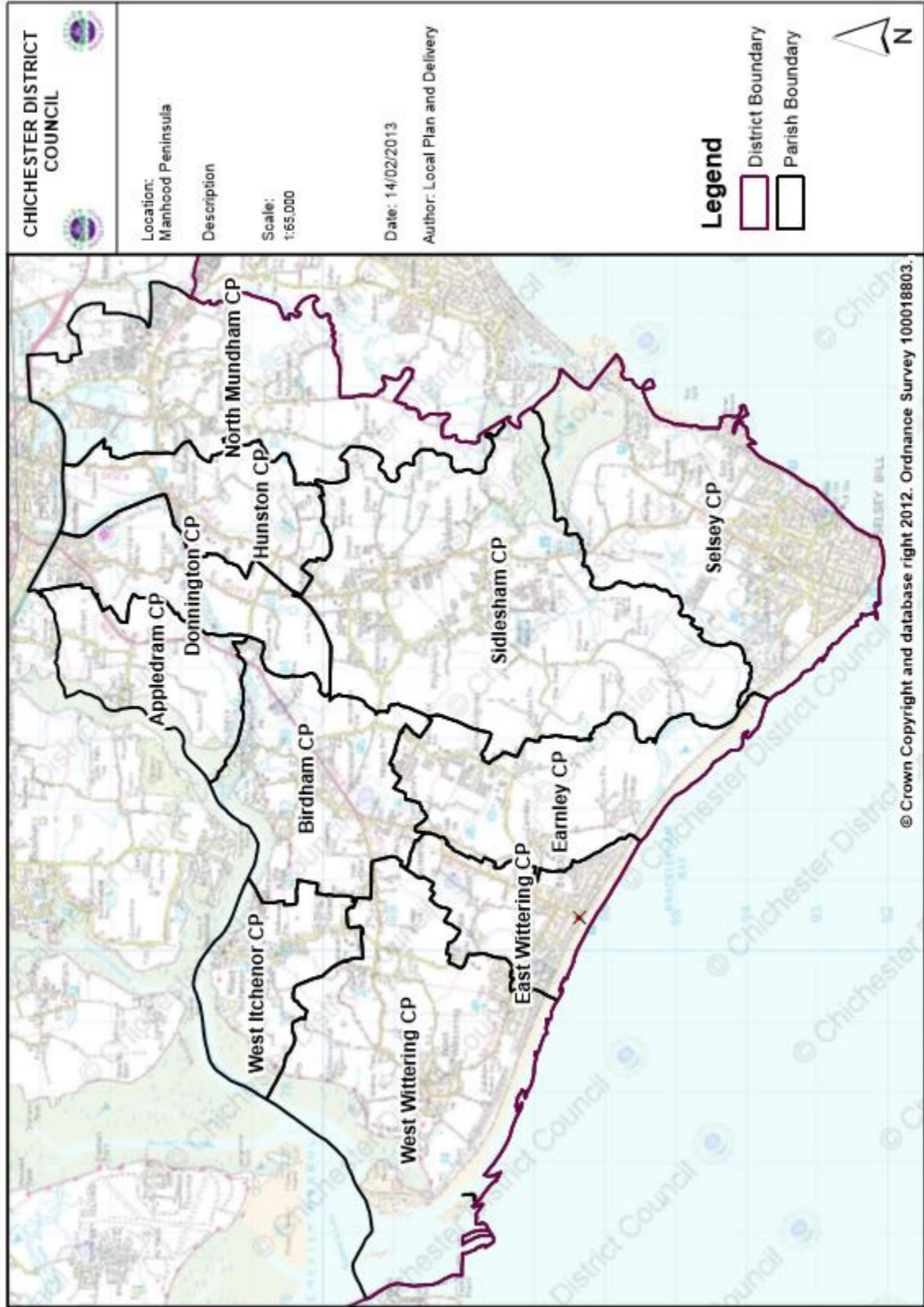
**Windfall sites:** Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.





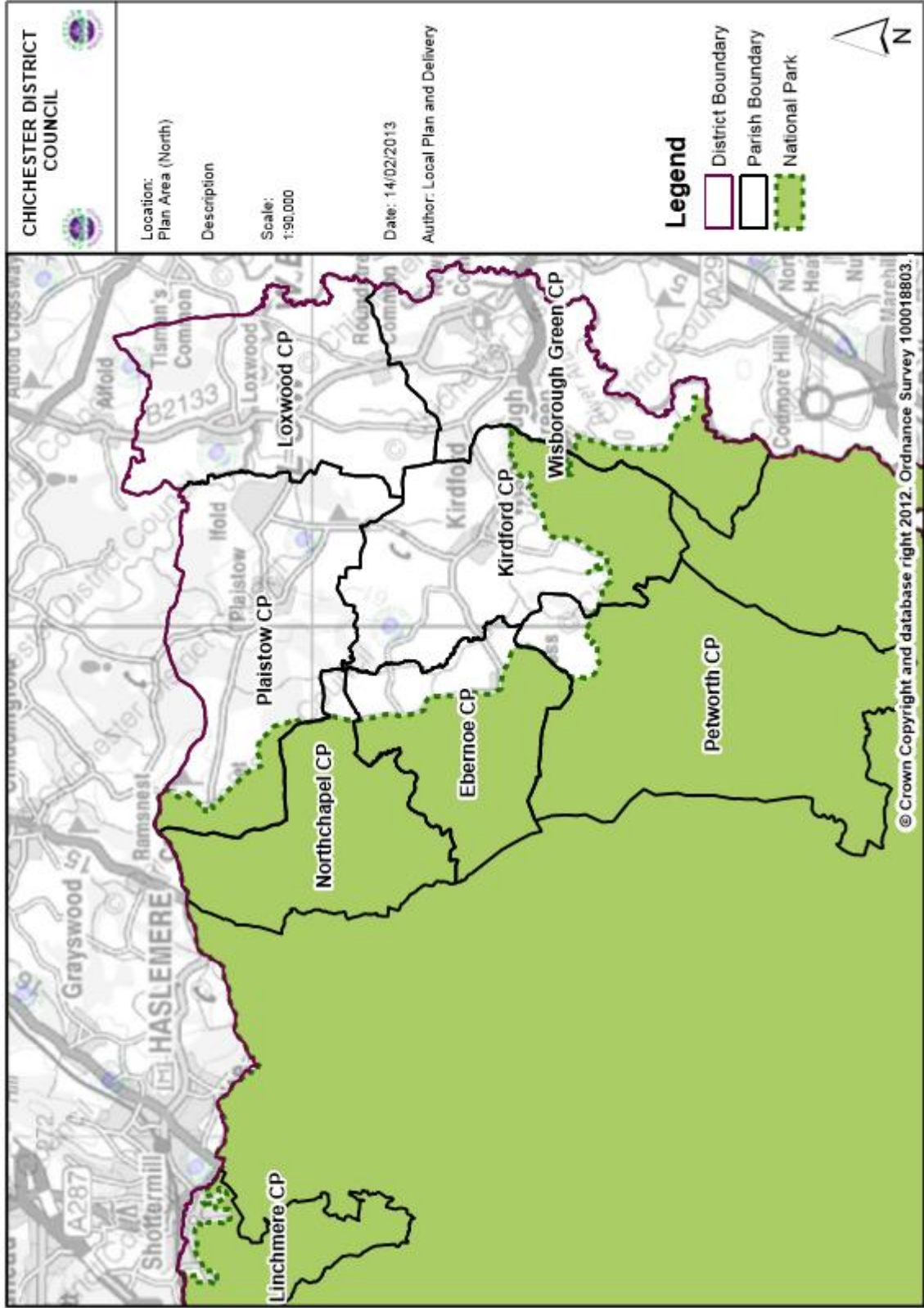
# Appendix A - Plan Area Sub-Area Maps

Map A2 – Manhood Peninsula



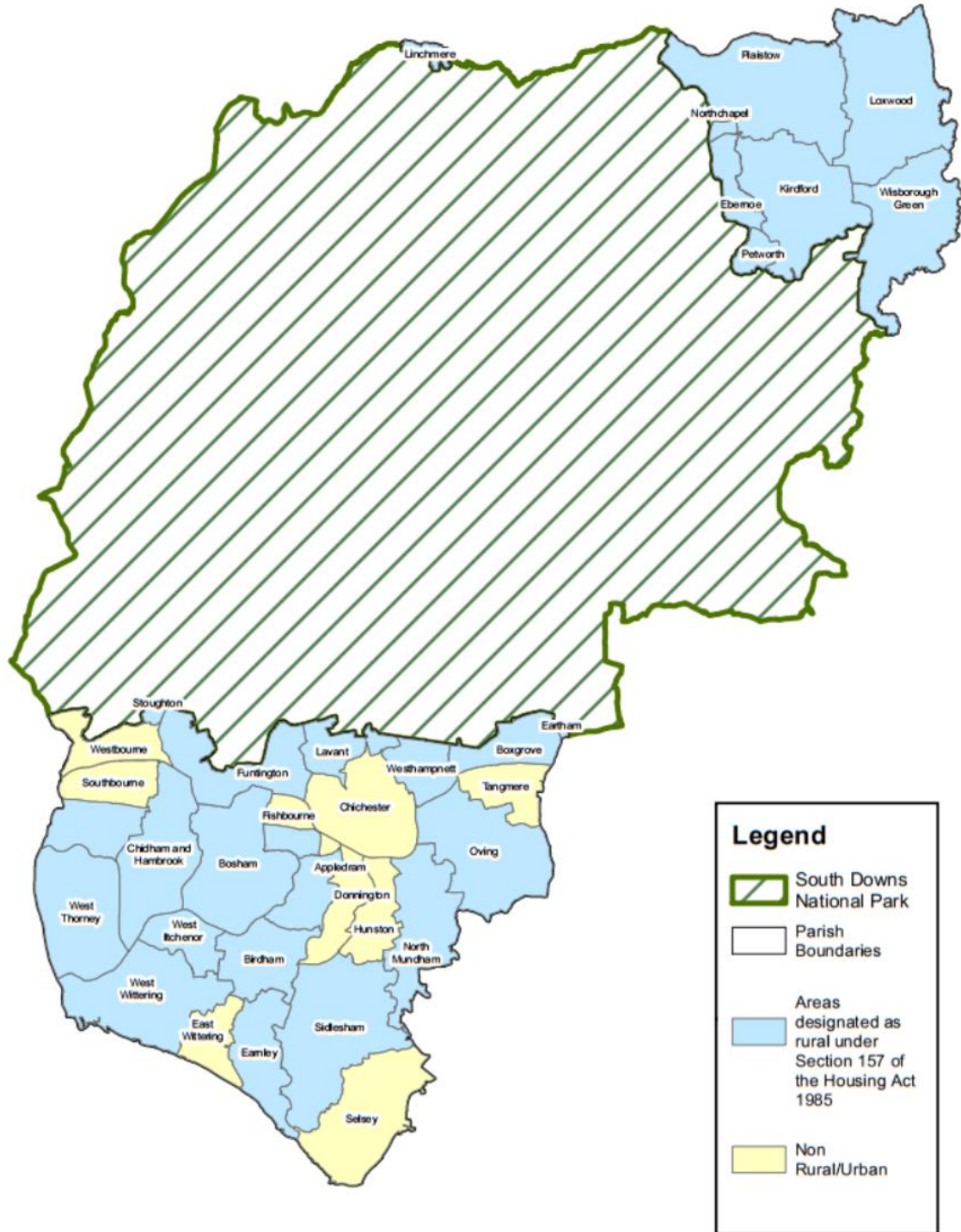
# Appendix A - Plan Area Sub-Area Maps

Map A3 – North of the Plan Area



# Appendix B – Designated Rural and Non-Rural Areas

## Map B1 – Areas designated as Rural and Non-Rural Areas



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# Appendix C – Appropriate Marketing

## Marketing Guidance and additional information required to support planning applications

### Introduction

E.1 Certain applications for the change of use or redevelopment of property/land need to be accompanied by robust and credible evidence that adequate marketing has occurred in order to support the argument that the property/land is no longer required. This appendix gives guidance on the evidence that should be provided as part of marketing or supporting additional housing in the countryside.

Policies contained in the Local Plan Review which this guidance relates to are:

Policy DM1 – Specialist Housing

Policy DM6 – Accommodation for Agricultural and other Rural Workers

Policy DM7 – Local and Community Facilities

Policy DM9 – Existing Employment Sites

Policy DM13 – Built Tourist and Leisure Development

Policy DM14 – Caravan and Camping Sites

Policy DM21 - Alterations, Change of Use and/or Re-use of Existing Buildings in the Countryside

### Proportional Approach

E.2 This appendix sets out the minimum standard of marketing, however it is recognised that any such exercise should be proportional to the size and characteristics of the site/property and the scale of the proposed alternative use. Where possible, the advice of the Council should be sought prior to the commencement of any marketing campaign to ascertain the period and extent of marketing required and to discuss the extent of alternative uses that are required to be explored.

### General Requirements of Marketing

E.3 It is important that the marketing of the land, buildings or a site(s) explores appropriate alternative uses; that the marketing price is competitive; the marketing has been appropriate and genuine (this is likely to be in the form of an independent valuer with relevant qualifications); and that a record of all the marketing is presented with the application proposal. The type and scale of marketing should be commensurate with the scale of the facility proposed to be lost.

E.4 As part of any relevant planning application, it will be necessary to submit a marketing report to demonstrate that a robust marketing strategy has been followed. Unless there are significant material considerations to justify otherwise, the marketing exercise should include evidence that the site has been vigorously and exhaustively marketed for between a year

## Appendix C – Appropriate Marketing

and 18 months. The period of marketing must have ended on a date within the nine months prior to the date the planning application was submitted.

E.5 In all cases the marketing process requires as a minimum:

1. Confirmation by an appropriate marketing agent on headed company paper that the premises were appropriately and extensively marketed for the required length of time;
2. How interest in the site has been objectively dealt with;
3. Details of the conditions/state of the land/premises and their upkeep before and during marketing and viability;
4. Details that the marketing price is realistic;
5. Dated photographs of marketing board/s on the premises of an appropriate quality, size, scale, location and number during this time;
6. An enquiry log, how it was followed up and why any enquiries have been unsuccessful;
7. A copy of all advertisements in the local press and trade journals (should be at least four weeks' worth of advertisements, spread across a six month period);
8. Evidence of regular marketing across digital platforms over a minimum of 12 months.

E.6 **Review of exercise:** Within a reasonable period of time following the start of the marketing exercise, if there is a lack of interest in the premises the marketing should be reviewed by the agent and the vendor with a view to adjusting the marketing which could include a review of the price as appropriate.

