

SOUTHBOURNE PARISH NEIGHBOURHOOD PLAN REVIEW

2019 - 2037

Submission Plan



1 Start of the Green Ring at Parham Place

PUBLISHED BY

Southbourne Parish Council for submission in accordance with Regulation 15 of the Neighbourhood Planning (General) Regulations 2012 (as amended).

February 2021

GUIDE TO READING THIS PLAN

Of necessity, this Neighbourhood Plan is a detailed technical document. The purpose of this page is to explain the structure and help you find your way around the plan.

1. INTRODUCTION & BACKGROUND

This section explains the background to this Neighbourhood Plan.

2. THE NEIGHBOURHOOD AREA

This section details many of the features of the designated area.

3. PLANNING POLICY CONTEXT

This rather technical section relates this Plan to the National Planning Policy Framework and the planning policies of Chichester District Council.

4. COMMUNITY VIEWS ON PLANNING ISSUES

This section explains the community involvement that has taken place.

5. VISION, OBJECTIVES & LAND USE POLICIES

This key section firstly provides a statement on the Neighbourhood Plan Vision and Objectives. It then details Policies which are proposed to address the issues outlined in the Foreword and in Section 4. These Policies are listed in Table 1. There are Policy Maps at the back of the plan and additional information in the Appendices to which the policies cross reference.

6. IMPLEMENTATION

This section explains how the Plan will be implemented and future development guided and managed. It suggests projects which might be supported by the Community Infrastructure Levy. Finally, it deals with a number of issues which although relevant are outside the scope of a Neighbourhood Plan.

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FOREWORD

Many of you will be asking why we need a new Neighbourhood Plan when one was approved in 2015. The reason is that much has changed in the last five+ years.

The Chichester Local Plan became out of date in July 2020 and the District Council will not complete its update for some considerable time. We will continue to work alongside the District but in the meantime central government is looking to build a lot of new homes very quickly. Chichester District has been given a large housing allocation of which Southbourne is required to take at least 1250 new homes. A planning appeal in March 2020 went against us and permission was given for 199 new houses north of Cooks Lane. Since the loss of protection we all received from the Local Plan, the whole District has become much more vulnerable to ad hoc planning applications and we can already see these flooding in. The current planning system is weighed heavily in favour of speculative development but a new Neighbourhood Plan puts us in a much stronger position. It gives us the greatest chance of being able to see off piecemeal development and instead allows us to coordinate new housing and infrastructure by masterplanning growth.

But it is not all negative. Our current Neighbourhood Plan has been delivering many benefits, among them a good start to the Green Ring and new infrastructure including public open spaces, children's play areas and allotments. The residents living in the 350 new homes are now a welcome and cherished part of our community.

In the circumstances, we believe that we must rapidly complete the Review of our Neighbourhood Plan so we can continue the projects that have been started, help regain control over our future, get the infrastructure we need and protect our community against unwanted planning applications.

The major decision to be made in this Review is whether the future growth of Southbourne should be to the east or the west of Southbourne village. Trying to accommodate growth through a mixture of smaller sites was impossible as many were within the Area of Outstanding Natural Beauty, and undesirable because they could not provide badly-needed new infrastructure. We have carefully weighed the pros and cons of all of the sites within Southbourne Parish and the great many carefully considered comments received from residents during the consultations. The decision to go east was supported by a majority of respondents but was also influenced by the 2020 Cooks Lane planning appeal decision. Development in either direction would bring challenges, but the eastern option enables us to masterplan growth rather than see further smaller planning applications passed by appeal.

Policy SB2 clearly shows our determination to allocate land to deliver a comprehensive, green infrastructure led, sustainable development which will in turn deliver our Vision and Objectives. This Review covers much more than the 2015 Neighbourhood Plan. The Vision acknowledges the shift taking place in our requirements for the new development, the needs and expectations of our community, young and old, and the shared aspirations of the Consortium of development partners. Once the Plan is passed, we expect to see the Consortium form a legally-bound development partnership for us to work with. The Plan also

aims to secure proper masterplanning of all infrastructure such as water and sewerage provision. The purpose in having a Neighbourhood Plan is to give the community control over new development and to achieve the best benefits that we can: the wildlife corridors, affordable homes, social housing, green spaces, the Green Ring, zero-carbon housing in line with the new national targets, a footbridge over the railway and the longer-term aim of a road bridge over the railway. This is not an exhaustive list, as you will see from reading through this document.

The Neighbourhood Plan is not just about new housing. The policies also seek to protect the essential countryside character of the settlement gaps between Southbourne, Nutbourne and Hermitage/Lumley/Thornham so that development does not lead to settlement coalescence, despite the large-scale expansion of Southbourne. The Chichester Harbour Area of Outstanding Natural Beauty and its distinctive features must be conserved and enhanced because they are precious not only to the local community, but are of national and international importance. And the Plan protects important habitats contained in two wildlife corridors as well as requiring much more space be made over for nature. Our Vision requires more than tinkering at the edges. It will require the application of new ways of master planning across every aspect of the design and development process.

Aside from the now widely accepted climate change challenge we face, the Covid-19 pandemic has placed communities and businesses in uncharted territory, and it would be wise to consider the implications for planning both now and in the future. For example, we have learnt how vitally important parks and green spaces are to people's health and mental well-being, witnessed increased demand for local shops and services, seen walking and cycling become ever more popular, and businesses and employees adapt to home working.

This document is the result of years of hard work. The Neighbourhood Plan Steering Group has listened carefully to the community and will continue to do so once the public master-planning process begins – itself a further opportunity for residents to get involved. Change and settlement expansion are inevitable, but this wide-ranging and ambitious plan seeks to put the community in charge of its future. The reviewed Plan will only come into force if it gets a majority vote at referendum, so please support the vision and objectives and **vote YES**.

Jonathan Brown

Chair

Southbourne Parish Neighbourhood Plan Steering Group

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1. INTRODUCTION & BACKGROUND

1.1. Southbourne Parish Council is preparing the first review of the made Southbourne Parish Neighbourhood Plan 2014 – 2029 for the area designated by Chichester District Council (CDC) on the 5 March 2014. The review area coincides with the parish boundary (see Plan A on page 5).

1.2. The plan indicates the parish boundary in relation to the two adjoining parishes in Chichester District – Westbourne to the North West, and Chidham and Hambrook to the east – and the settlement of Emsworth in Havant Borough. The parish contains the distinct settlements of Hermitage, Lumley, Nutbourne, Prinsted, Southbourne and Thornham joined by the A259 road. The larger settlement of Emsworth lies alongside the western boundary of the parish to the west of the bridge at Hermitage and west of Slipper Mill Pond and Peter Pond.

1.3. The purpose of the Review is to replace or update some of the policies of the made Neighbourhood Plan, adopted by CDC on the 15 December 2015, and to include new policies that will be used to determine planning applications in the area in the period to 2037. Given the combination of these policies are considered by the Parish Council to 'change the nature of the plan' and its desire to put the new policies to referendum anyway, it has decided to carry out this Review in the form of a partial replacement Plan rather than by making modifications to the made Plan.

1.4. Once approved at referendum, the Review will become part of the statutory development plan for that part of Chichester District that lies outside the South Downs National Park (SDNP). It will sit alongside the Chichester Local Plan Key Policies 2014 – 2029. The emerging Chichester Local Plan 2019 – 2037 will in due course replace the adopted Local Plan and is currently intended to cover the same period as the Neighbourhood Plan.

1.5. Neighbourhood Plans provide local communities with the opportunity to shape the future development of their areas. Once approved at referendum, the Plan will carry full weight in how planning applications are decided. Plans must therefore contain only land use planning policies that can be used for this purpose. This often means that there are important issues of interest to the local community that cannot be addressed in a Plan through planning policies if they are not directly related to planning. Although there is scope for the local community to decide on its planning policies, Neighbourhood Plans must meet all of the relevant basic conditions (see Figure 1 overleaf).

1.6. In addition, the Parish Council will need to demonstrate to an independent examiner that it has successfully engaged with the local community in preparing the Review. If the examiner is satisfied that it has, and considers the Review meets the above conditions and other legal requirements, then it will go to a referendum of the local electorate. If a simple majority of the turnout votes in favour of the Review, then it becomes adopted as formal planning policy for the local planning authority's area.