E.7 Appointed agents may not always be sufficiently active in the relevant market sector under those circumstances the appointment of either sub or joint agents to assist in marketing may be appropriate. The Marketing Report should demonstrate that the need for review has been thoroughly considered.

### **Viable alternative uses**

E.8 Where a change of use is proposed on the grounds that the site has no viable future as a commercial or employment site, the Council will require evidence to demonstrate that the land or property has been fully exposed to the market at an appropriate valuation and that a range of similar uses have been considered. This ensures the Council can adequately assess an application for change of use on the basis of insufficient market demand. The Council may engage specialist advice as necessary to assess the valuation and marketing strategy on a case by case basis.

### **Assets of Community Value**

E.9 Where the property is listed as an Asset of Community Value under the Localism Act 2011, the Council will expect to see evidence of discussion with the local community regarding options for its continued use. This might include an exploration with the local community of the potential for a community enterprise.

### **Additional Information relating to the loss of specialist accommodation**

## Appendix C – Appropriate Marketing

E.10 In addition to the general criteria above, evidence may be required to demonstrate whether:

1. The overall proposal would lead to a net loss of residential accommodation on the site,
2. It can be demonstrated that the accommodation is inherently unsuitable to meet these specialist needs.

### **Additional information relating to the loss of employment land and use**

E.11 In addition to the general criteria above, where a planning application may lead to the loss of an existing site currently in business use class (B1-B8) or similar sui generis uses to alternative uses (without satisfactory provision for replacement land/floorspace or relocation of existing businesses) supporting information will also be required to demonstrate that:

1. The site/premises has been vacant for some time and has not been made deliberately unviable;
2. The site/premises has been actively marketed for business or similar uses at a realistic rent/price for a minimum of 2 years or a reasonable period based on the current economic climate;
3. Alternative employment uses for the site/premises have been fully explored; where an existing firm is relocating elsewhere within the district, maintaining or increasing employment numbers will be acceptable; and
4. For proposals involving a net loss of 2,000m<sup>2</sup> or more employment floorspace, the loss of the site will not result in an under-supply of available employment floorspace in the local area.

### **Additional Information relating to either proposals for, or the loss of, tourism and/or leisure development**

E.12 In addition to the general criteria above evidence may be required to demonstrate:

1. Marketing and viability assessment for loss of tourist or leisure development including holiday accommodation;
2. Evidence of the need for new tourist facilities to show a high level of demand on existing sites and justification for new sites, having regard to the quantitative and qualitative analysis of the range of tourist accommodation available, including details about other local touring and permanent sites.

### **Additional Information relating to housing for agricultural and other rural workers**

E.13 In addition to the general criteria above, evidence may be required to demonstrate:

1. That the dwelling has been marketed for a reasonable period of time based on the current economic climate, how such marketing has been targeted, whether the disposal is freehold, leasehold or on a rental basis. This should be at a realistic market price for an agricultural tied dwelling. Normally a discount of at least 30%

## Appendix C – Appropriate Marketing

against open market price would be expected to establish whether it could meet the existing needs of another local farm or rural business.

E.14 *Supporting information* required for new occupational dwellings to support existing agricultural activities on well-established agricultural units includes:

1. there is a clearly established existing functional need;
2. the need relates to a full-time worker, or one who is primarily employed in agriculture and does not relate to a part-time requirement;
3. the unit and the agricultural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so;
4. the functional need could not be fulfilled by another existing dwelling on the unit, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned; and
5. other planning requirements, e.g. in relation to access, or impact on the countryside, are satisfied.

E.15 A functional test is necessary to establish whether it is essential for the proper functioning of the enterprise for one or more workers to be readily available at most times. Such a requirement might arise, for example, if workers are needed to be on hand day and night:

1. in case animals or agricultural processes require essential care at short notice; or
2. to deal quickly with emergencies that could otherwise cause serious loss of crops or products, for example, by frost damage or the failure of automatic systems.

## Appendix D – Shopping Frontages

### Primary and Secondary Retail Frontages

The following streets within the Primary Shopping Area of Chichester have been defined as Primary and Secondary Retail Frontages.

#### Primary Retail Frontage

East Street – North side from No. 1 to No. 50

East Street – South side from No. 51 to No. 94

Eastgate Square – South side from No. 13 to No. 17

North Street – West side from No. 1 to No. 37

North Street – East side from St Peters House to No. 86-87

South Street – West side from No. 1-3 to No. 12-13a

South Street – East side from No. 63 (Old Theatre Mall) to No. 74

West Street – North side from No. 1 to No. 4

#### Secondary Retail Frontage

Eastgate Square – North side from No. 1 to No. 12

Market Road – West side from No. 4-5 to No. 13

Market Road – East side from No. 16 to No. 17

Crane Street – both sides

Little London – East side from No. 35 to No. 42

Little London – West side from No. 1 to No. 3

North Street – West side from No. 38 to No. 49

North Street – East side from No. 50 to No. 63

Boardwalk Arcade

Northgate – both sides

South Street – West side from No 13 to No. 41

South Street – East side from No. 42 to No. 63

Southgate – West side from No. 8-9 to No. 29

Southgate – East side from No. 30 to No. 34

St. Martins Street

The Square, Eastgate

St. Pancras

The Hornet – North side from No. 11 to No. 25

The Hornet – South side from No. 4 to No. 46-48

West Street – North side from No. 5 to No. 18



## Appendix E – Monitoring Framework

Policy	Target to be achieved	Delivery	Indicators	Responsible Agency/Partner
S1 – Presumption in Favour of Sustainable Development	N/A	N/A	N/A	N/A
S2 – Settlement Hierarchy	Distribution of housing in line with policy.	Local Plan Neighbourhood Plans Development Management process	New homes built each year (net) and distribution throughout plan area	Chichester DC Parish Councils Developers and Landowners Infrastructure providers
S3 – Development Strategy	Delivery of housing through strategic allocation policies.  Delivery of local community facilities.  Delivery of small scale employment, tourism and leisure	Local Plan Neighbourhood Plans Development Management process	New homes built each year (net) and distribution throughout plan area  Distribution of completed community development, employment, tourism and leisure proposals throughout plan area	Chichester DC Parish Councils Developers and Landowners Infrastructure providers
S4 – Meeting Housing Needs	Delivery of 12,350 net additional homes between 2016 and 2035 (650 dwellings per year).	Local Plan Neighbourhood Plans Site Allocations DPD Development Management process	New homes built each year (net)	Chichester DC Parish Councils Developers and Landowners Infrastructure providers
S5 – Parish Housing Requirements 2016 -2035	In line with Table set out in Policy S5.	Local Plan parish housing numbers	New homes built each year (net) by parish	Chichester DC Parish Councils

# Appendix E – Monitoring Framework

		Site Allocations DPD		
		Neighbourhood Plans		
		Development Management process		
S6 – Affordable Housing	Delivery of at least 30% of all new dwellings as affordable housing	Local Plan  Neighbourhood Plans  Site Allocations DPD  Development Management process	Affordable homes built each year by type and as a percentage of all homes built  Median house price to income ratio.	Chichester DC  Parish Councils  RSLs  Homes and Communities Agency  Developers and Landowners  Infrastructure providers
S7 – Meeting Gypsies, Travellers and Travelling Showpeoples’ Needs	91 net pitches for Gypsies and Travellers in line with Table 4.1  28 net plots for Travelling Showpeople in line with Table 4.2	Local Plan  Site Allocations DPD  Development Management Process	Net additional GTTS pitches and plots granted permission each year	Chichester DC  West Sussex CC  Gypsy, Traveller and Travelling Showpeople’s organisations  Developers and Landowners
S8 – Meeting employment land needs	Delivery of 145835 sq.m net additional floorspace in B Use Class between 2016 and 2035, in line with HEDNA..	Local Plan  Site Allocation DPD  Neighbourhood Plans  Development Management process  Economic Development Strategy	Amount of additional employment land (B uses) developed by type  Percentage change in the number of VAT registered Businesses	Chichester DC  West Sussex CC  Parish and Town Councils  Developers, Landowners and Local Businesses  Coast to Capital LEP

## Appendix E – Monitoring Framework

S9 – Retail Hierarchy and Sequential Approach	Delivery of 9500 sqm (gross) comparison retail floorspace at Chichester City	Local Plan Site Allocation DPD Development Management process	Monitoring of retail business space commence, gained or lost  Amount and distribution of completed retail development throughout plan area	Chichester DC Chichester BID Parish and Town Councils  Developers, Landowners and Local Businesses  Local Organisations
S10 – Local Centres, Local and Village Parades	Maintain vitality and viability of local centres and parades	Local Plan Neighbourhood Plans Development Management process	Monitoring of retail business space commenced, gained or lost  Monitoring vacancy rates	Chichester DC Parish and Town Councils  Developers, Landowners and Local Businesses  Local Organisations
S11 – Addressing Horticultural Needs	Delivery of a maximum 228,000 sqm horticultural floorspace	Local Plan Site Allocation DPD Development Management process  Economic Development Strategy	Amount of large scale glasshouse floorspace completed	Chichester DC West Sussex CC  Developers, Landowners and Local Businesses  West Sussex Growers Association
S12 – Infrastructure Provision	Delivery in line with IDP	Local Plan IDP Neighbourhood Plans Development Management process	Record of infrastructure projects committed or completed.	Chichester DC West Sussex CC  Infrastructure providers

## Appendix E – Monitoring Framework

S13 – Chichester City Development Principles	Enhance Chichester City's role as sub-regional centre and visitor destination	Local Plan IDP Development Management process	Monitoring of retail business space commenced, gained or lost in the city.  Monitoring vacancy rates in city centre  Record of community projects committed or completed	Chichester DC Chichester City Council Chichester BID West Sussex CC Developers, Landowners and Local Businesses
S14 - Chichester City Transport Strategy	Deliver integrated transport strategy for Chichester City	Local Plan IDP Development Management process	Record of City Centre projects committed or completed  Average number of vehicles entering Chichester City Centre between 7 and 10am	Chichester DC West Sussex CC Infrastructure providers
S15 – Goodwood Motor Circuit and Airfield	Support proposals to enhance or maintain the economic benefits of Goodwood Motor Circuit and Airfield	Local Plan Development Management process	Monitor number and proposed type/use of permissions granted within site.	Chichester DC Developers, Landowners and Local Businesses
S16 – Development within vicinity of Goodwood Motor Circuit and Airfield	Limit noise-sensitive development within 400m of motor circuit and airfield	Local Plan Development Management process	Monitor number of permissions granted within 400m of site	Chichester DC Developers, Landowners and Local Businesses
S17 – Thorney Island	Support proposals to enhance or sustain military operations on site	Local Plan Development Management process	Monitor defence estate reviews and related strategies with regard to long term military plans	Chichester DC

## Appendix E – Monitoring Framework

<p>S18 – Integrated Coastal Zone Management for the Manhood Peninsula</p>	<p>Promote integrated approach to coastal management</p>	<p>Local Plan Neighbourhood Plans Shoreline Management Plans Development Management process</p>	<p>Collation of monitoring data against other strategic policies of the Plan, tailored to the Manhood Peninsula.  Percentage of rural households within 2km/4km of facilities</p>	<p>Chichester DC Parish and Town Councils Developers, Landowners and Local Businesses  Infrastructure providers Environment Agency Natural England</p>
<p>S19 – North of the Plan Area</p>	<p>Support proposals for appropriate development for the area</p>	<p>Local Plan Neighbourhood Plans Development Management process</p>	<p>Collation of monitoring data against other strategic policies of the Plan, tailored to the north of the plan area  Percentage of rural households within 2km/4km of facilities</p>	<p>Chichester DC Parish Councils Developers and Landowners</p>
<p>S20 - Design</p>	<p>Promote high quality design principles for new development that enhance the area</p>	<p>Local Plan Neighbourhood Plans Development Management process</p>	<p>Monitoring decisions on planning applications refused and appeals upheld on design considerations  Waste collected per household  Domestic CO<sub>2</sub> emissions per household  Reduction in CO<sub>2</sub> emissions per capita</p>	<p>Chichester DC Parish Councils Developers and Landowners</p>

# Appendix E – Monitoring Framework

S21 – Health and Wellbeing	Improve and promote healthy communities	Local Plan Neighbourhood Plans Infrastructure Delivery Plan Development Management process	Monitoring delivery of green infrastructure and amenity open space provision	Chichester DC Parish and Town Councils Developers, Landowners and Local Businesses Infrastructure providers
S22 – Historic Environment	Conserve or enhance heritage assets within the plan area	Local Plan Neighbourhood Plans Development Management process Character Appraisals for Conservation Areas	Monitoring decisions on planning applications and appeals affecting heritage assets at risk  Number of designated heritage assets and number and proportion of heritage assets at risk. (from CDC) Conservation area appraisals	Chichester DC Parish Councils Historic England
S23 – Transport and Accessibility	Improve accessibility to key services and facilities through better integrated transport network	Local Plan Neighbourhood Plans IDP Development Management process	Record of transport infrastructure projects committed or completed  Estimated traffic flow for all vehicle types  Percentage of residents who travel to work on foot or cycle; by public transport and by car	Chichester DC West Sussex CC Highways England Infrastructure providers

## Appendix E – Monitoring Framework

S24 - Countryside	Restrict development outside of settlement boundaries to countryside uses	Local Plan Neighbourhood Plans Development Management process	Monitor number of permissions granted outside settlement boundaries	Chichester DC West Sussex CC
S25 – The Coast	Protect and enhance coastal areas	Local Plan Neighbourhood Plans Chichester Harbour Conservancy Harbour Management Plan Development Management process	Percentage of SSSI land in favourable condition in coastal area  Changes in areas of biodiversity importance in coastal area  Completions of leisure/recreational development in coastal area  Number of new moorings/slipways/boat storage facilities completed in coastal area  Marine employment development completed	Chichester DC Parish Councils Chichester Harbour Conservancy Landowners and Local Businesses
S26 - Natural Environment	Protect and enhance natural environment	Local Plan Neighbourhood Plans Development Management process	Percentage of SSSI land in favourable condition  Changes in areas of biodiversity importance  Area of Best and Most Versatile	

# Appendix E – Monitoring Framework

			agricultural land	
S27 – Flood Risk Management	Zero permission granted contrary to Environment Agency advice	Local Plan Development Management process	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds  Number of houses at risk of flooding (from the Environment Agency and Strategic Flood Risk Assessment)	Chichester DC Developers and Landowners Environment Agency
S28 - Pollution	Protect or improve amenities and environment. Mitigate possible impacts of development	Local Plan Development Management process	Monitor number of permissions for air quality sensitive development granted within Air Quality Management Areas	Chichester DC Developers and Landowners
S29 – Green Infrastructure	Reinforce and enhance role of green infrastructure	Local Plan Site Allocations DPD IDP Neighbourhood Plans Development Management process	Monitoring number of major development schemes which provide long term agreement to maintain and enhance green infrastructure network in vicinity of site	Chichester DC West Sussex CC Sussex Wildlife Trust Parish and Town Councils Developers and Landowners
S30 – Strategic Wildlife Corridors	Protect or enhance strategic wildlife corridors	Local Plan Neighbourhood Plans Development Management	Monitor number of permissions granted within strategic wildlife corridors	Chichester DC Parish Councils Developers and Landowners



## Appendix E – Monitoring Framework

		process		
S31 – Wastewater in the Chichester Harbour and Pagham Harbour Wastewater Treatment Catchment areas	Protect water quality within the Chichester Harbour and Pagham Harbour catchment areas	Local Plan Neighbourhood Plans Development Management process	Monitor number of planning applications approved contrary to EA advice  Percentage of water bodies assessed as good ecological status  Percentage of water bodies assessed as good chemical status (Environment Agency)  Daily domestic water use  Annual average NO <sub>2</sub> data from selected sites in the District (CDC data)	Chichester DC  Parish Councils  Environment Agency
S32 – Design Strategies for Strategic and Major Development Sites	Promote a design strategy for all major development incorporating local infrastructure requirements	Local Plan Neighbourhood Plans Site Allocations DPD Design and Access Statements Development Management process	Monitoring decisions on planning applications and appeals with regards to design and access statements	Chichester DC  Parish Councils  West Sussex CC  Developers and Landowners  Infrastructure providers
Strategic Housing Sites SA1: Land West of Chichester	As per policy requirements	Local Plan Neighbourhood Plans	Amount of dwellings/ employment floorspace	Chichester DC  Parish Councils

## Appendix E – Monitoring Framework

<p>SA2: Land at Shopwyke (Oving Parish)          SA3: Land East of Chichester          SA4: Land at Westhampnett/ North East Chichester          SA5: Southern Gateway          SA6: Land South-West of Chichester (Apuldram and Donnington Parishes)          SA7: Highgrove Farm, Bosham          SA8: East Wittering Parish          SA9: Fishbourne Parish          SA10: Chidham and Hambrook Parish          SA11: Hunston Parish          SA12: Land North of Park Farm, Selsey          SA13: Southbourne Parish          SA14: Land West of Tangmere          SA15: Land at Chichester Business Park, Tangmere</p>		<p>Development Management process</p>	<p>delivered           Net affordable housing completions</p>	<p>West Sussex CC           Developers and Landowners           Infrastructure providers</p>
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# **Chichester Local Plan Review 2035**

**Preferred Approach – December 2018**

**Schedule of proposed changes  
to the policies map**

[www.chichester.gov.uk](http://www.chichester.gov.uk)



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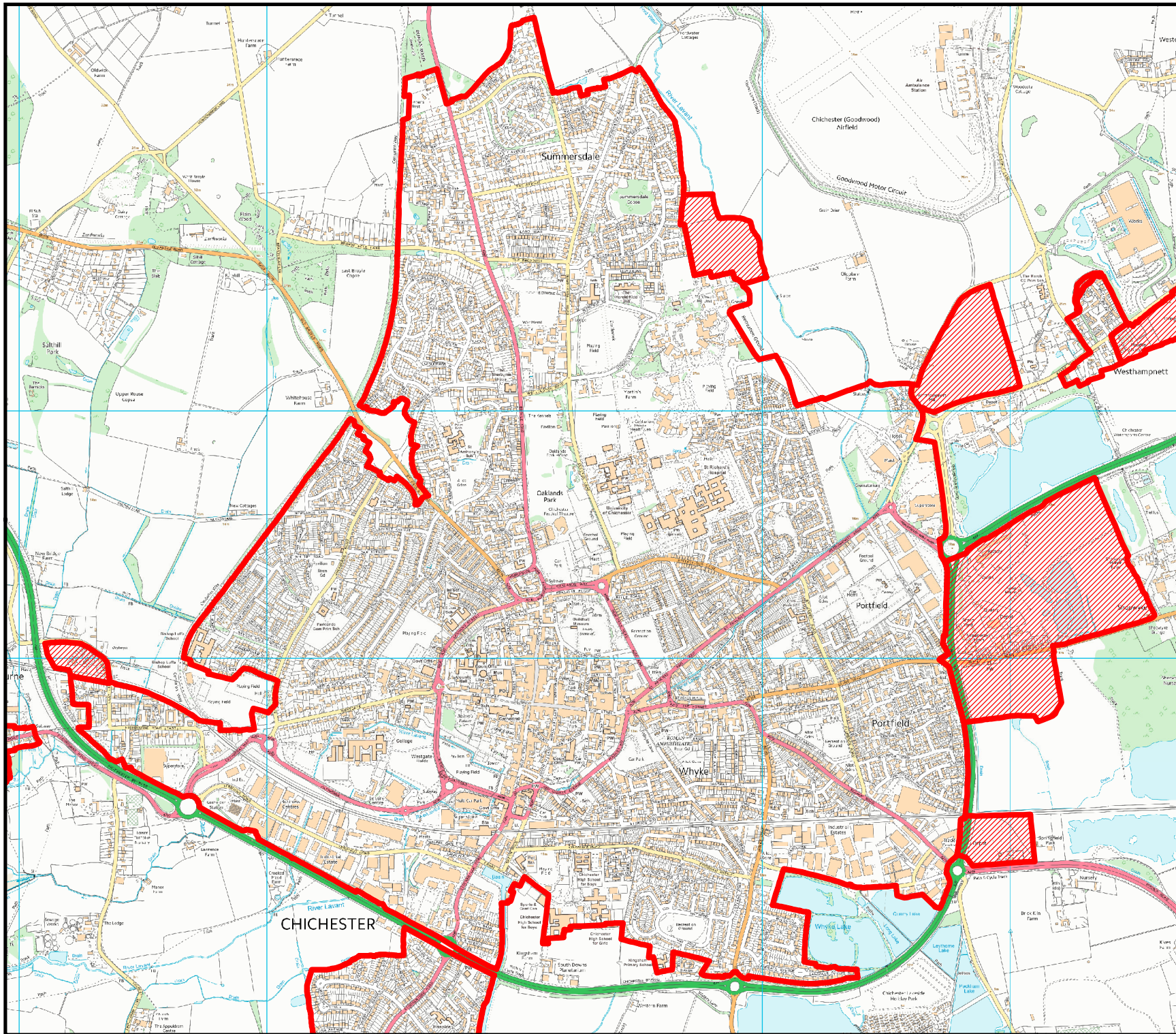