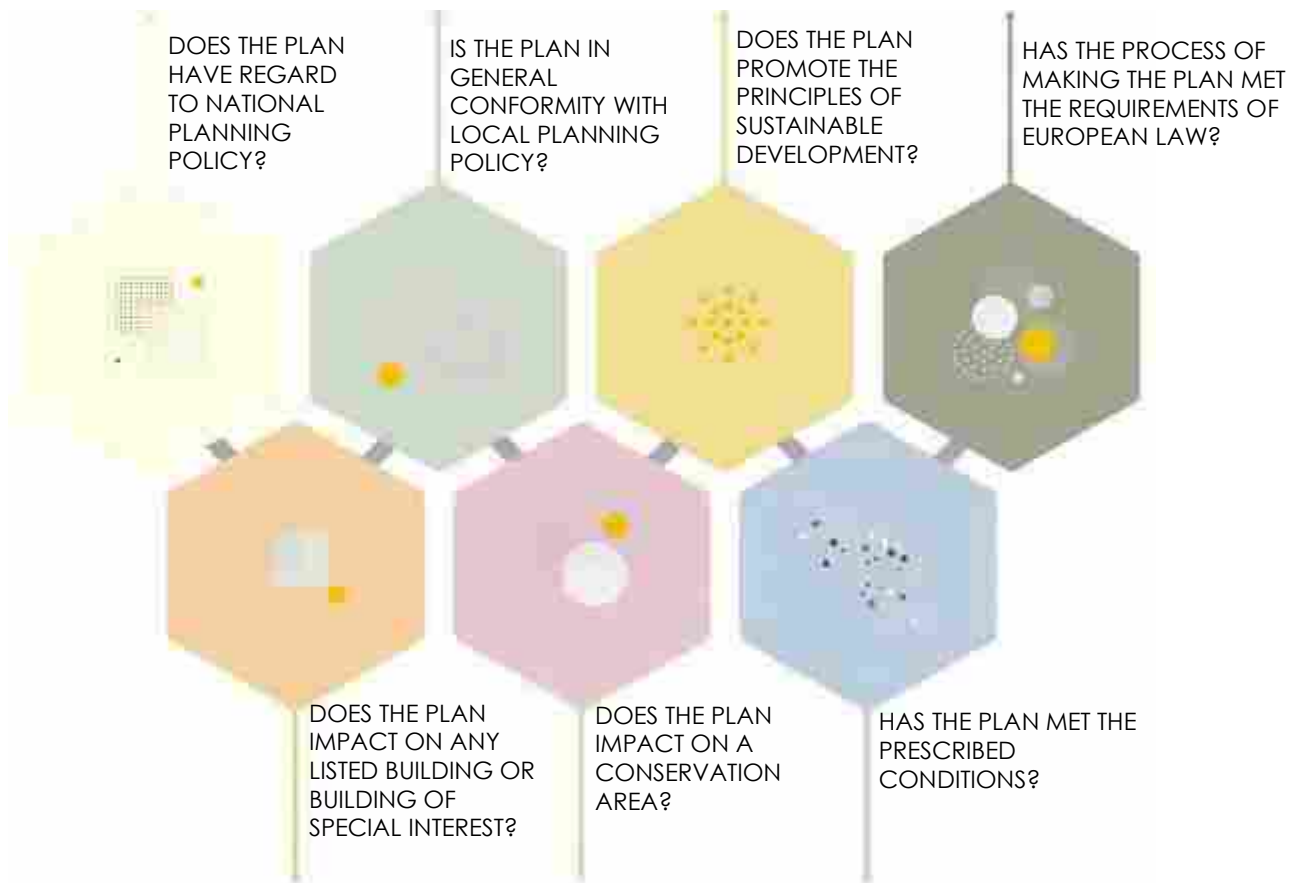


Figure 1: Neighbourhood Plan Basic Conditions

THE 'PLANNING FOR THE FUTURE' AND ENERGY WHITE PAPERS

1.7. In August 2020 the Government published for consultation its White Paper, 'Planning for the Future', which proposes to make significant changes to both the development plan and management system. It indicates that there is a future for neighbourhood planning in that system, but the precise role that plans will play is not yet clear. The expectation is that the new system will be in place in 2021 but unlikely to be before the examination of this Neighbourhood Plan.

1.8. However, the new system will still require local communities to engage in shaping how their settlements will develop and in ensuring their heritage and landscapes are given proper protection. It will also enable communities to define local design standards, and the Neighbourhood Plan contains proposals in all of these respects. It may be that how those proposals are implemented may change and this will be taken into account in its final version for examination.

1.9. In December 2020 the Government also published for consultation its Energy White Paper, 'Powering our net zero future'. This reiterated the commitment in the Planning White Paper to facilitate "ambitious improvements in the energy efficiency standards for

buildings" to deliver 'zero carbon ready' homes in line with the Planning White Paper proposal 18.

THE PRE-SUBMISSION PLAN

1.10. The Parish Council consulted on a Pre-Submission version of the Plan between the 17 August and the 12 October 2020. Comments were received from local people and from a number of statutory bodies and landowners. In response, a number of changes have been necessary to improve the clarity and application of policy wording that will ensure the Plan meets the Basic Conditions. A separate Consultation Statement sets out these changes and describes the overall process of formal and informal consultations carried out during the Review. Account has also been taken of recent case law and developments in the direction of national policy. The Plan maintains its focus on contributing towards the emerging Local Plan spatial vision, development strategy and indicative housing target, and also the District Council's Climate Emergency Declaration and Action Plan.

STRATEGIC ENVIRONMENTAL ASSESSMENT & THE HABITATS REGULATIONS

1.11. It is clear from the scope of the Review that a Strategic Environmental Assessment (SEA) was necessary in accordance with the Environmental Assessment of Plans & Programmes Regulations 2004 (as amended). The Parish Council is also mindful of the obligations of the Review to meet the Basic Conditions (in terms of demonstrating it will 'contribute to the achievement of sustainable development'). It has therefore followed the statutory SEA process but chosen to undertake this as part of a wider Sustainability Appraisal (SA). The Parish Council has accessed the government funded technical support package through Locality for the preparation of this evidence and AECOM was appointed to undertake this technical task.

1.12. A Draft Sustainability Appraisal Report (incorporating SEA) was consulted on alongside the Pre-Submission version of the Plan. This followed a scoping exercise that involved consultations with the statutory bodies. The final version of the SA/SEA report has been revised to take account of the comments received and is published separately.

1.13. The Parish Council is aware that CDC is also undertaking a Sustainability Appraisal of its emerging Local Plan, to test the spatial distribution of housing targets across the parishes in the District and the attributes of site allocations outside those being prepared by Neighbourhood Plans. The Parish Council and CDC will continue to liaise to ensure that the appraisals are complementary.

HABITAT REGULATIONS ASSESSMENT (HRA)

1.14. CDC advised that there had been significant changes in circumstances relating to the Special Protection Areas in the District since the 'made' Plan. As a result, the Parish Council anticipated that the Neighbourhood Plan Review would be required to show how it meets its obligations in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended).

1.15. The Regulations require the 'competent authority' – CDC in this case – to screen for the potential of the Review to have 'likely significant effects' (LSE) on the Chichester and Langstone Harbour Special Protection Area (SPA) and the Solent Maritime Special Area of Conservation (SAC) and require the Parish Council to provide CDC with relevant information for the screening to be undertaken.

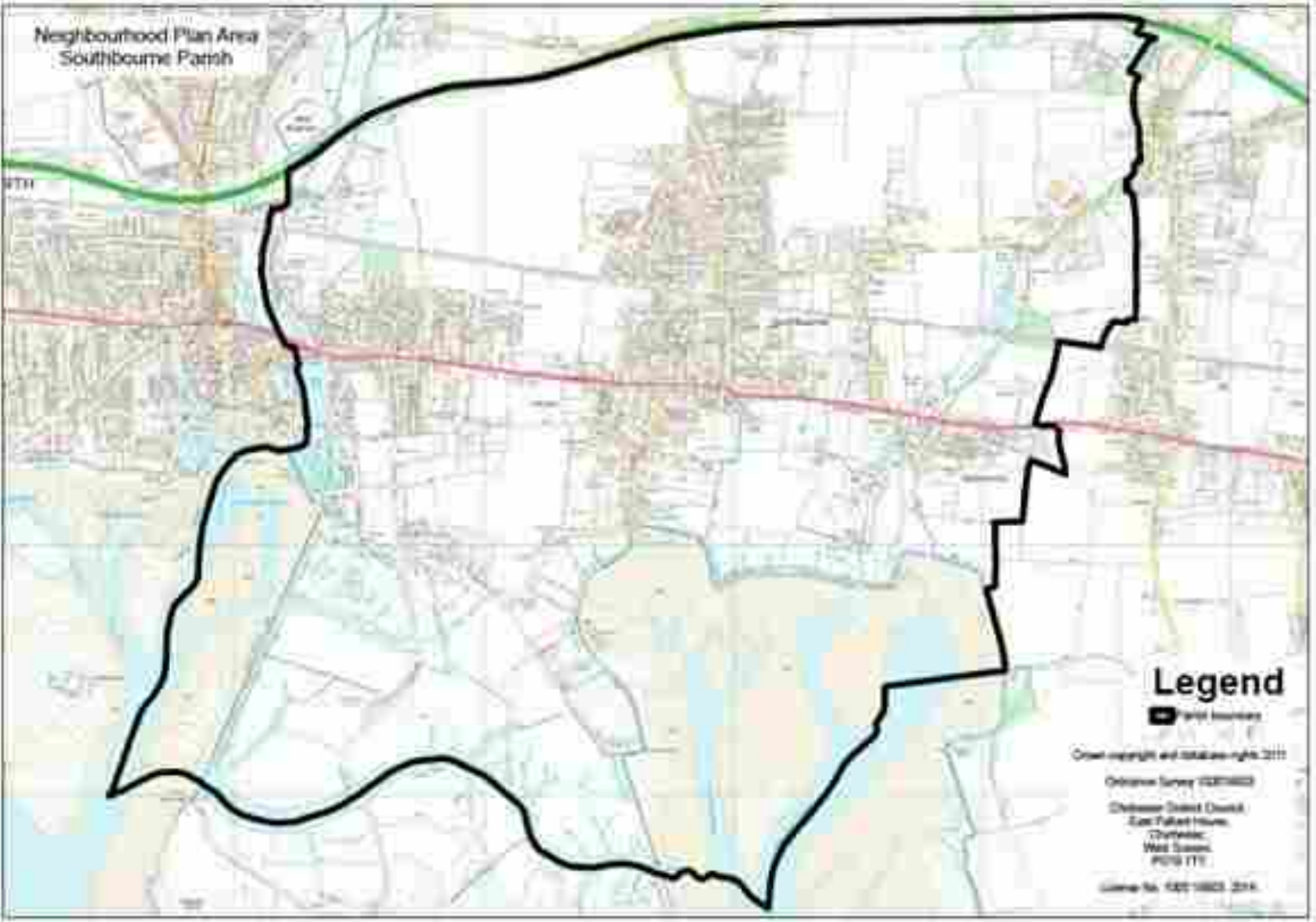
1.16. A technical report published by consultants AECOM on behalf of the Parish Council was issued to CDC and Natural England for their comments at the time of the Pre-Submission Review consultation. The Report confirmed there are some 'likely significant effects' (LSEs) of the Neighbourhood Plan proposals in relation to the Chichester and Langstone Harbour SPA, which lies to the south of the Parish, and also in respect of the 'functionally linked habitat' outside of the SPA boundary but within the Parish used by Brent Geese and waders.