Chichester city

Settlement boundary review

Legend

-  Proposed Settlement Boundary
-  Existing Settlement Boundary





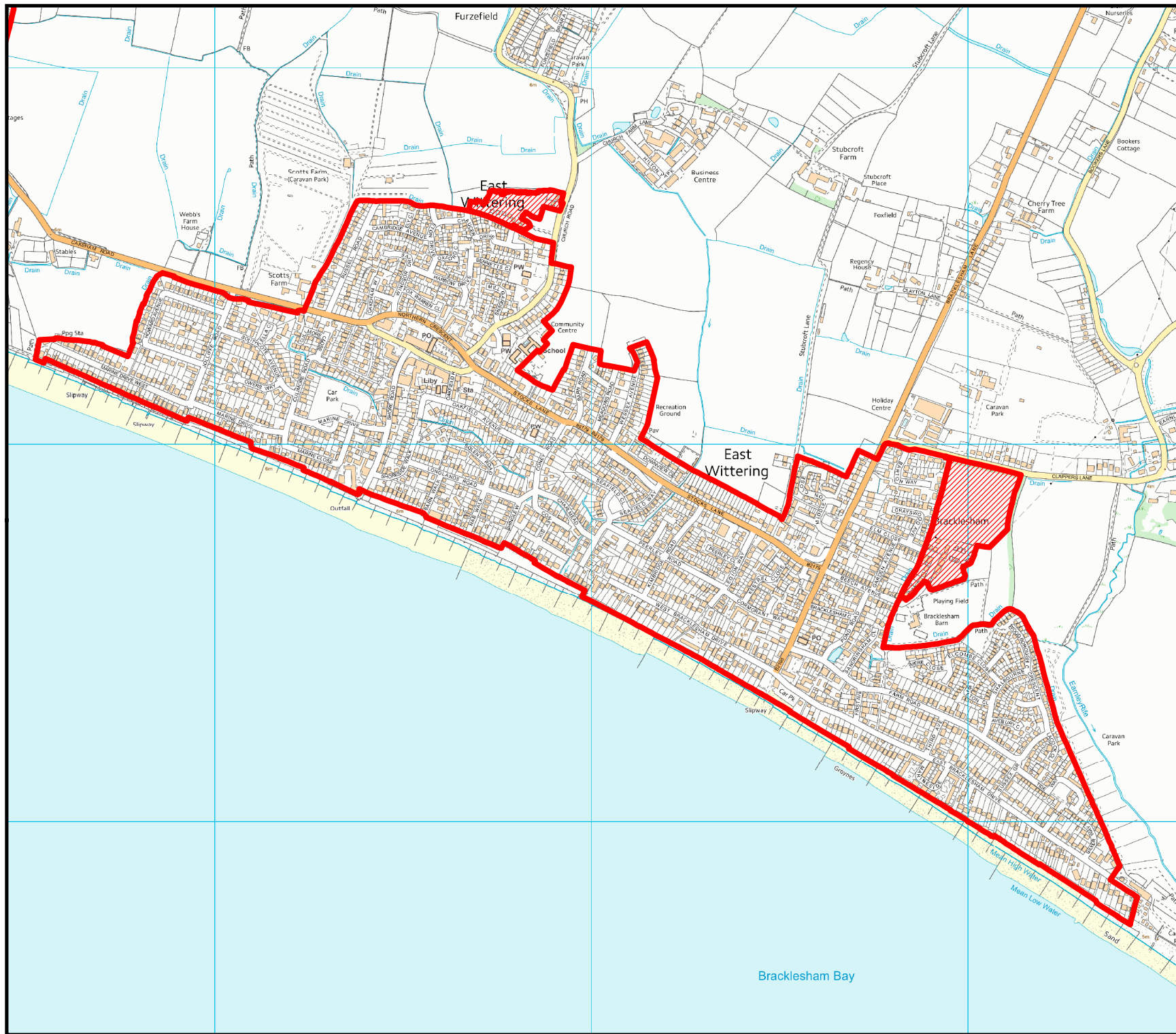


### East Wittering & Bracklesham

### Settlement boundary review

#### Legend

-  Proposed Settlement Boundary
-  Existing Settlement Boundary






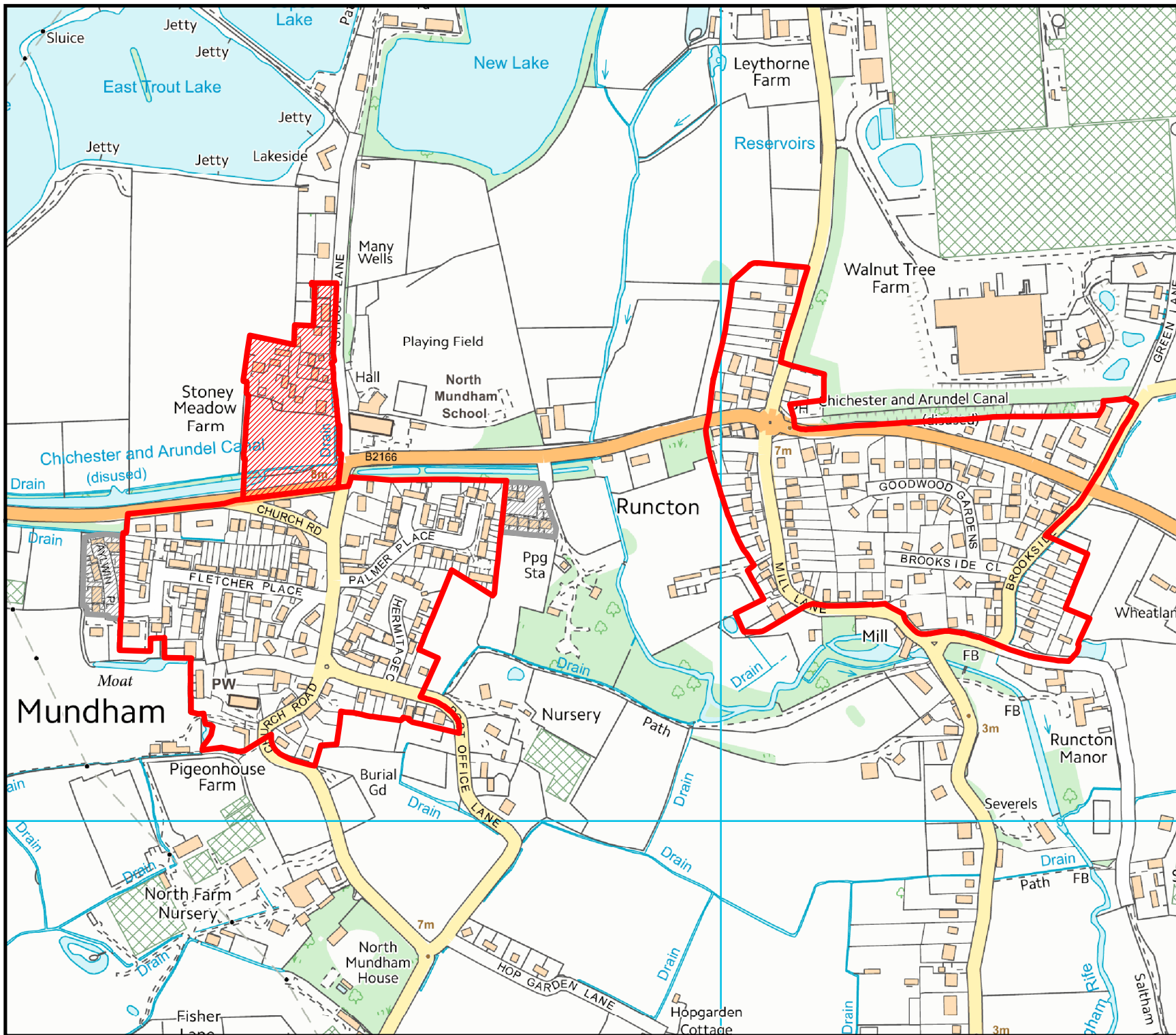


North Mundham

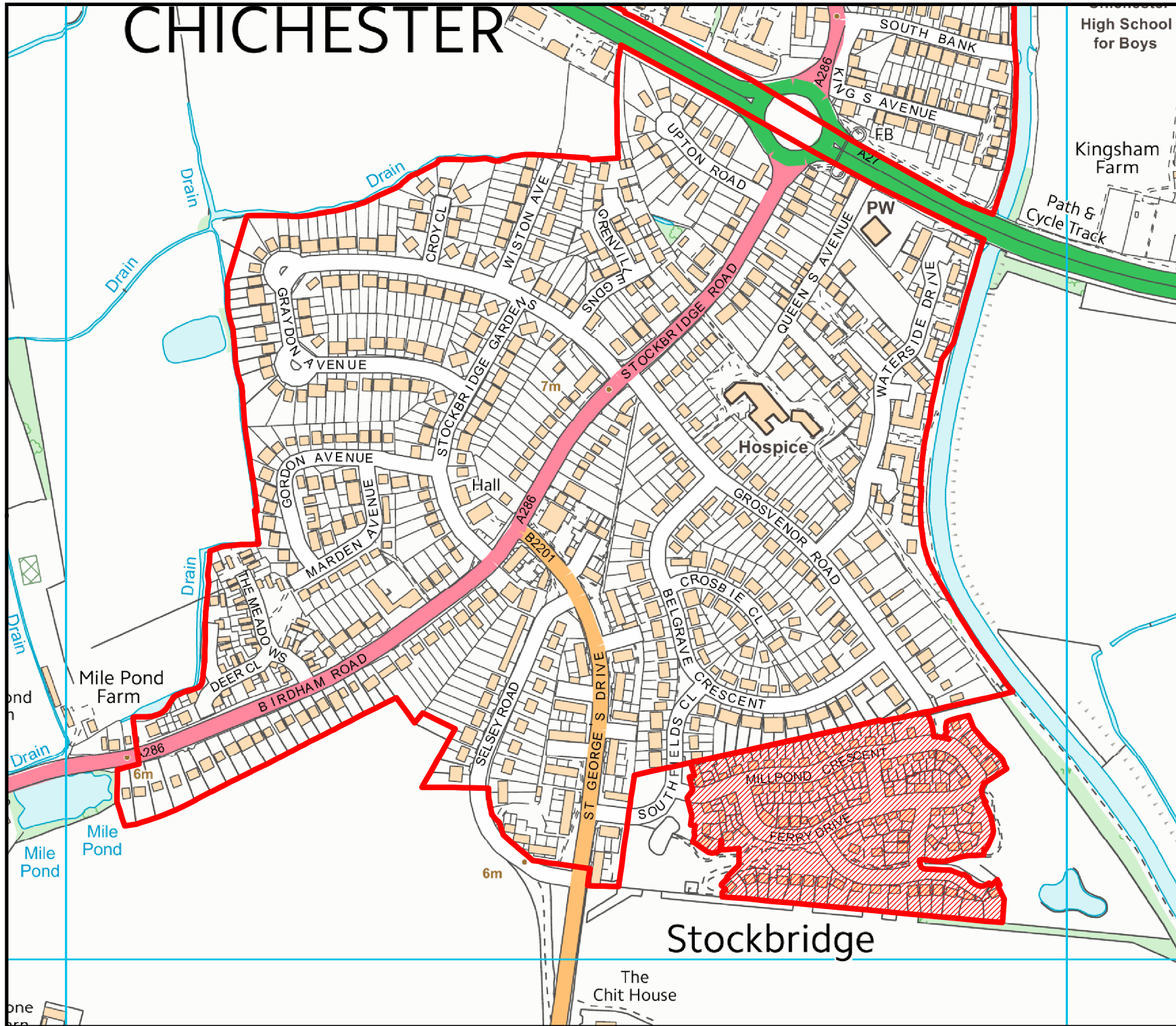
Settlement boundary review

Legend

-  Proposed Settlement Boundary
-  Site Allocation  
DPD proposed settlement boundary
-  Existing Settlement Boundary