1.17. The HRA concluded that these 'LSEs' could not be screened out without appropriate mitigation measures and CDC and Natural England agreed with the HRA's overall conclusions. CDC will use the relevant information from the Report so that it may carry out its Screening and Appropriate Assessment obligations as the 'competent authority' in time for the submission of the Review for examination in due course.

FURTHER INFORMATION

1.18. Further information on the Review and its evidence base can be found on the project website at:

https://www.southbourne-pc.gov.uk/Neighbourhood_Plan_15123.aspx



Plan A: The Designated Southbourne Neighbourhood Area

2. THE NEIGHBOURHOOD AREA

AN INTRODUCTION TO THE PARISH OF SOUTHBOURNE

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

2.2 The parish provides a range of services and contains a number of facilities that reflect its size and location. These include three places of worship, two public houses, two small supermarkets, two farm shops, four hairdressers, a petrol station, two Chinese food outlets (restaurant/takeaway), a post office, chemist, doctors' surgery, dentist, two vets, greengrocer, electrical appliance retail/repair shop, undertaker, library, leisure centre and village hall. The parish is served by infant, junior and secondary schools which are located in Southbourne together with a recreation ground containing a children's playground and Adult Fitness Equipment (AFE) area. There are three nursery schools and an equipped children's play area in Thistledown Gardens, Hermitage. There are three new children's play areas incorporated in the new developments at Meadow View, Priors Orchard and Southbourne Fields that have come forward through Policy 2 of the first Neighbourhood Plan.

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

A BRIEF HISTORY OF SOUTHBOURNE

(extract from Southbourne Pictorial History, 2018, with additional input from David Holman)

2.4 The name Southbourne did not exist until around 1878 when the ecclesiastical parish was formed out of Westbourne. It included Nutbourne, Prinsted, Hermitage and Gosden Green. The church of St John the Evangelist was built in the Early English style and was consecrated in 1876, and became the parish church for Southbourne. It is not known what the population was when the parish was formed but in 1901 it was given as 1,012, and in 1931 it was given as 2,175. In 2011, at the time of the last census, there were 6,265 people living in the parish.

2.5 Although the ecclesiastical parish only came into existence in the late nineteenth century, the area has an ancient history. Recent archaeological investigations have

revealed substantial material evidence of human settlements and activities from the Bronze Age to the Medieval period and beyond. It has an association with Harold Godwinson, whose reign ended at the Battle of Hastings, and a pilgrim's way – called the Old Way – went from Southampton through Chichester to Canterbury, attested on the Gough Map of c. 1360. The main road which runs through the parish is even older, being part of the ancient Roman road which connected Chichester and Portchester, which were both Roman settlements. The road later became known as the Cosham to Chichester Turnpike, a form of toll road, which was established around 1720.

2.6 The road, and later Turnpike, undoubtedly led to the establishment of several pubs along the road, of which two survive today in Southbourne. The Traveller's Joy was a coaching inn built around 1656 (although parts of the building are still older), and the Sussex Brewery was established around 1749. The Miller family were, incredibly, landlords of the Sussex from 1749 to 1978.

2.7 The arrival of the railway brought about the end of the toll road, as the loads which hitherto had been conveyed by horse now went by rail. Initially there was no station between Bosham and Emsworth, but in 1906 small stations known as halts were opened at both Nutbourne and Southbourne, influencing the future development of the parish.

2.8 Ancient names quite often crop up in today's naming of places in the village. Lodgebury Close is named after a gate which marked the boundary between the Manors of Prinsted and Westbourne, which were part of the parish of Westbourne. Another such gate existed at Gingerbread Farm, which is said to have got its name around 1840 from a man named Mansbridge who had a bakery in Westbourne and made such good gingerbread men that he purchased the farm with his proceeds and renamed it, although this story may be apocryphal. In another example, a man named Loveder or Loveders resided in the parish in the nineteenth century, leaving his name for that part of Southbourne, and two fields situated in the Clovelly Road area were named Upper Smallcutts and Lower Smallcutts, now preserved as Smallcutts Avenue.

2.9 One of the most dramatic changes to the local landscape arose from the agrarian revolution, which saw land being enclosed from the end of the eighteenth to the mid-nineteenth centuries. This would have affected the local people and its impact is still visible with boundaries between fields and footpaths marking out old field patterns.

2.10 During World War One the construction of an airfield began in the northern part of the village. It was intended for it to be a "Training Depot Station" for a Handley Page 0/400 heavy bomber unit of the United States Army Air Service. It covered 247 acres and was to be completed by 1st November 1918, and by early August of that year, roads, water, sewerage and power services were virtually complete. The station was manned but aircraft never flew from it, presumably because the War ended on 11th November 1918. Sometime between 1922 and 1923 thirty three trees were planted in honour of US service personnel, although the reason for this memorial has been lost. Local children knew them, however, as the 'memory trees' and they were told to respect them. They lie on a field north of Gingerbread Farm. These trees form an important feature of an otherwise open

landscape and have recently been protected by a Group Tree Preservation Order. A school, now the Bourne Community College, was built on the site of the former airbase in 1956.

2.11 Around this time there were many small businesses in the parish. Spencer's of Nutbourne were wheelwrights, undertakers and wagon builders. They occupied the site which, at present, is home to a caravan sales company. The Jordan family had a blacksmith's forge at the bottom end of Farm Lane. There were brick fields at what is now Garsons Road which were closed during World War Two. There were, although none now remain, four grocery shops, a butcher's shop and a post office in Nutbourne. There were also two motor repair garages in Nutbourne but these no longer exist although the sites still have a motoring connection. They are the petrol station on the main road and the car sales establishment at the southern end of Inlands Road.

2.12 During World War Two many people from Portsmouth, Southampton and even London came to live in the area as it was considered to be safe from the effects of air raids. However, owing to the close proximity of Thorney Island RAF base and the other military establishments that had sprung up around the district, there was still a certain amount of danger. Later, many regiments from Britain and abroad were stationed in and around Southbourne in preparation for D-Day.

2.13 During the 1960s, when the agricultural industry was declining, quite a large amount of land formerly used for crop growing was developed into large residential housing estates, leading to a great influx of people from other areas. During and after World War Two many council houses were built in Southbourne, the earliest of which date from 1939 in Garsons Road and Cooks Lane.

2.14 Until the 1960s Southbourne was mainly an agricultural area, with market gardens and fruit farms being quite prolific. In those days the industry was labour intensive and provided a great deal of work for local people. Although the majority of those employed were men, during the summer months many women were employed to help harvest the crops, as attested by the older inhabitants of the village.

2.15 The Parish also contains three boatyards. The largest, Emsworth Yacht Harbour, on the county boundary with Hampshire, has a number of other businesses within the site, most of which are marine related. Thornham Marina located on the harbour shoreline south of Prinsted also has a number of marine related businesses within the site. Finally, Payne's Boatyard, the smallest of the three, lies immediately north of Thornham Marina.