# CHICHESTER



CHICHESTER DISTRICT COUNCIL





SB4

## Stockbridge

### Settlement boundary review

#### Legend

-  Proposed Settlement Boundary
-  Existing Settlement Boundary

# Stockbridge







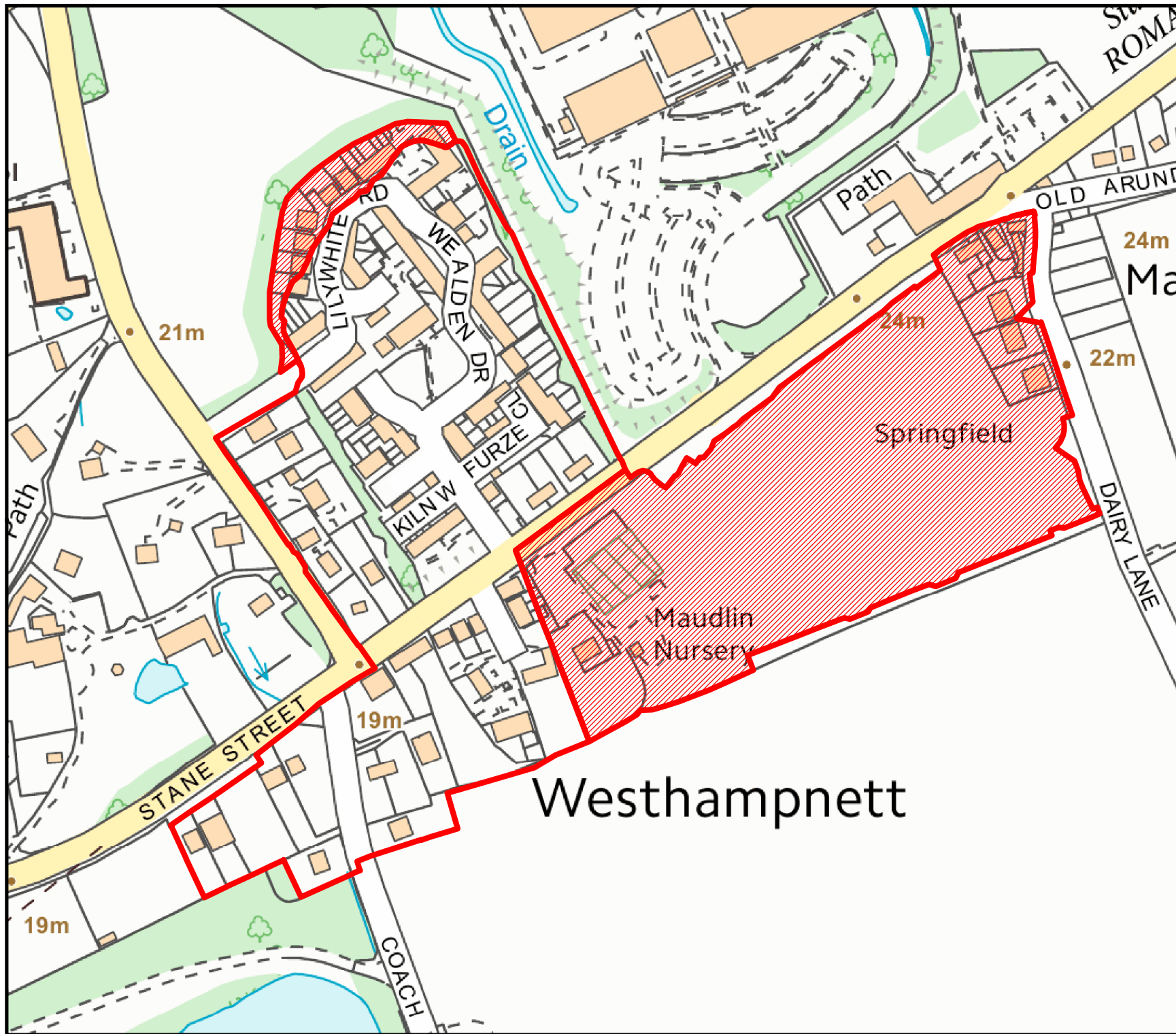


Westhampnett

Settlement boundary review

Legend

-  Proposed Settlement Boundary
-  Existing Settlement Boundary



Westhampnett

Springfield


Maudlin Nursery

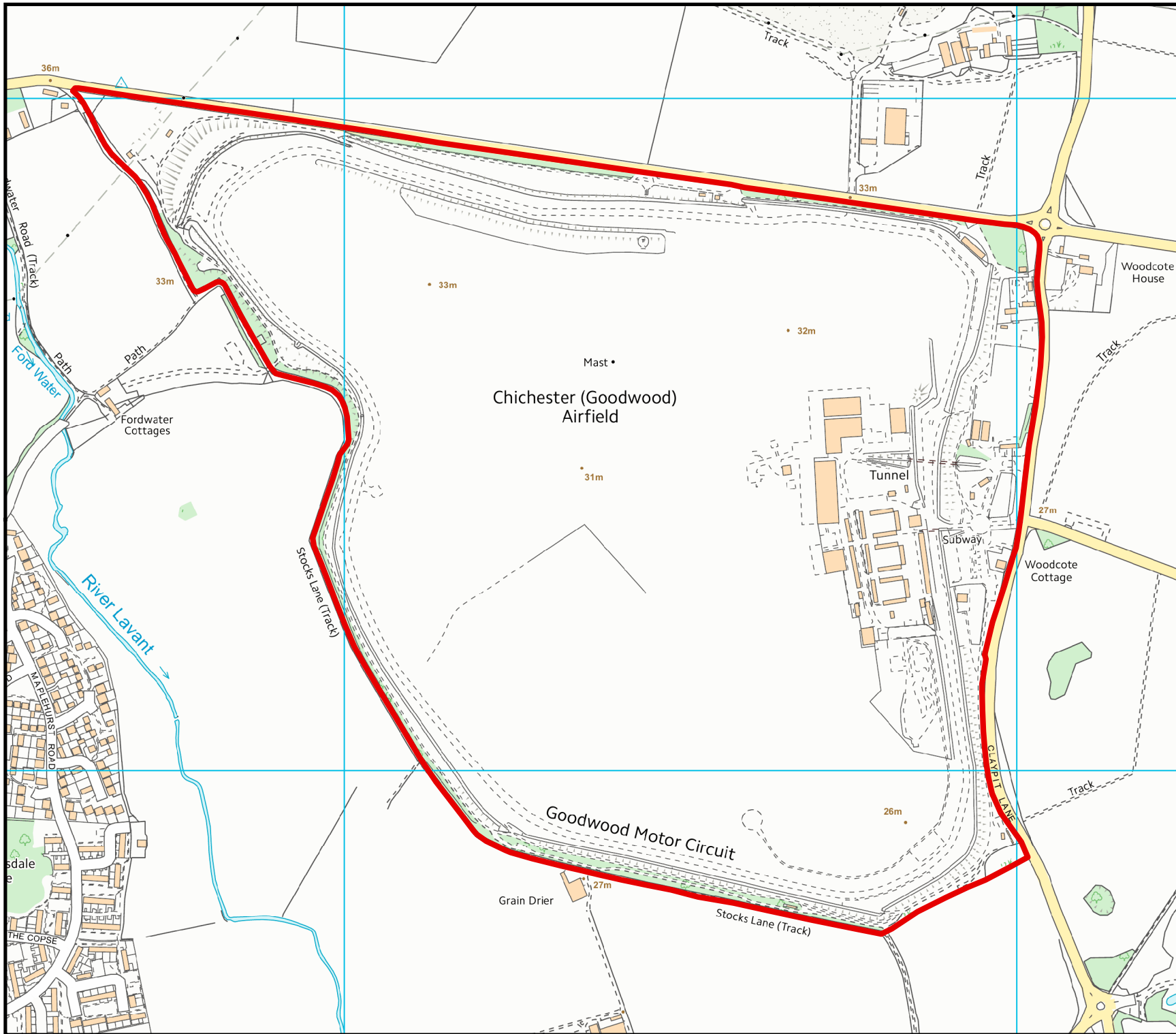


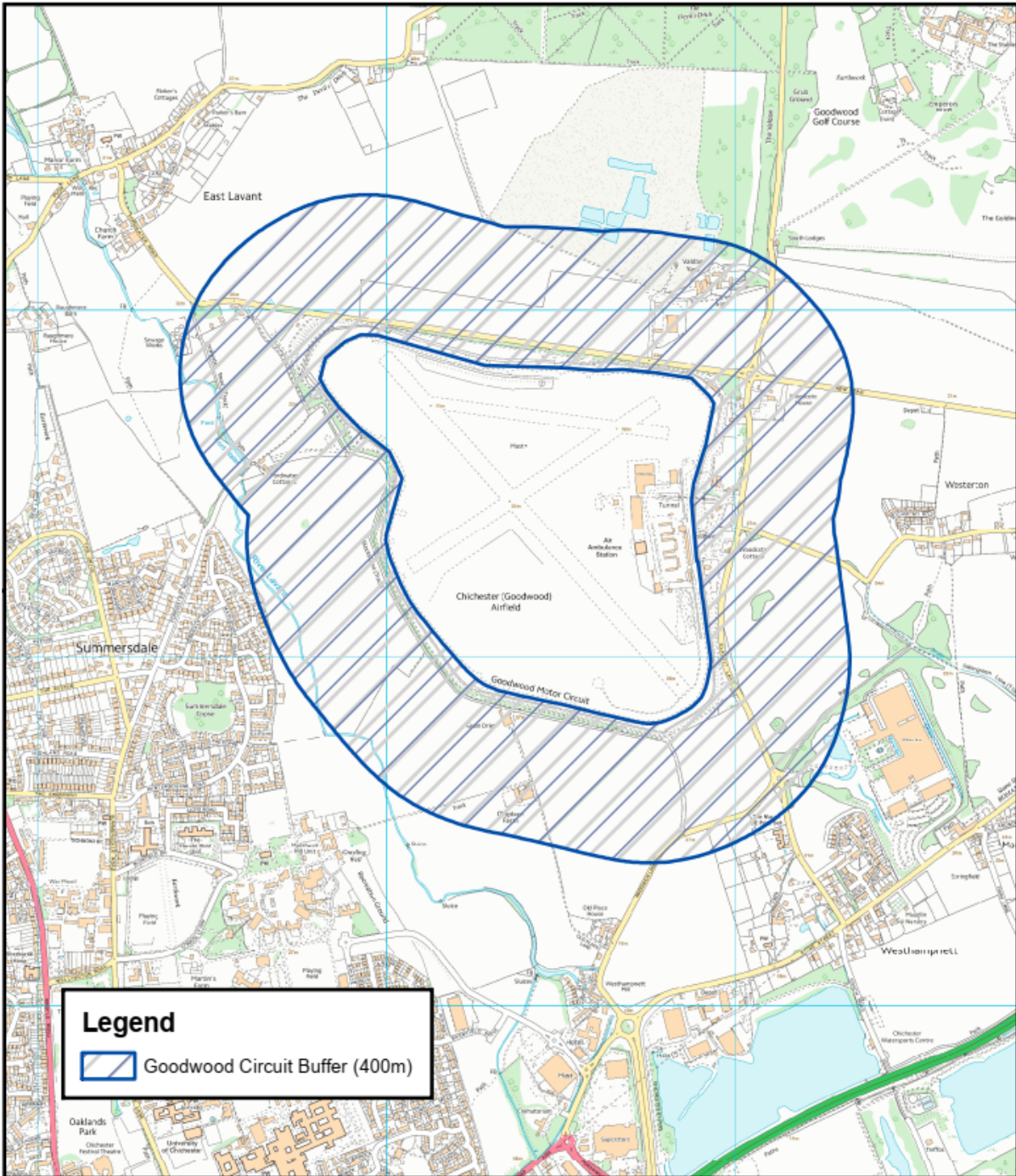


Goodwood Motor Circuit and Airfield


Legend



-  Goodwood Motor Circuit and Airfield site boundary





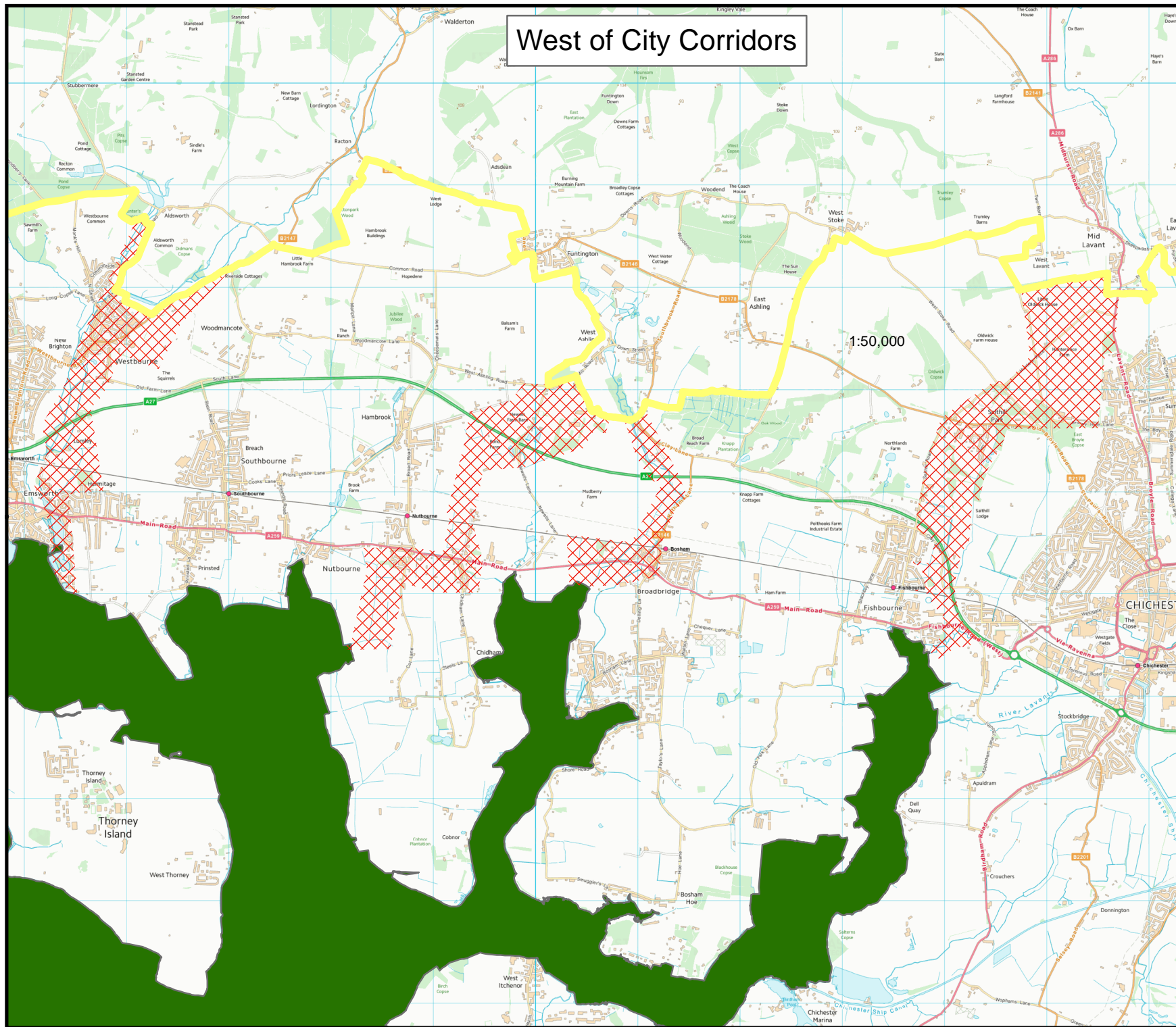
**Legend**

 Goodwood Circuit Buffer (400m)

		<b>CHICHESTER DISTRICT COUNCIL</b>			
Location Goodwood Aerodrome					
Description 400m Buffer of Goodwood motor circuit.					
<b>S16</b>					
Scale: 1:15,321		Date: 31/08/2018	Author: Mark Jennings		
© Crown copyright and database rights 2018 Ordnance Survey 100018803					



# West of City Corridors



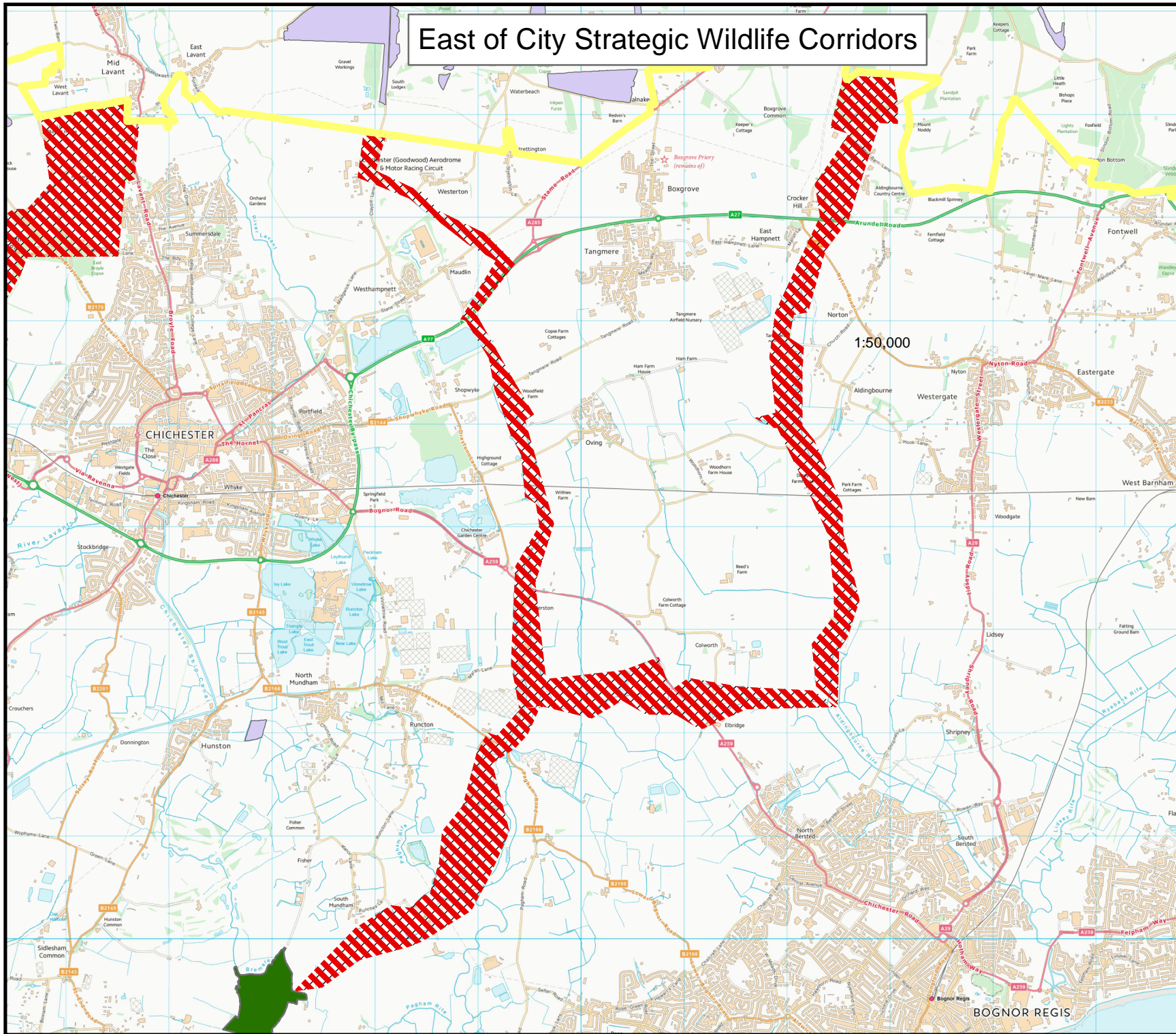
1:50,000

**Legend**




- South Downs National Park Boundary
- Strategic Wildlife Corridors
- Special Protection Area

Date: 18/09/2018

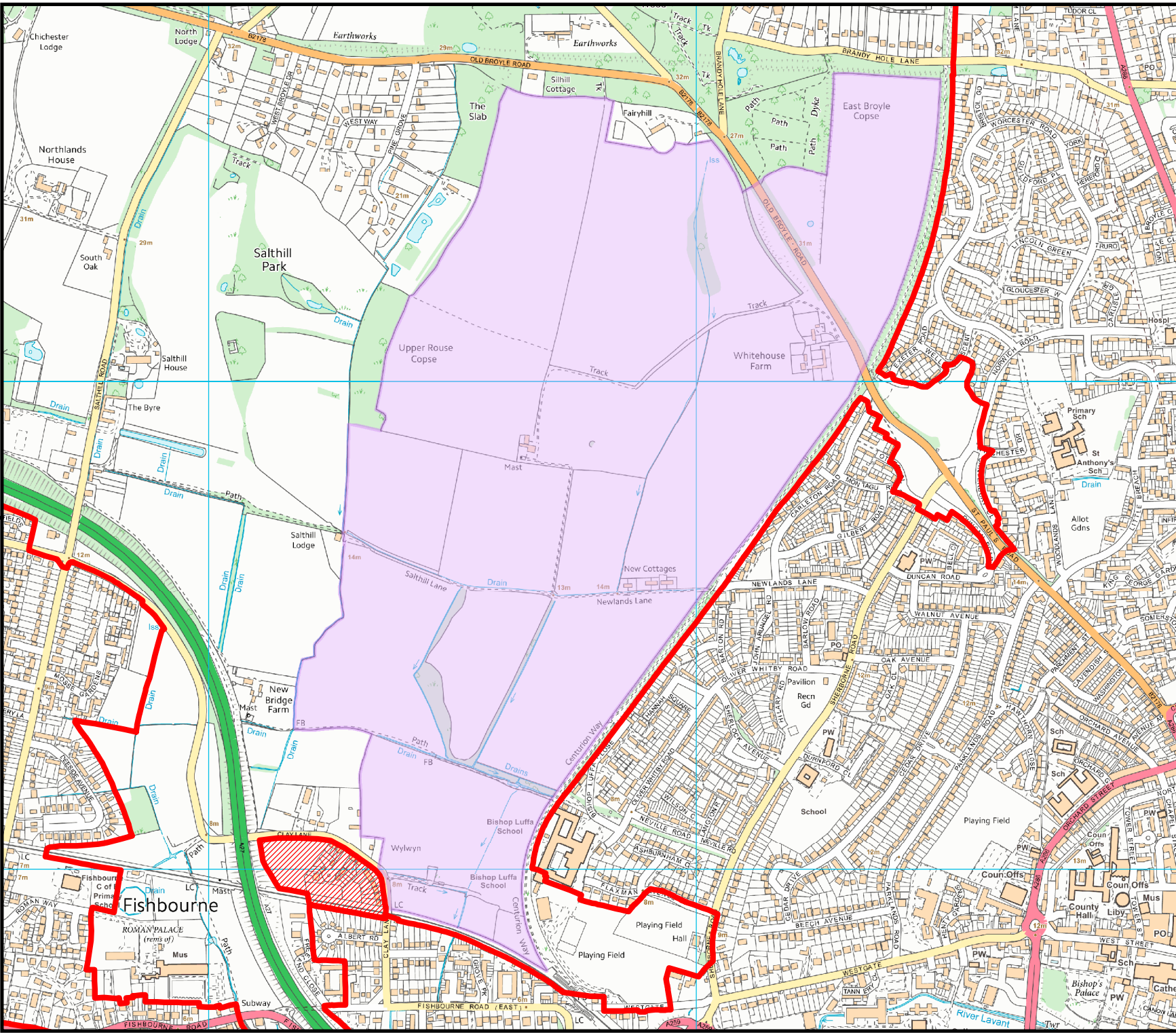
# East of City Strategic Wildlife Corridors



## Legend

-  South Downs National Park Boundary
-  Strategic Wildlife Corridors
-  Special Protection Area

Date: 30/10/2018



**West of Chichester**

**Existing Strategic Site Allocation**

**Legend**

- Existing Strategic Site Allocation
- Proposed Settlement Boundary
- Existing Settlement Boundary



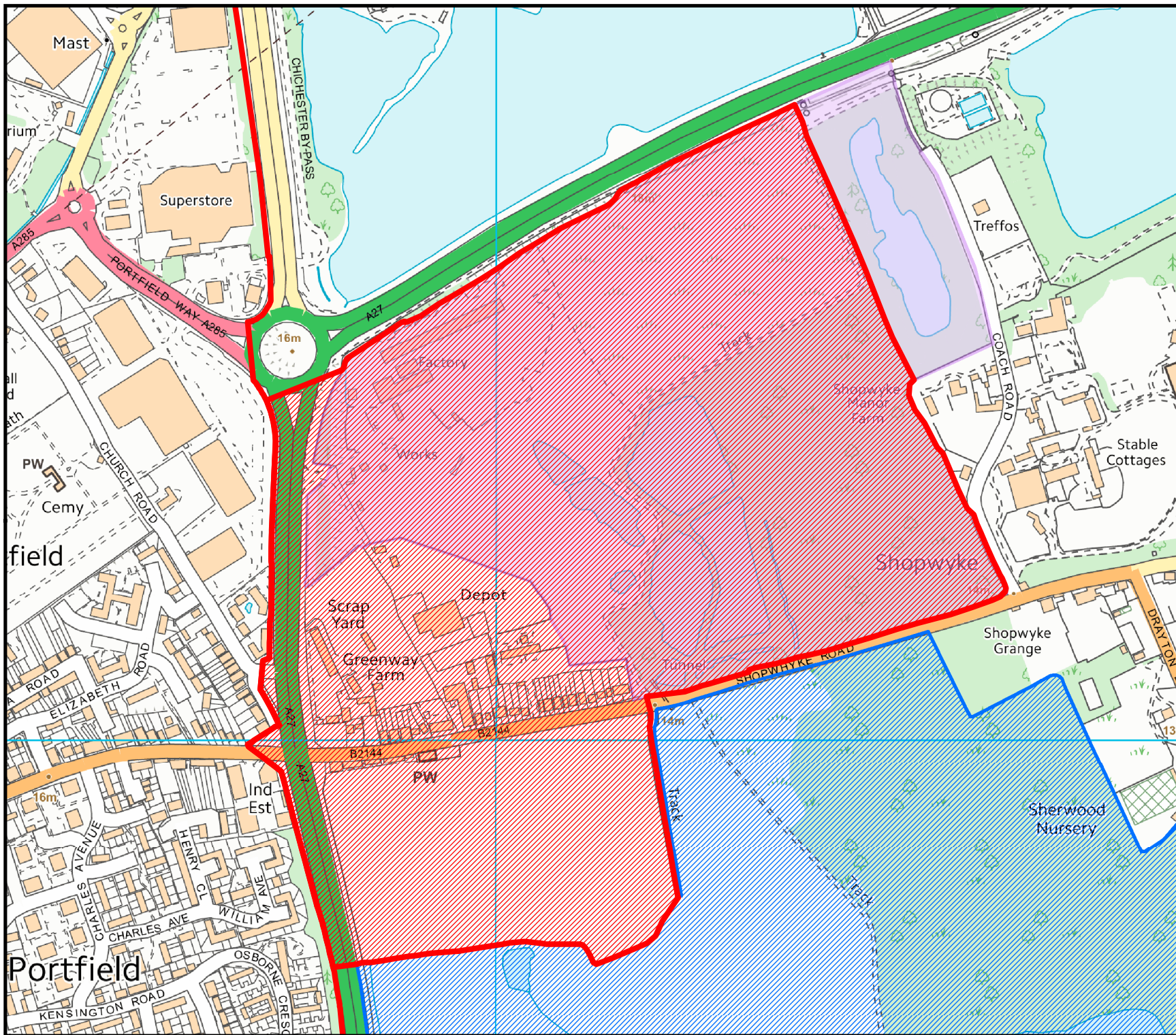


### Shopwyke

### Existing Strategic Site Allocation

### Legend

-  Proposed Strategic Site Allocation
-  Existing Strategic Site Allocation
-  Proposed Settlement Boundary
-  Existing Settlement Boundary



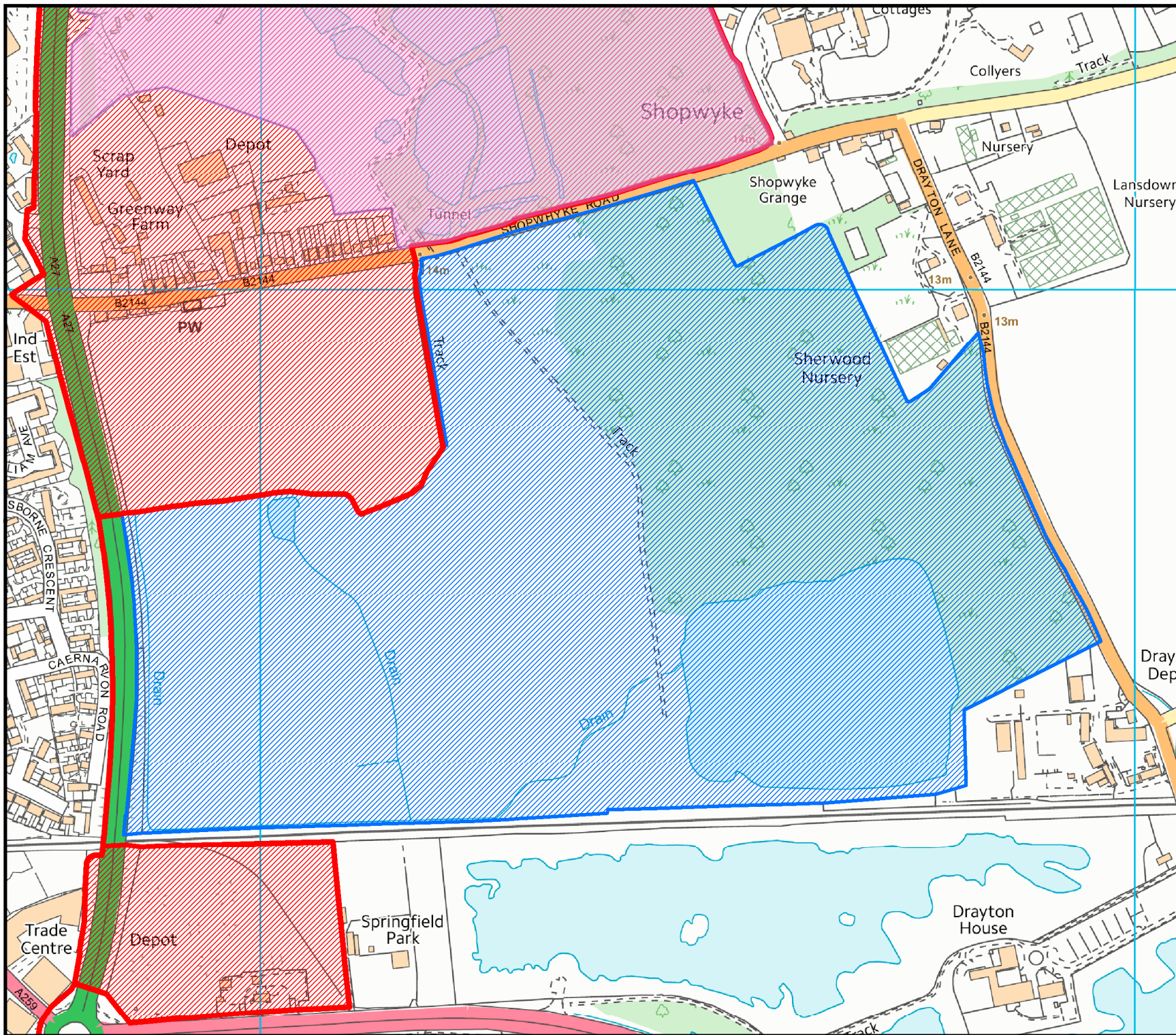


East of Chichester

Proposed Strategic Site Allocation

Legend

-  Proposed Strategic Site Allocation
-  Existing Strategic Site Allocation
-  Proposed Settlement Boundary
-  Existing Settlement Boundary





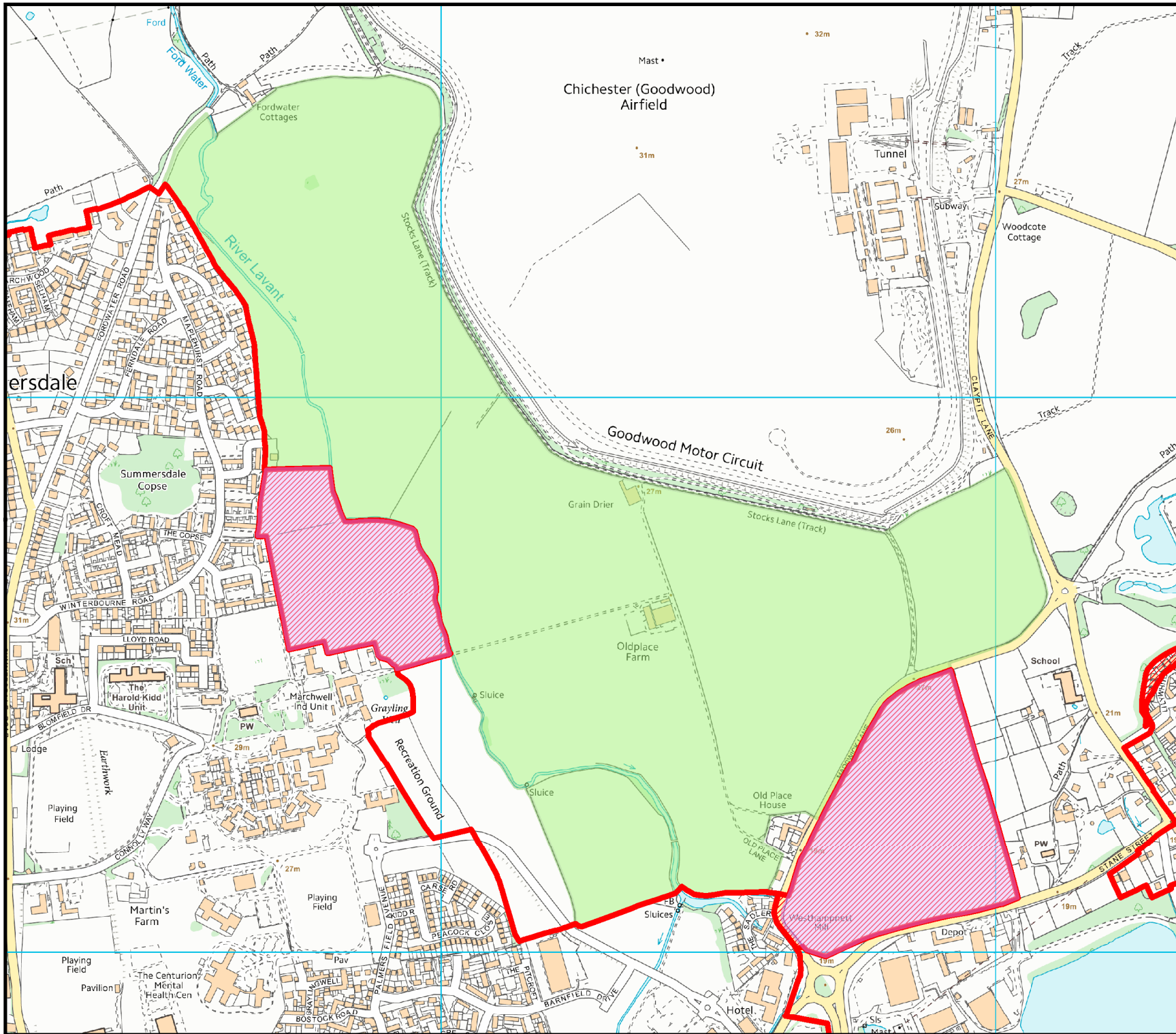


Westhampnett/  
North East Chichester

Existing Strategic  
Site Allocation

Legend

- Existing Strategic Site Allocation
- Land removed from Existing Strategic Site Allocation
- Proposed Settlement Boundary
- Existing Settlement Boundary