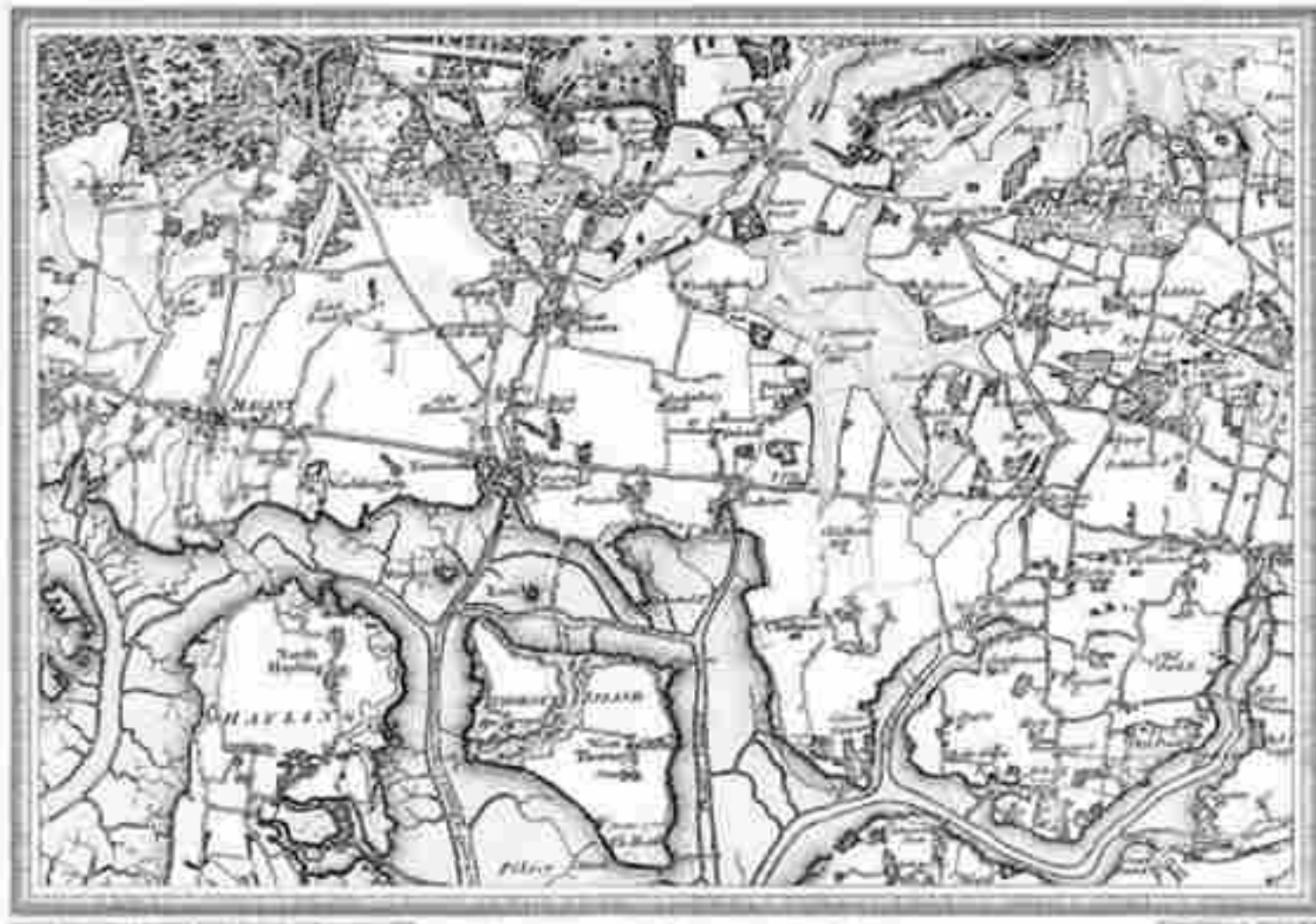
2.16 The civil parish of Southbourne was formed in 1967, along with the Parish Council shortly afterwards. The electoral roll dated 10th October 1966 showed Southbourne as being in the civil parish of Westbourne, but being a separate ward, which included Nutbourne. The following year the electoral roll, dated 10th October 1967, showed the village as being in the parish of Southbourne, with Nutbourne as a separate ward. Since that time the boundaries have changed again and only Nutbourne West lies in Southbourne.

2.17 Since 2000 the village has expanded with the addition of several new small to medium sized developments. People have been moving into Southbourne for decades, and this will continue, which will present challenges as well as opportunities. In recent years the nature of businesses in the parish has changed, including the establishment of children's nurseries and the opening of the Tuppenny Barn organic smallholding (in 2015). Southbourne has enviable transport links by rail and road, which is why it has been selected to accommodate new housing. The first Neighbourhood Plan (2015), allocated sites for the 350 new houses required by the Chichester Local Plan, and these are now well advanced. The new developments will provide three fully equipped children's play areas, allotments, and public open spaces in Nutbourne West and Southbourne as well as contributing to the Southbourne Green Ring.

2.18 Now we present the new Neighbourhood Plan which shows how Southbourne village could accommodate the 1250 dwellings indicated in the Chichester Local Plan. This could double its population and would bring significant change. However, it is important to retain local identity and the links with the past by, for example, identifying and encouraging the maintenance of heritage buildings, incorporating historic routes and boundaries within new development and using old local place names wherever possible.



2 Summer Fun / Emsworth Yacht Harbour / Swans at Peter pond /
 Thatcher at work / Farm shop / Footpath walk / Belted Galloways



Ordnance Survey Old Series Map 1810-1813

Plan B: Old Map of Southbourne

3. PLANNING POLICY CONTEXT

3.1 The parish lies within Chichester District in the County of West Sussex and includes part of the Chichester Harbour Area of Outstanding Natural Beauty (AONB) and presents long distance views of the South Downs National Park (SDNP). There are adopted and emerging policies and proposals that have a significant influence over the strategy and detailed content of the Southbourne Parish Neighbourhood Plan (SPNP).

NATIONAL PLANNING POLICY

3.2 The National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) are important guides in the preparation of neighbourhood development plans. At examination, the submitted Review will need to demonstrate that it 'has regard' to the NPPF and has followed the guidance of the NPPG. The NPPF of February 2019 has incorporated a previous Written Ministerial Statement of 2016 in respect of maintaining the full weight of made neighbourhood plans in decision making. Its paragraph 14 requires that where a neighbourhood plan has been made within two years and has allocated housing land to meet its identified housing requirement, then the presumption in favour of sustainable development of its paragraph 11 will not be engaged unless the local planning authority cannot demonstrate a three-year supply of housing land or has failed its housing delivery test. The modifications proposed to the made SPNP seek to secure the protection of paragraph 14 of the NPPF.

3.3 The SPNP must demonstrate that it has regard to provisions of the NPPF. The following paragraphs of the NPPF are especially relevant:

- Achieving sustainable development (§13)
- Neighbourhood Planning (§28 - §30)
- Delivering a wide choice of high quality homes (§61, §66)
- Building a strong, competitive economy (§80 - §82)
- Promoting healthy safe communities (§91 - §92)
- Open space and recreation (§96 - §97)
- Local green spaces (§99 - 101)
- Well-designed places (§127)
- Planning for Climate Change (§149 - §152)
- Conserving and enhancing the natural environment (§170 - §172)
- Habitats and Biodiversity (§174 - §177)
- Conserving and enhancing the historic environment (§184 - §197)

STRATEGIC PLANNING POLICY

3.4 CDC has planning policies that are helping to shape the strategy and policies of the Review. The SPNP must be in 'general conformity' with the strategic policies of the development plan as required by the 2012 Neighbourhood Planning Regulations (as amended). For the purpose of this Review, the current development plan for Chichester consists of the adopted Chichester Local Plan: Key Policies 2014-2029, the Site Allocation

Development Plan 2014 – 2029, the West Sussex Waste Local Plan 2014, the West Sussex and South Downs Joint Minerals Local Plan 2018.

The Chichester Local Plan Key Policies 2014 – 2029 (CLPKP)

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

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

The Emerging Chichester Local Plan Review 2035 Preferred Approach Dec 2018

3.6 While the Review must be in general conformity with the strategic policies of the adopted Local plan, it is the 'reasoning and evidence' of the emerging Chichester Local Plan Review that has informed this review of the made SPNP. The District Council has advised that the Plan Period for the emerging Local Plan (eLP) will be 2019 – 2037 and the plan period of the Review has been aligned accordingly, along with the scale of development proposed in proposed policy AL13, subsequently confirmed to SPC by letter dated 26 Nov 2020 as the Reviews working assumption for the 'indicative' housing requirement for the parish (in line with NNPPF paragraph 66).