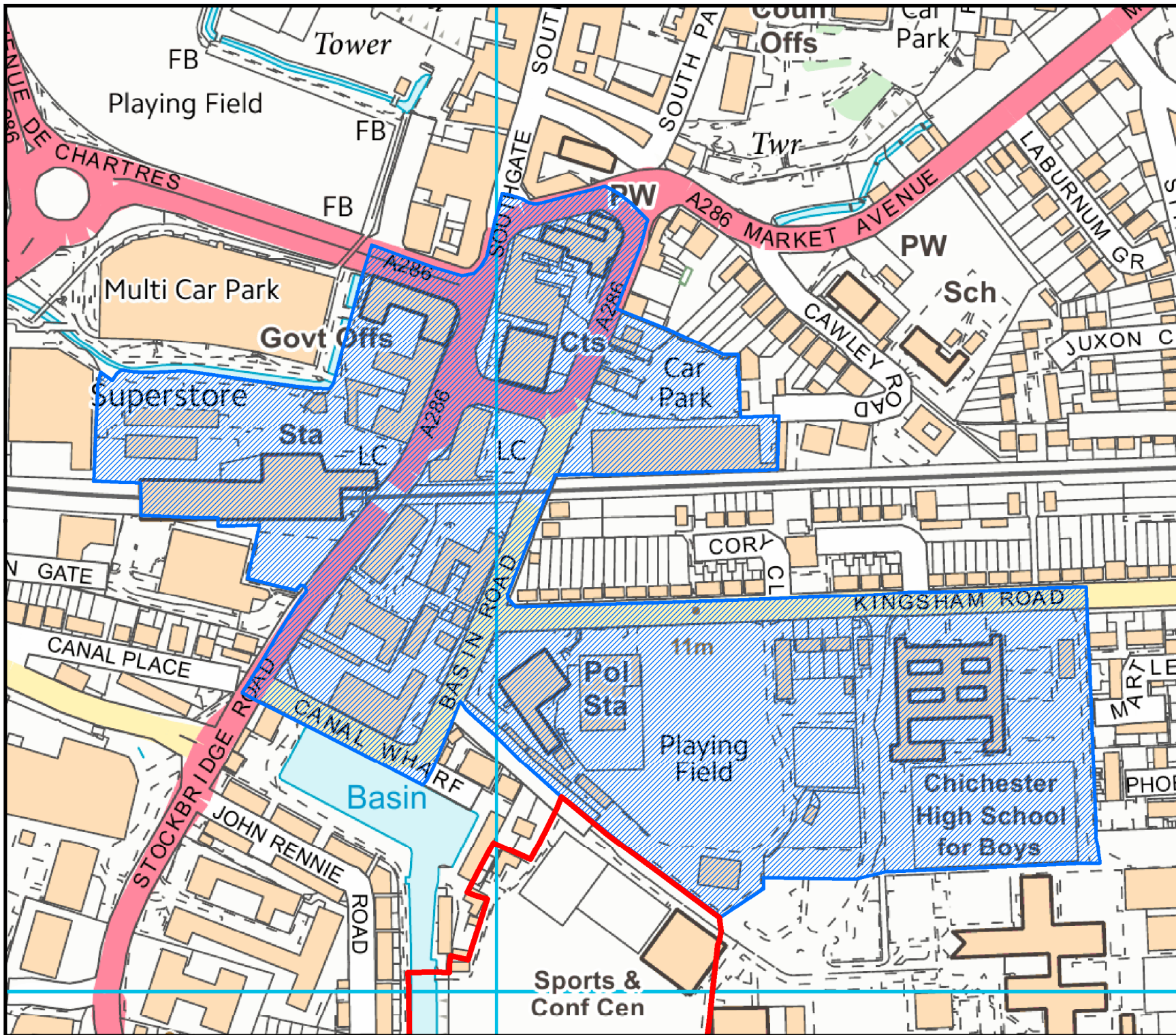


Southern Gateway

Proposed Strategic Site Allocation

Legend

-  Proposed Strategic Site Allocation
-  Existing Settlement Boundary



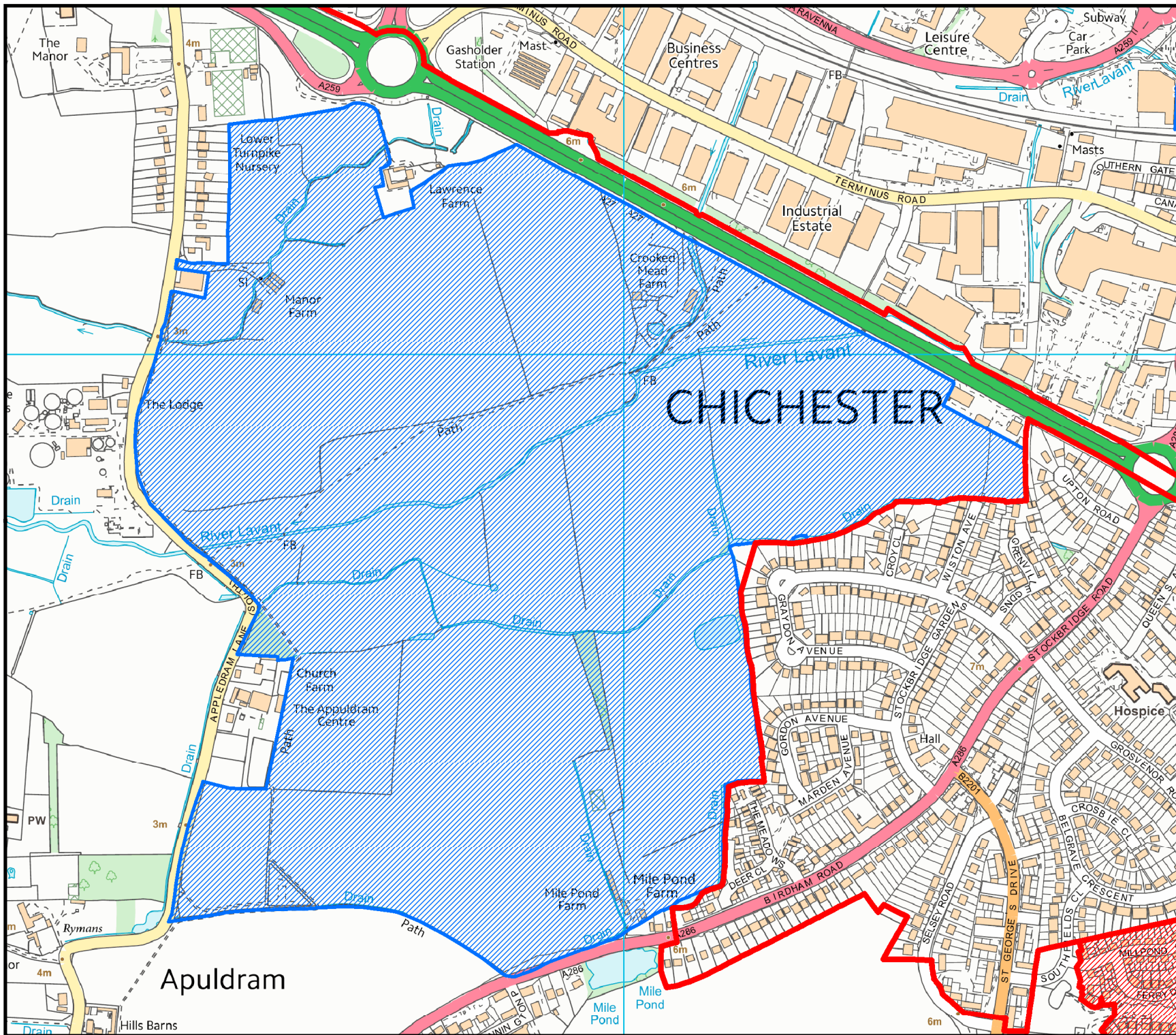


Land south-west of Chichester

Proposed Strategic Site Allocation

Legend

- Proposed Strategic Site Allocation
- Proposed Settlement Boundary
- Existing Settlement Boundary






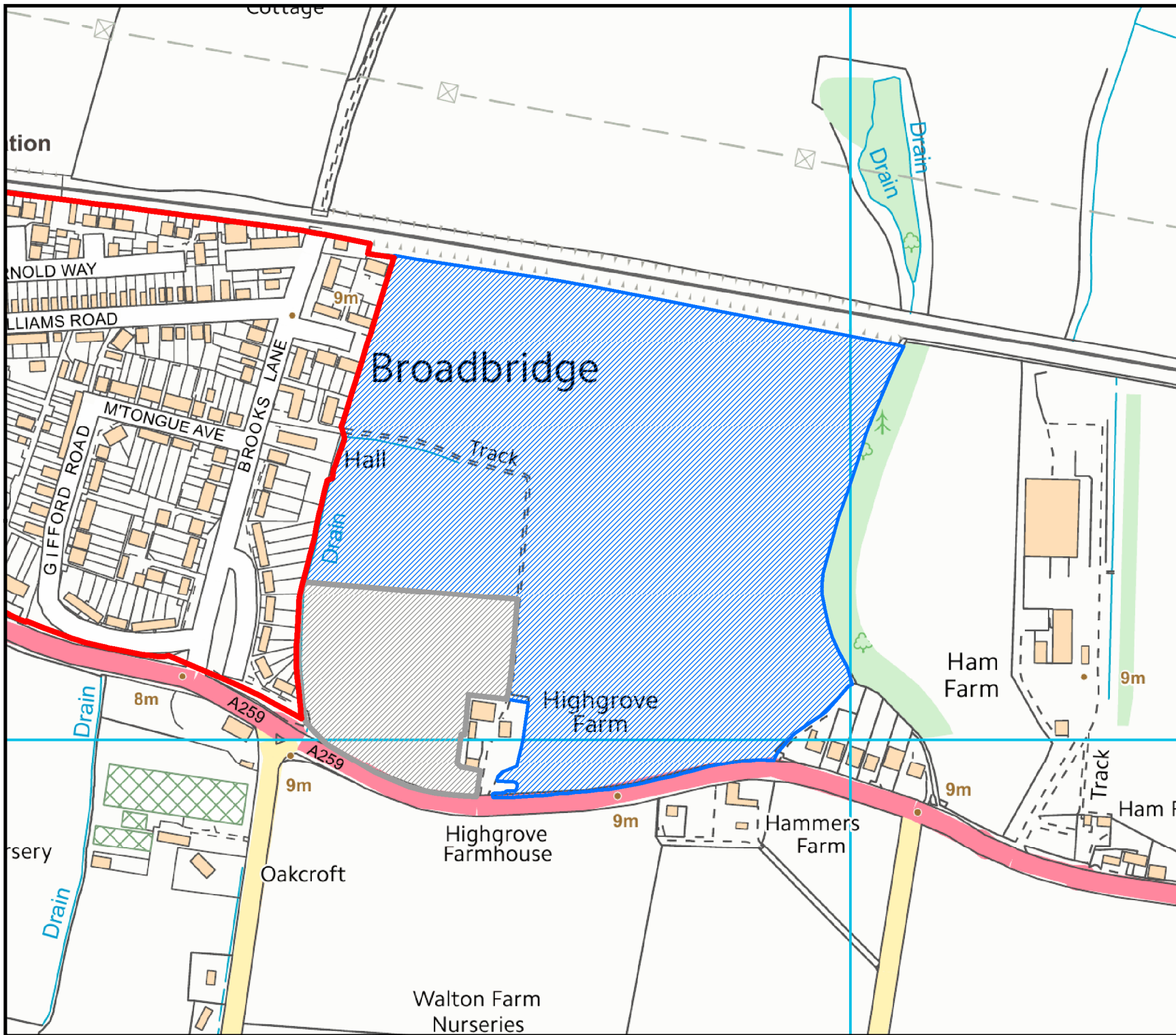


Highgrove Farm, Bosham

Proposed Strategic Site Allocation

Legend

-  Proposed Strategic Site Allocation
-  Site Allocation DPD proposed settlement boundary
-  Existing Settlement Boundary






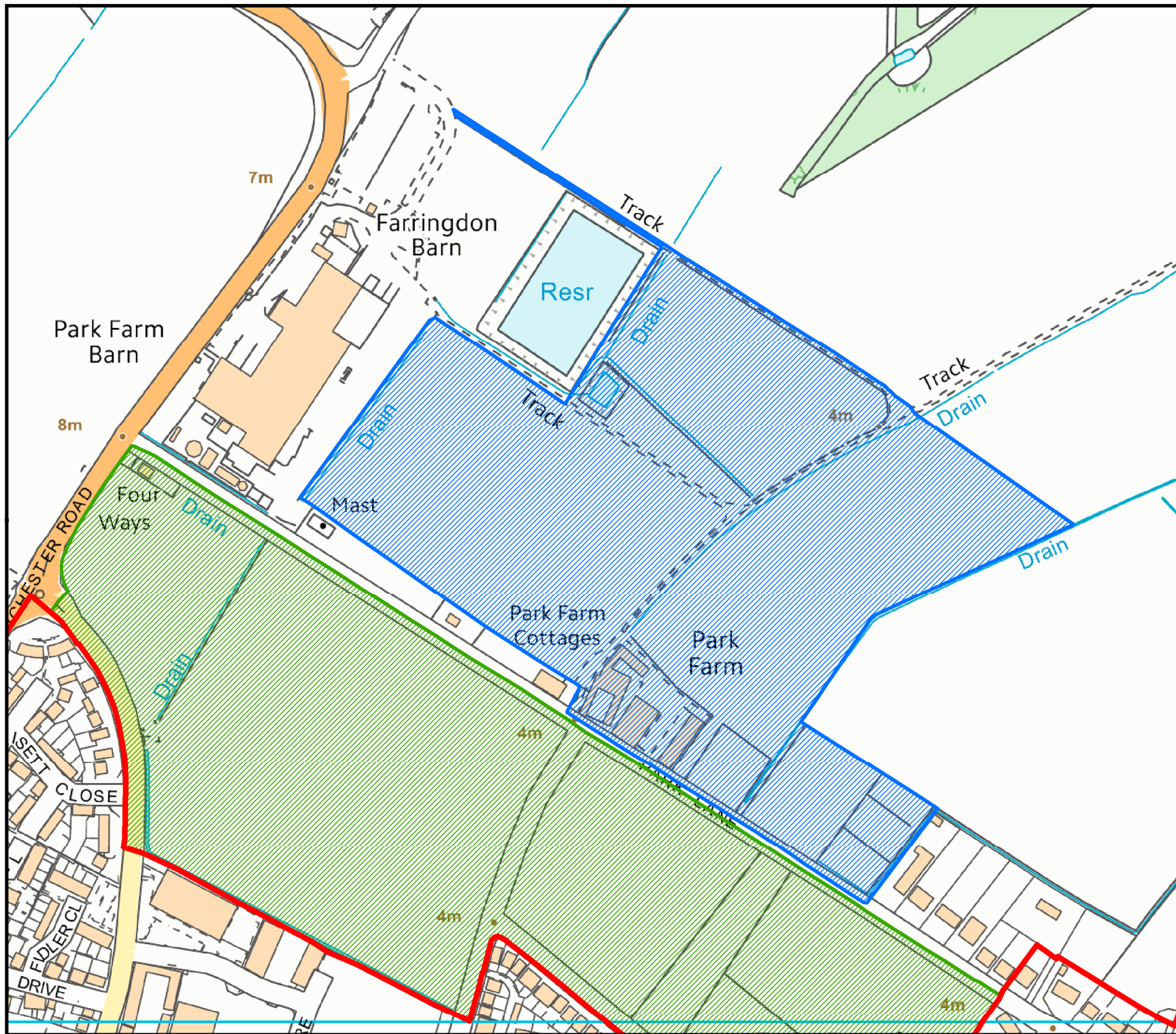


Land north of Park Farm, Selsey

Proposed Strategic Site Allocation

Legend

-  Proposed Strategic Site Allocation
-  Neighbourhood Plan proposed settlement boundary
-  Existing Settlement Boundary



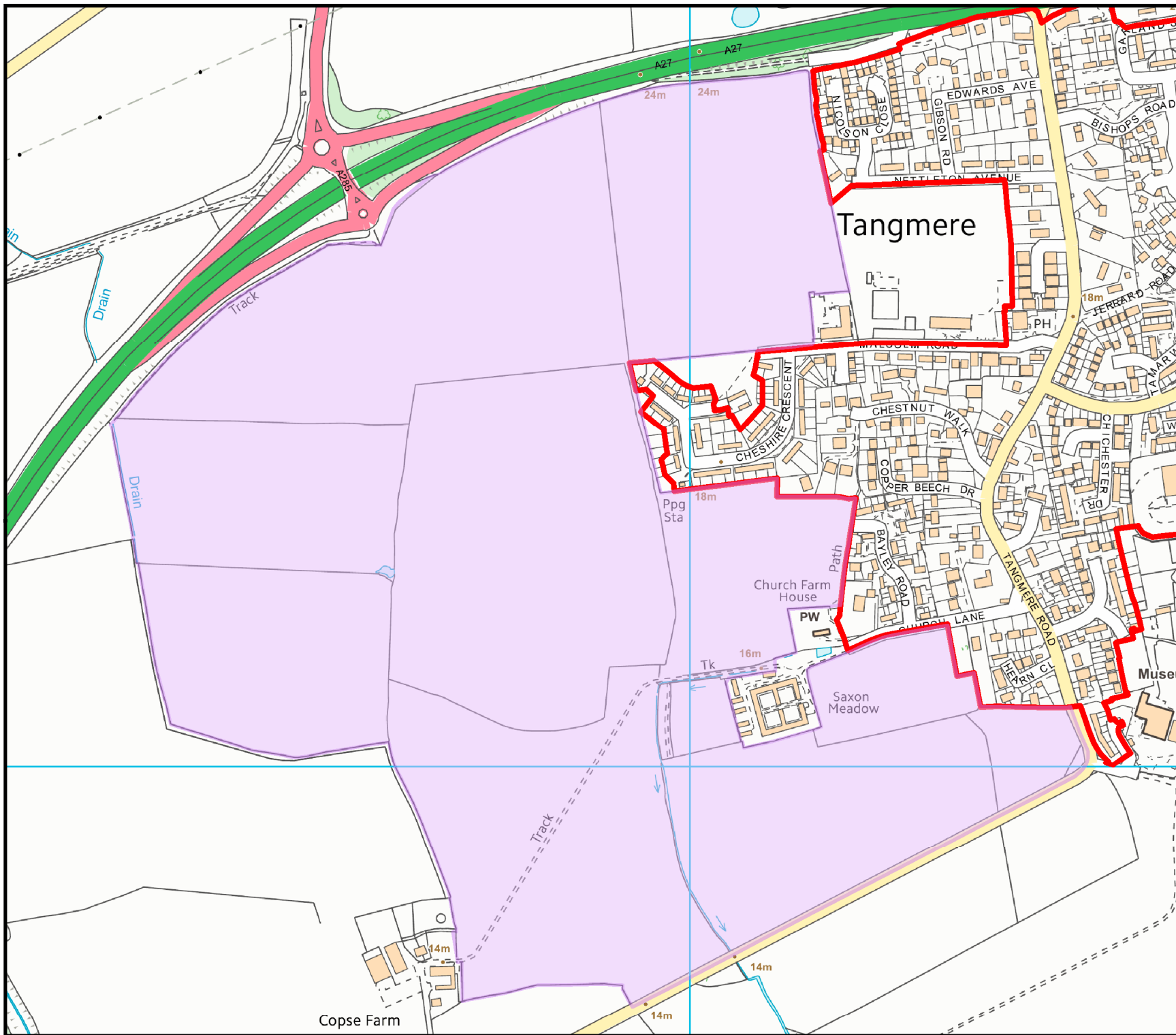


Tangmere

Existing Strategic Site Allocation

Legend

- Existing Strategic Site Allocation
- Existing Settlement Boundary

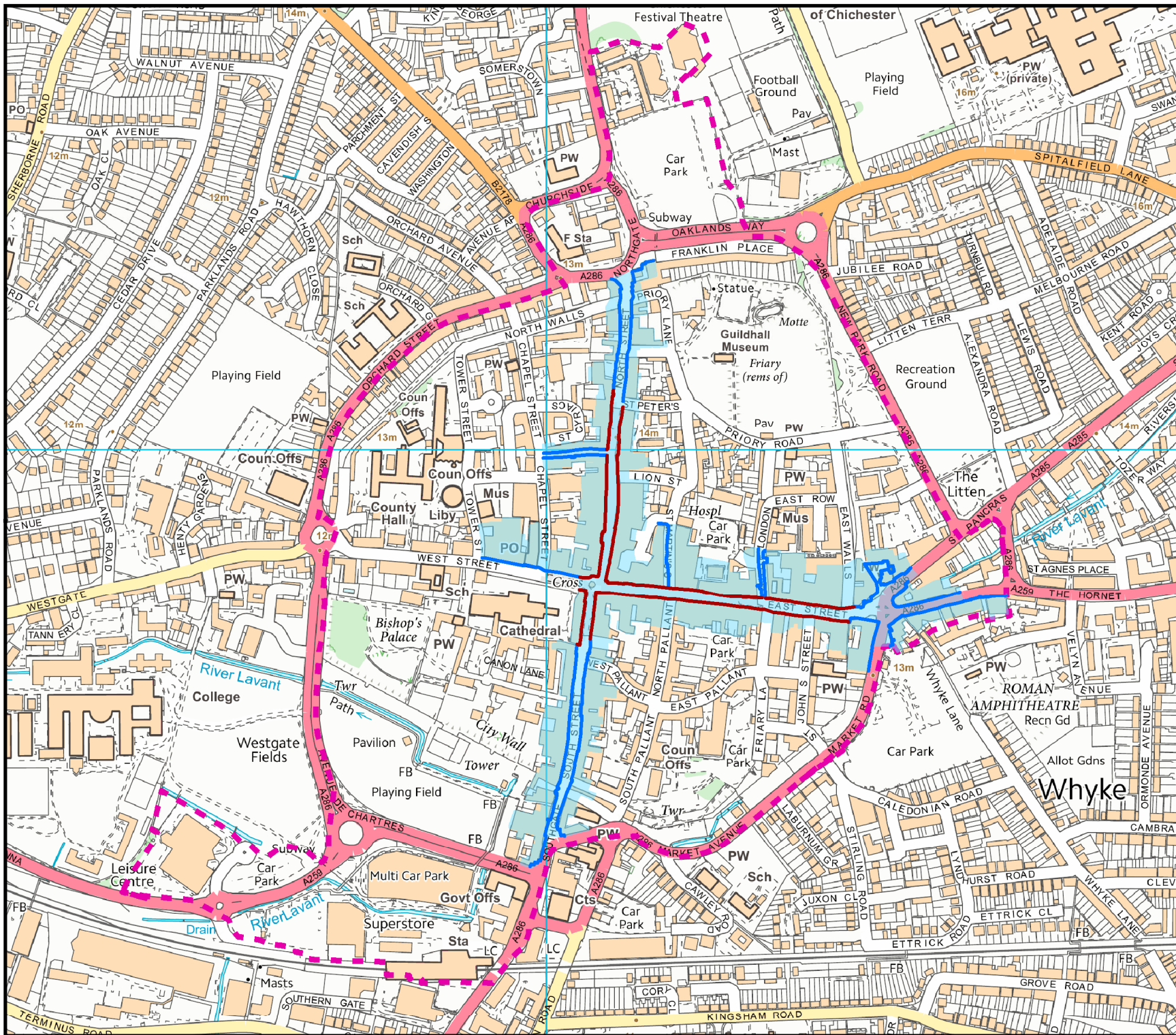




Proposed Retail Policy Areas

Legend

- Proposed Primary Shopping Frontage
- Proposed Secondary Shopping Frontage
- Proposed Primary Shopping Area
- Proposed Town Centre Boundary

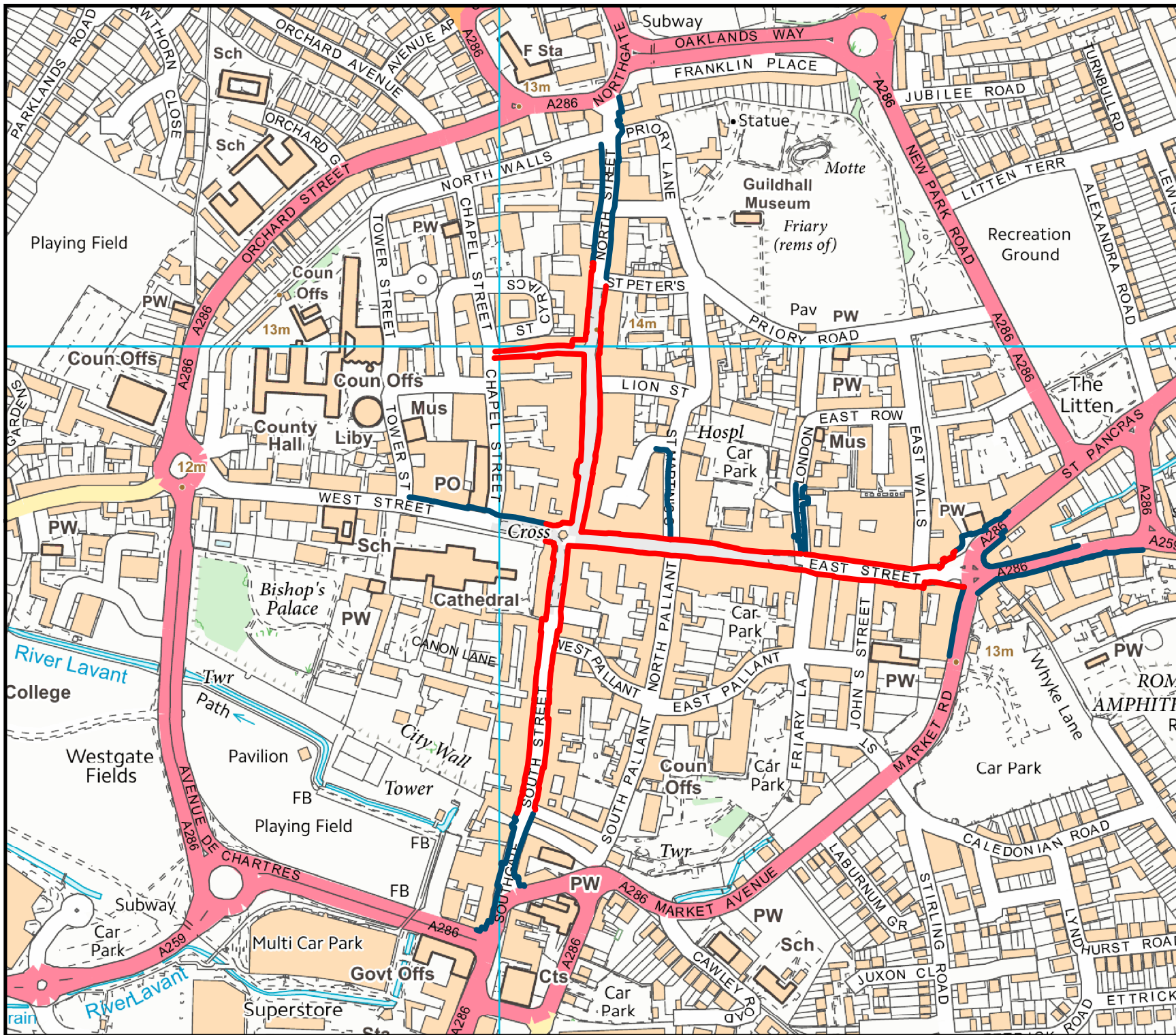




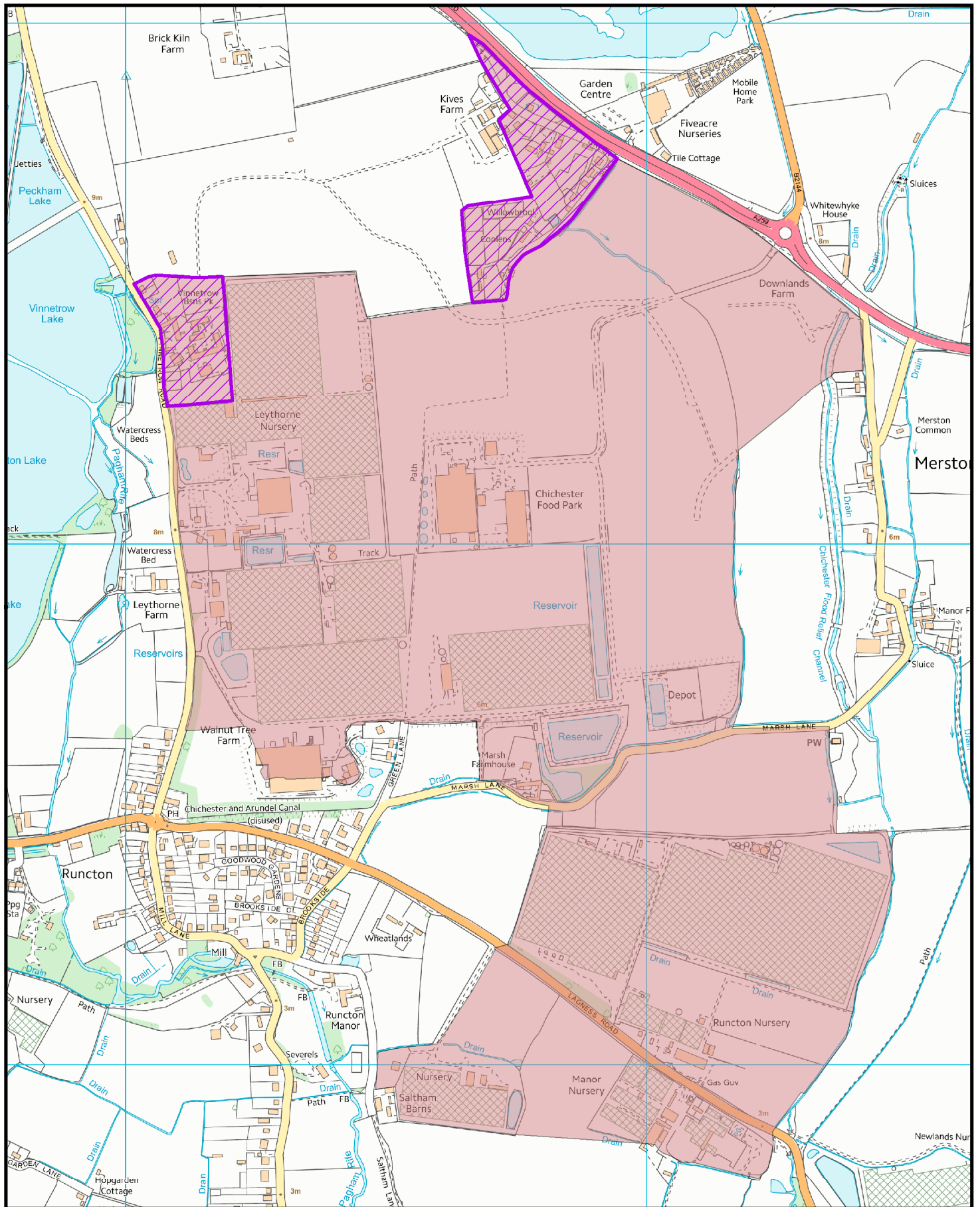
Existing Retail Policy Areas

Legend

- Existing Primary Shopping Frontage
- Existing Secondary Shopping Frontage









**Proposed areas to be removed from the Runcton Horticultural Development Area**

**Legend**

-  Proposed Deletion from HDA
-  Existing Horticultural Development Area

DM15





**Produced by**

Planning Policy - Chichester District Council,  
East Pallant House, 1 East Pallant,  
Chichester, West Sussex PO19 1TY