3.7 The following strategic policies of the emerging Local Plan establish the context for the Review:

- Policy S1 Presumption in Favour of Sustainable Development
- Policy S2 Settlement Hierarchy
- Policy S3 Development Strategy
- Policy S4 Meeting Housing Needs
- Policy S5 Parish Housing Requirements
- Policy S6 Affordable Housing
- Policy S8 Meeting Employment Land Needs
- Policy S10 Local Centres, Local and Village Parades
- Policy S20 Design
- Policy S21 Health and Wellbeing
- Policy S22 Historic Environment
- Policy S23 Transport and Accessibility
- Policy S24 Countryside

- Policy S25 The Coast
- Policy S26 Natural Environment
- Policy S27 Flood Risk Management
- Policy S28 Pollution
- Policy S29 Green Infrastructure
- Policy S30 Strategic Wildlife Corridors
- Policy S31 Wastewater Management and Water Quality
- Policy S32 Design Strategies for Strategic and Major Development Sites
- Policy AL13 Southbourne Parish

West Sussex Minerals and Waste Plans

3.8 The West Sussex Waste Local Plan 2014 (WLP) and the West Sussex Joint Minerals Local Plan 2018 (JMLP) form part of the development plan for Southbourne. Areas of the plan area are safeguarded under Policy M9 of the JMLP and Policy W2 of the WLP. Further information can be found in the Minerals and Waste Safeguarding Guidance.

- Policy M9 Safeguarding Mineral Resources
- Policy M10 Safeguarding Minerals Infrastructure
- Policy W2 Safeguarding Waste Management Sites and Infrastructure

The Made Southbourne Neighbourhood Plan 2014 – 2029

3.9 Aside from Policies 2, 3 and 8 of the made Plan which have been amended to remain relevant and up to date, this Review focuses on adding a number of new policies. The Planning Practice Guidance (PPG Reference ID 41-084-20190509) states:

“A neighbourhood plan must set out the period for which it is to have effect (section 38B(1)(a) of the Planning and Compulsory Purchase Act 2004). Neighbourhood plan policies remain in force until the plan policy is replaced. There is no requirement to review or update a neighbourhood plan. However, policies in a neighbourhood plan may become out of date, for example if they conflict with policies in a local plan covering the neighbourhood area that is adopted after the making of the neighbourhood plan. In such cases, the more recent plan policy takes precedence. In addition, where a policy has been in force for a period of time, other material considerations may be given greater weight in planning decisions as the evidence base for the plan policy becomes less robust. To reduce the likelihood of a neighbourhood plan becoming out of date once a new local plan (or spatial development strategy) is adopted, communities preparing a neighbourhood plan should take account of latest and up-to-date evidence of housing need, as set out in guidance.”

3.10 Since the commencement of the Review, the Neighbourhood Planning (General) and Development Management Procedure (Amendment) Regulations 2017 have come into force. They allow for made Plans to be modified without the need for a referendum if the modifications do not ‘change the nature of the Plan’. However, the Parish Council

considers the new policies will change the nature of the Plan and while this is ultimately a decision for the LPA and Examiner to make, given the significance of this Review's proposals the Parish Council would wish the Review to be put to a referendum in the normal way.

3.11 It has therefore chosen to undertake the Review largely as a replacement of the 'made' Plan. Hence, except for Policy 2 'Site Allocations', Policy 3 'Green Ring' and Policy 8 'Education' of the made Plan, the remaining policies have been replaced and will now cover the plan period to 2037. These three policies are retained with minor updating and are retained for the original plan period to 2029 unless they are replaced or deleted in a future Review.

Plan Making Progress

3.12 The first Southbourne Parish Neighbourhood Plan (SPNP1) was conceived as a plan for the staged implementation of its policies. The scale of growth in SPNP1 of 350 dwellings was not insignificant for the parish, but it was not large enough to address step changes in the scale and quality of supporting infrastructure. Given the scale of growth proposed in the spatial strategy of the Regulation 18 version of the Chichester Local Plan Review Preferred Approach (LPPA), the Review returned to first principles to grapple with the next phase of growth of Southbourne of a further 1250 dwellings less commitments (see site completions/commitments map in Appendix A), equating to around a 50% growth of the settlement.

3.13 Since being 'made', considerable progress has been made on delivering the policies of SPNP1:

- 350 new homes have either been completed or are under construction including three new children's play areas, allotments and public open spaces.
- Agreement to pass the land required at Priors Orchard which forms a section of the 'Green Ring' to the Parish Council for the southern landing pad of the proposed pedestrian footbridge over the railway and a potential pedestrian route to the railway station.
- Initial discussions with Network Rail have suggested a feasibility study to investigate access to the railway station from the pedestrian bridge.
- Completion of a section of the 'Green Ring' at Parham Place (Gosden Green) including a purpose designed arch to mark the entry to the 'Green Ring', a story tellers chair and benches and native planting to supplement the existing hedgerows.
- The formation of the Southbourne Development Trust (a Charitable Incorporated Organisation – CIO) to oversee the implementation and governance of the 'Green Ring'.
- The formation of the Southbourne Community Land Trust Ltd (CLT) to undertake local projects including affordable housing development.

3.14 While the Review still seeks to protect and enhance those things that residents value in this parish, it acknowledges that the level of growth anticipated for Southbourne will require all future development within the parish to be both appropriate and exemplary to

meet the community's needs over a time horizon which falls not far short of 2050. This review therefore takes forward key parts of the strategy of the first plan and applies them to the next stage of expansion of Southbourne.

CDC Indicative Housing Number

3.15 In line with NPPF paragraph 66, the following indicative housing number was supplied to the Parish Council in November 2020.

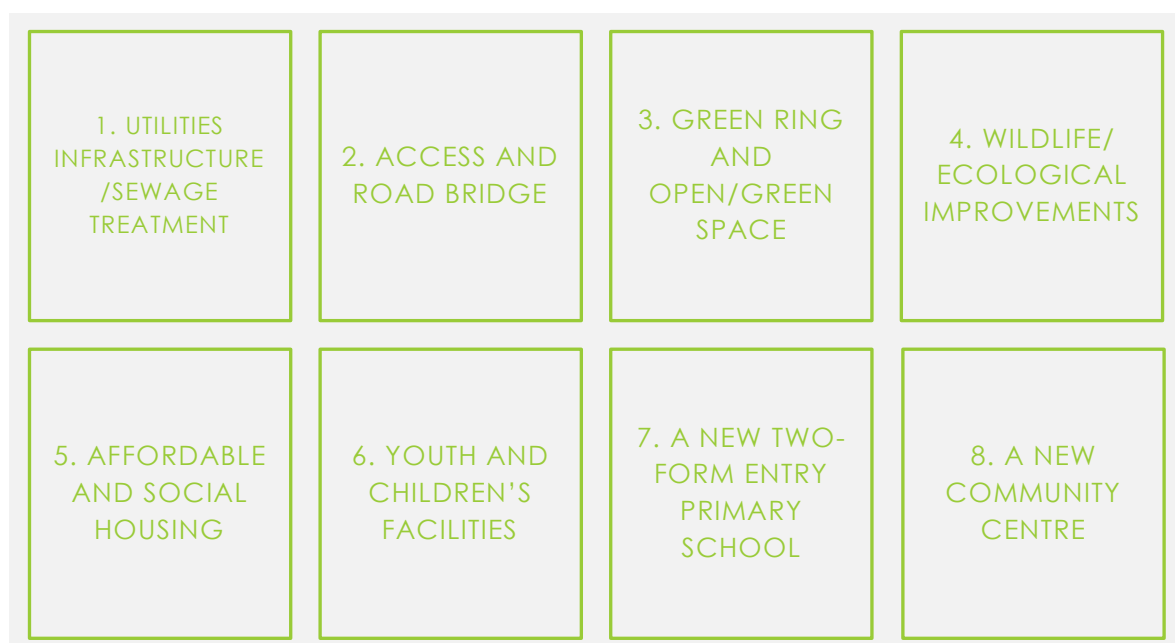
“The working assumption therefore is that your parish council will bring forward a neighbourhood plan identifying sites (of five or more dwellings) to deliver this level of development for the period 2019-2037. Typically, any sites or schemes which already have planning permission, allocated in the existing Local Plan or a “made” Neighbourhood Plan as at 1 April 2020 would not count towards this figure. Nor would development on sites of less than five dwellings, as they count towards the “windfall” figure for the Local Plan Review and so cannot be double counted. The exception to this is the 199 dwellings which have planning permission on the Cook's Lane site, which I can confirm are envisaged will count towards the 1,250 total.”

4. COMMUNITY VIEWS ON PLANNING ISSUES

4.1 The Parish Council has consulted with the local community during the course of the Plan preparation process. The Review is based upon the results of these consultations, which have included the following meetings, open days and community surveys.

4.2 There were three sets of public consultations before the Pre-Submission Consultation, all of which contributed to the preparation of this Review. The first took place in December 2018 in the Village Hall (Monday 3 December, 6 - 9 pm, and Sunday 9 December, 11 am – 2 pm). Plans were displayed showing the proposals set out in the Neighbourhood Plan 2015 and the housing layouts being implemented as a result. The display included a map identifying the sites available for further development submitted to CDC by landowners and developers (the HELAA). These two drop-in sessions were attended by 209 residents. The reasons for reviewing the Neighbourhood Plan were outlined by Jonathan Brown (then SPC Vice Chair) and Robert Hayes (then NPSG Chair) and attendees were asked to submit their views on what factors they thought were important for the future of Southbourne. Information was submitted relating to three main topics – housing, infrastructure and environment.

4.3 The second set of open consultation meetings took place in March 2019 in the Village Hall (Sunday 24 March, 12 - 4 pm and Monday 25 March, 4 – 8 pm) and a total of 254 people attended. The purpose of these sessions was to encourage residents to consider the advantages and disadvantages of three possible spatial options: development to the east, to the west or using a combination of small sites. Plans were displayed showing the location of these options. A total of 191 questionnaires were returned and attendees were also asked to prioritize key matters for growth in the parish. The result was:



NOT INCLUDED AS A POSSIBLE OPTION BUT OBVIOUSLY OF HIGH PRIORITY TO MANY RESIDENTS WAS EXPANDED/IMPROVED MEDICAL AND HEALTH FACILITIES.

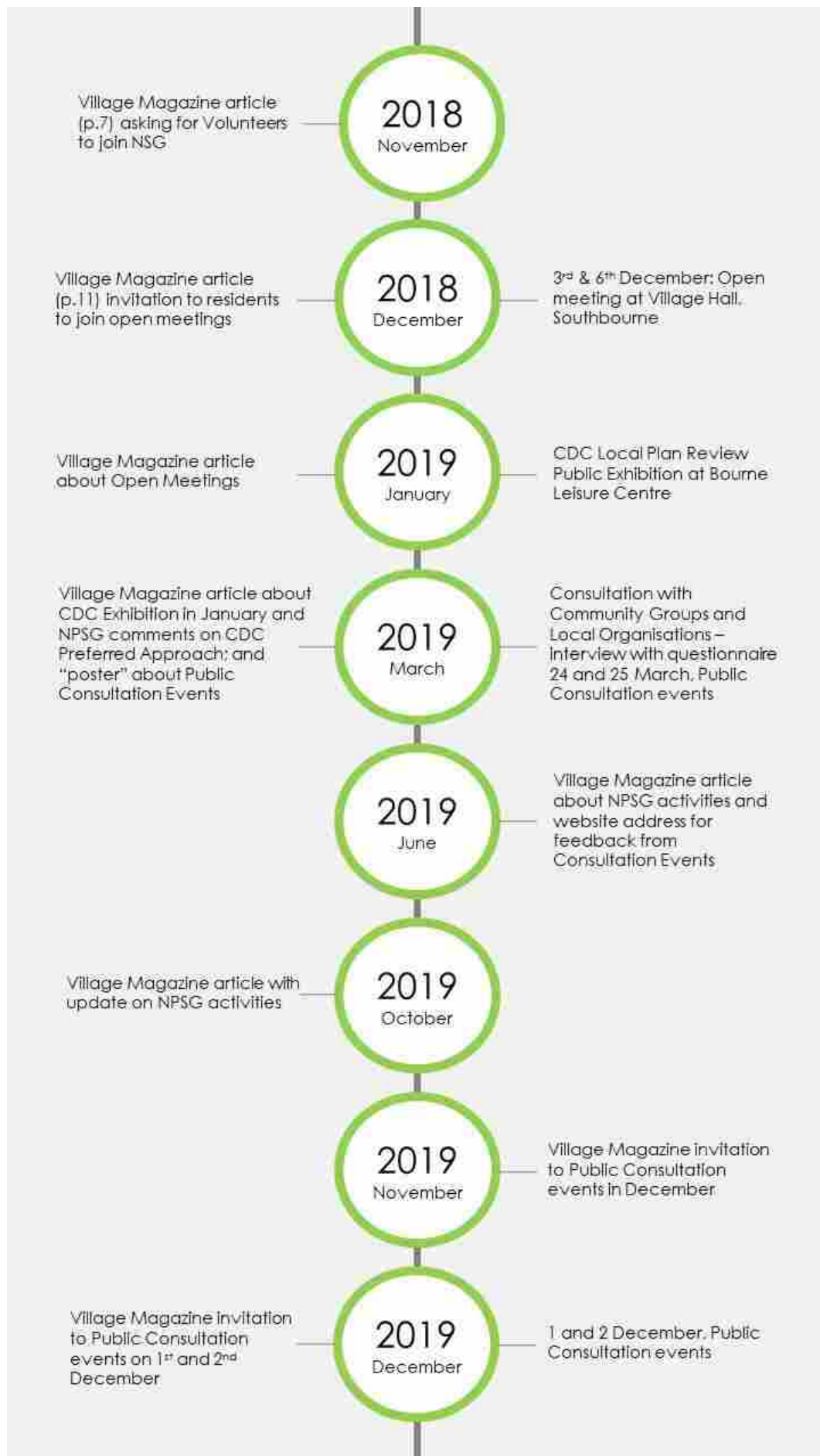
4.4 The third consultation was held in December 2019 on Sunday 1st (12 – 4 pm) and Monday 2nd (4 – 8 pm) at the Bourne Leisure Centre and Bourne Community College. At these exhibitions the three earlier site options had been refined to two – a single major allocation either east or west of Stein Road. A set of display boards outlined what was being proposed by the developers for these two options. Additional information sheets giving updates on activities and the the Key Issues from the March 2019 consultations were also distributed. The two sessions were attended by 260 people, who were asked to complete a questionnaire about the two possible site options giving reasons for their preference for east or west.

4.5 The NPSG was very pleased that so many thoughtful comments were added to the questionnaires. From the 226 completed questionnaires respondents indicated which of the two options was preferred in terms of movement/connectivity, facilities, place-making / identity and finally to best serve the growth of Southbourne. Overall 51% preferred east, 34% west and 15% had no preference. This was an important consideration when the SPC made the decision to allocate land to the east in the Pre-Submission Plan.

4.6 In terms of the Regulation 14 consultation, the comments received have been considered and where possible these have either been addressed in the policies of the Review or they have been included in the non-statutory part of the plan for the Parish Council to pursue where they are not related to planning matters. The main theme that emerged from the consultation was that the NPSG Steering Group (SG) was on the right track and the work undertaken since the Pre-Submission consultation has informed minor changes to the policies in this Plan. This is further demonstrated in the Consultation Statement accompanying the Plan.



THE CONSULTATION TIMELINE



“Southbourne will be a community as well as a place, recognised and admired as an exemplar of modern living in a rural Sussex setting. It will be the focal point for the Bournes area, a valued harbour community within the Chichester Harbour Area of Outstanding Natural Beauty and a gateway to the South Downs National Park. Southbourne will be an inclusive, mixed community, enjoying healthy, nature-loving, zero carbon living.”



5.1 In taking forward this Review, the Vision and Objectives of the first plan have been refreshed and updated to reflect new priorities, legislation and regulations (not least the amendments to the Climate Change Act 2008), and changes to National Planning Policy and Guidance and the publication of the new National Design Guide in October 2019.

5.2 In January 2021, the Government published a number of consultations including their proposals for the 'Future Buildings Standard' in preparation for the transition to zero carbon buildings, proposals for a new National Design Code to guide "local standards of beauty, quality and design" and a consultation on amendments to the NPPF 2019 to reflect both proposals. The latter proposes a revision to NPPF paragraph 22 that will expect planning policies for larger-scale development to be set within a vision that looks at least 30 years ahead. The refreshed Vision and Objectives of this Review anticipate this proposal.

5.3 The refreshed vision for Southbourne Parish recognises the focus upon the village of Southbourne for substantial growth while conserving and enhancing the local distinctiveness, character and cohesion of the other settlements. It envisages growth at Southbourne village being designed to create an even better-connected and integrated community with a shared sense of identity.

5.4 The renewed vision for Southbourne Parish is straightforward but ambitious. The vision well reflects the 'word cloud' derived from community ideas generated during the December 2019 consultation session.

OBJECTIVES

A STRONG, INTEGRATED COMMUNITY THAT ALL RESIDENTS WILL FEEL PART OF & BE PROUD OF

A GREAT PLACE TO LIVE & WORK

SENSITIVELY PLANNED, WITH OUR LANDSCAPE & HERITAGE PROTECTED & CELEBRATED

A SETTLEMENT THAT SITS COMFORTABLY & SUSTAINABLY IN ITS SUSSEX LANDSCAPE, APPLAUDED FOR ITS PROTECTION & MANAGEMENT OF ITS ENVIRONMENTAL ASSETS, ITS PROMOTION OF THE HEALTH & WELLBEING OF RESIDENTS INCLUDING ITS VISIONARY GREEN RING & FOR ITS STATUS AS A HAVEN FOR NATURE & WILDLIFE.

ADAPTED & PREPARED FOR CLIMATE CHANGE & ZERO CARBON LIVING

5.5 The next 15 – 20 years will be a defining time for the parish of Southbourne as the village doubles in size. We have a vision for maintaining and strengthening our sense of identity as we grow; for shaping our future in a sustainable way, recognising this is a once in a lifetime opportunity to make Southbourne an even better place to live.

5.6 To achieve this vision five broad objectives have been identified. They describe in practice what Southbourne will be once the vision has been delivered.

A STRONG, INTEGRATED COMMUNITY THAT ALL RESIDENTS WILL FEEL PART OF AND BE PROUD OF

We will make the most of our distinctive location, nestled between the South Downs and the sea, to harness the investment accompanying new development so that facilities and services benefit everyone – new and existing residents alike - thus ensuring that as it grows Southbourne is inclusive, green, healthy and zero carbon, with improved opportunities for everyone in the parish.

A GREAT PLACE TO LIVE & WORK

Southbourne is a mixed community where current and new residents meet and interact as they go about their business and leisure. There will be sufficient new homes, of a variety of types, tenures and sizes that meet the needs of existing and future residents, including 'Self- Build' homes and new affordable homes some of which will be managed by a Community Land Trust. We aim for these to be delivered at the right time and to exemplary energy efficiency standards so that homes have a light environmental footprint, are cheap to heat and pleasurable to live in. Housing should suit the needs of all ages and be affordable to live in so that local people have the opportunity to continue to live and work locally should they wish. New, flexible work spaces will be created that will provide opportunities for small-medium sized businesses and home-workers, sharing facilities and serving the changing needs of the economy and modern living and working practices.

SENSITIVELY PLANNED, WITH OUR LANDSCAPE & HERITAGE PROTECTED & CELEBRATED

We cherish our archaeology, built and natural environment and while places evolve over time, many incremental changes can have a detrimental effect on the look and feel of a place. New developments, particularly on the scale envisaged, must be well designed and must safeguard and complement the existing structure and heritage of the settlements in our parish. Settlement expansion must embed the highest quality design and protect and enhance the rural setting and the Chichester Harbour AONB and make the most of footways, cycleways and bridleways to connect residents to the landscape.

A SETTLEMENT THAT SITS COMFORTABLY & SUSTAINABLY IN ITS SUSSEX LANDSCAPE, APPLAUDED FOR ITS PROTECTION & MANAGEMENT OF ITS ENVIRONMENTAL ASSETS, ITS PROMOTION OF THE HEALTH & WELLBEING OF RESIDENTS INCLUDING ITS VISIONARY GREEN RING & FOR ITS STATUS AS A HAVEN FOR NATURE & WILDLIFE.

Master-planned development will support and promote lifestyle choices that contribute to improved physical and mental health and wellbeing as well as a greater appreciation for, and enjoyment of, the local environment.

Central to the vision – and physically to the enlarged settlement of Southbourne – is the Green Ring, an accessible and attractive route for pedestrians and cyclists. It will be made up of a series of linked green spaces, some of substantial size, to serve the local community and to provide protected space for nature and the preservation of biodiversity in the heart of Southbourne. Attractive, multifunctional shared spaces will keep Southbourne vibrant and encourage a community sense of pride, ownership and care. Linked green and blue spaces, parks and other natural areas will promote daily exercise and active travel (including walking and cycling) and will support the access to and use of public transport.

But it is not all about the Green Ring. Southbourne will be home to a green infrastructure network as well as two Wildlife Corridors running the length of the Lumley Stream and the Ham Brook (two of the few remaining chalk streams in the world), providing protection and connectivity for species travelling between the AONB and the South Downs National Park and enhanced habitat to support biodiversity in the face of climate change and human population growth.

In all respects the Plan prioritises sustainable, long-term solutions for the natural and physical infrastructure needs of the parish, including transport. Landscaped areas secured for recreation or conservation should be integral to new development proposals, not an afterthought, with early planting and maintenance to ensure they flourish in the long term. The highest quality place-making should be embedded into every aspect of the design of this major development, recognising that we have a responsibility to conserve and enhance our natural surroundings for future generations.

ADAPTED & PREPARED FOR CLIMATE CHANGE & ZERO CARBON LIVING

We are legally required to contribute to the UK target of reducing carbon emissions to 'net' zero by 2050¹; we are morally bound, as well as driven by self-interest, to follow the ever-growing mountain of evidence that we must reach this goal as soon as possible. We recognise that we must all play our part and this will mean transformational investment in 'zero carbon living', working in harmony with the environment to ensure Southbourne is climate resilient and future-proof. This in turn means strengthening and improving our green and blue infrastructure, planning to create opportunities that make walking and cycling the natural first choice for short journeys and capturing development value to cover future community investment.

¹ **Net-zero** refers to balancing the amount of emitted greenhouse gases with the equivalent emissions that are either offset or sequestered.

5.7 We believe that the twenty-two policies that follow will deliver the Vision and Objectives.

5.8 If we do not proactively plan in this way, it is all but certain that others will make plans for us. The Parish Council and the volunteers of the Neighbourhood Plan Steering Group have thought long and hard about this and, as recent experience demonstrates, there are very considerable downsides to leaving it to others.

5.9 We acknowledge this is a major challenge and for some will be a huge leap of faith, but in the end we have concluded that we want – and Southbourne deserves – a real say in our own destiny. We know the parish better than anyone, it is our home and we care about it more than anyone else. Southbourne deserves nothing less.

NO IFS OR BUTS...

NATIONAL PLANNING POLICY EXPECTS NOTHING MORE

THE SOUTHBOURNE COMMUNITY DESERVES NOTHING LESS

5.10 The following policies of the 'made' Plan are considered to be consistent with national and strategic planning policy and have been updated and retained to maintain consistency with the Review. They do not form part of the Review and will continue to operate over the original plan period to 2029 (see Appendix A for the detailed policies).

- Policy 2 Housing Site Allocations
- Policy 3 The Green Ring
- Policy 8 Education

5.11 The following policies of the 'made' Plan are replaced either by a modified policy or by a new policy in the Review:

- Policy 1 Spatial Strategy
- Policy 4 Housing Design
- Policy 5 Employment
- Policy 6 Village Centre and Local Shops
- Policy 7 Environment
- Policy 9 Community Facilities

5.12 All of the new policies of the Review relate to the development and use of land in the designated Neighbourhood Area of Southbourne and will operate for the Review plan period to 2037. They focus on specific planning matters that are of greatest interest to the local community, especially in seeking to address climate change and its impacts, the shortage of affordable housing, protecting and enhancing biodiversity and in providing essential green and community infrastructure. They will enable the community to grow in a sustainable way.

5.13 There are many parts of the parish that are not affected by these policies, and there are many other policy matters that have been left to the Local Plan to cover. This has avoided unnecessary repetition of policies between the two plans, though they have a mutual, helpful inter-dependence given the current status of the emerging Local Plan.

5.14 Each policy is numbered and titled, and it is shown in bold blue italics. Where necessary, the area to which it will apply is shown on the Policies Map attached to the document. After each policy is some supporting text that explains the purpose of the policy, how it will be applied and, where helpful, how it relates to other development plan policies.

POLICY SB1: DEVELOPMENT WITHIN AND OUTSIDE THE SETTLEMENT BOUNDARIES

A. The Neighbourhood Plan will support sustainable development proposals located inside the Settlement Boundaries of Southbourne/Prinsted, Nutbourne West and Hermitage/Lumley/Thornham, as shown on the Policies Map, provided they accord with other provisions of the Neighbourhood Plan and development plan.

B. Development proposals outside the settlement boundaries will be required to conform to development plan policies in respect of the control of development in the countryside. All proposals should avoid the actual or perceived coalescence of the settlements nor should they undermine the distinctive character or qualities of the Chichester Harbour AONB.

C. All proposals will be expected to support the delivery of the Green Infrastructure Network and 'Green Ring' as defined in Policy SB13 where they lie within or adjacent to its location.

5.15 Settlement boundaries are accepted as an essential tool for the management of development, principally to prevent encroachment of development into the countryside. This policy replaces Policy 1 'Spatial Strategy' of the 'made' Neighbourhood Plan and directs future development in the parish to the established settlements of Southbourne/ Prinsted, Nutbourne West and Hermitage/Lumley/Thornham. To accord with the approach adopted by CDC, the policy makes amendments to the Southbourne/Prinsted settlement boundary to include the permissioned land East of Breach Avenue and North of Cooks Lane. The policy also makes amendments to the boundary defined by Policy 1 to correct minor errors.

5.16 The policy also seeks to protect the essential countryside character of the defined settlement gaps between Southbourne, Nutbourne and Hermitage/Lumley/Thornham villages (in Policy 2 of the CLPKP). In addition, by supporting development within settlement boundaries it is consistent with Policy 43 of the CLPKP in respect of the Chichester Harbour AONB, which requires that the natural beauty and distinctive features of the AONB are conserved and enhanced and development does not lead to settlement coalescence.

5.17 The policy also accords with Policies 4, 6 and 20 of the CLPKP in respect of Southbourne village being identified in the settlement hierarchy of the District as being suitable for strategic development.

POLICY SB2: LAND EAST OF SOUTHBOURNE VILLAGE

A. The Neighbourhood Plan allocates land east of Southbourne village, as shown on the Policies Map, for a green infrastructure led, zero carbon, residential mixed use scheme.

B. Development proposals will be supported, provided they comprise the following:

- a) A single comprehensive masterplan and delivery framework is prepared for the whole of the allocated land with the active participation of the community in accordance with Local Plan Policy 7 or any successor policy, and submitted for approval to the District Council prior to the determination of any planning applications on the allocated land. The preparation of the comprehensive masterplan will be informed by the Masterplan Briefing Report in Appendix B;**
- b) The developable land will deliver at least 1,250 homes at an average density of 30 dph and of a mix of housing types and tenures which accord with Policy SB4;**
- c) At least 1 Ha of serviced land provided for self-build/custom build homes to be delivered as part of the first phase with further serviced plots delivered in accordance with the phasing strategy and Policy SB5, and at least 1 Ha of land for Community Land Trust homes in accordance with Policy SP4;**
- d) A minimum of 3.3ha of land that meets the Local Education Authority criteria for a 2 Form Entry (FE) expandable to 3FE primary school with on-site early years provision and a special support centre with safe walking and cycling access from both the existing village and the new development;**
- e) The scheme delivers a centrally located community facility, including health facilities, retail and an enterprise hub including flexible workspace, which together will complement and support the facilities in other parts of Southbourne;**
- f) A multifunctional “Green Ring” forming a central feature incorporating play, sports pitches and pavilion, allotments, green spaces and fully accessible footpaths, cycle and bridleways that serves existing and new residents; and,**

- g) Provision for, and contribute to delivering as soon as possible during the construction period, a new road and cycle bridge over the railway line. In the first phase of development a new station car park and cycle racks to be delivered along with a foot and cycle bridge to connect to the land safeguarded by SPNP1 at Priors Orchard. Together these will improve connectivity with the rail station and reduce severance between land north and south of the railway line.**

C. Development will be subject to the following requirements:

- h) To manage the proper planning and delivery of the development proposals, the masterplan must incorporate the highest standards of 'place making', address all of the allocated land, and comprise a land budget, infrastructure strategy and phasing plan;**
- i) A passive design capacity assessment is prepared at an early stage of masterplanning and submitted to demonstrate how opportunities to reduce the energy use intensity (EUI) of buildings to secure 'zero carbon ready' development over the plan period have been maximised in accordance with the energy hierarchy and other measures set out in Policy SB20;**
- j) A landscape and visual impact assessment is submitted setting out how impacts on key views from the South Downs National Park and Chichester Harbour AONB have been protected and enhanced, and coalescence with the settlement of Nutbourne West avoided;**
- k) The layout and location maximise the opportunities to connect the scheme into the existing fabric of the village by walking and cycling in line with Policy SB18;**
- l) The layout of the green infrastructure network contributes to the continued delivery of the Green Ring, enhancements to the Public Rights of Way network (PROW) and the Ham Brook Wildlife Corridor, as set out in Policy SB13 and the policy area comprises at least 60% wildlife friendly green and blue space (excluding residential gardens) including significant new woodland creation of a type that meets the Woodland Carbon Code for carbon sequestration set out in Policy SB21;**
- m) A biodiversity strategy is submitted that demonstrates how at least a 10% biodiversity net gain will be achieved and how existing environmental assets, as set out in Policy SB14, will be protected and enhanced and integrated within the scheme;**

- n) **A green travel plan is submitted setting out how the scheme will encourage and enable non-car trips within and beyond the village for education, commuting, shopping and leisure which contribute to the 'net' zero carbon vision;**
- o) **A full Transport Assessment is submitted to demonstrate the capacity of the local highway network to accommodate the scale of development proposed, having particular regard to the capacity of the Stein Road and Inlands Road level crossings;**
- p) **A full heritage impact assessment is submitted which identifies and assesses the significance of heritage and archaeological assets and, where appropriate, a field investigation is undertaken to establish the significance of potential archaeological assets and, where necessary, mitigation measures adopted to conserve them in a manner appropriate to their significance;**
- q) **A comprehensive drainage masterplan and sustainable drainage (SuDS) strategy is submitted to reduce the potential for surface water run-off impacts on the maritime environment. This should include approx. 4 Ha of natural flood management features to mitigate existing downstream fluvial flooding and include proposals to enhance the Ham Brook Wildlife Corridor and improve water quality in the Ham Brook Chalk Stream and Chichester Harbour;**
- r) **A nutrient neutrality strategy is submitted in accordance with latest Natural England guidance and the phasing of the scheme takes into account the phasing of capacity improvements to the sewerage network and wastewater treatment capacity; and**
- s) **A Waste Infrastructure Statement and a Mineral Resource Assessment is submitted which has regard to the latest Minerals and Waste Safeguarding Guidance.**

5.18 This policy allocates land to deliver a comprehensive, green infrastructure led, zero carbon sustainable development in full alignment with the Vision and Objectives. The Vision reflects the dramatic shift taking place in the requirements of high quality new development; the needs and expectations of our community, young and old; and the shared aspirations of the 'consortium' of development partners.

5.19 This policy serves to fit between eLP Policy AL13 of the Preferred Approach Local Plan and the comprehensive masterplanning of the land as required by Policy 7 of the CLPKP and Policy S32 of the eLP. Policy AL13 proposes the role of this Plan Review is to allocate land for a minimum of 1250 dwellings along with education, community,

employment and green infrastructure and open space uses. Policy SB2 contains a series of development principles, for which Policy 7 requires a comprehensive masterplan to be prepared to enable the successful planning and management of the land.

5.20 The community's role in developing a Vision for Southbourne and supporting the strategic development needs of the District is consistent with NPPF paragraphs 29, and the active participation of the community in the masterplanning process is encouraged by NPPF paragraph 40 and the National Design Guide (paragraph 17). Such community engagement will be hugely beneficial, as will the involvement of a range of stakeholders.

5.21 The policy has been formulated through regular liaison between the Parish Council, the Consortium promoting the land for development and the District and County Council's. The parties have recognised that this Review has provided an opportunity to give a greater spatial expression to the development principles set out in Policy AL13 and to refine the key elements of the masterplan design and delivery components. The 'Southbourne Masterplan Briefing Report' (included in Appendix B) is intended to guide the development of the comprehensive detailed masterplan in due course which, in accordance with Policy 7, will be submitted to CDC for ratification prior to the submission of any planning applications on the allocated land.

5.22 The total housing capacity of the developable area (at a density of approx. 30 dwellings/hectare) over the plan period aligns with the 'indicative housing number' provided by CDC. Although access to affordable housing will remain an issue for the long-term sustainability of the village, the opportunities afforded by self-build/custom build and community led housing will go some way towards providing a new stock of affordable homes for local people, and opportunities to build or commission their own home should they wish. It is also an opportunity for the Parish Council to deliver community led housing as set out in policy SB4, and which CDC encourage in eLP Policy S32. The evidence to demonstrate the level of local need for new affordable homes is contained in the separate Housing Need Survey (CDC, April 2020) in the evidence base.

5.23 This allocation will result in a step change for the village not dissimilar to the transition of a large village to a small town. The approximate developable area and key development principles have been derived from the extensive evidence base gathered in the preparation of the Plan. This includes the technical evidence provided by the 'Consortium' including the infrastructure requirements derived from the Local Plan evidence base and of the iterative analysis of the SA/SEA and HRA reports. The evidence shows that it is possible to avoid or mitigate significant adverse environmental effects by making a series of requirements in this allocation policy.

5.24 This 'exemplary' scheme will deliver zero carbon ready development. This will require early decisions on the layout and design of buildings to reflect the 'energy hierarchy'. That, in turn, will seek to limit building energy demand through passive measures and efficient fabric design prior to considering systems' optimisation and renewable energy installations to satisfy energy demand.

5.25 The scheme will deliver a new central focus to the village, the next phase of the 'Green Ring' as a central defining feature serving a new primary school, a multifunctional community hub and other associated uses.

5.26 However, within the parish there are also constraints to development which will require sensitive handling, not least the proximity to the protected Ham Brook Chalk Stream and proposed wildlife corridor through which it flows, as well as the impact of development on the setting of the Chichester Harbour AONB and views from the South Downs National Park. The land also falls within a West Sussex Minerals Consultation Area and must be considered against the latest Minerals Consultation Area guidance and policy produced by West Sussex County Council.

5.27 The Ham Brook runs along the eastern edge of the allocation and through Nutbourne West which it has historically and repeatedly flooded. The Parish Council commissioned a report through the 'Operation Watershed' initiative established by West Sussex County Council (WSSCC). The report concluded that about 4.4 ha of upstream balancing ponds (as indicated on the Green/Blue Infrastructure Map) would be required to alleviate this flood risk.

5.28 Given local circumstances, the Environment Agency has requested a comprehensive drainage masterplan be prepared for the whole area given the likely phased delivery. Proposals for the development of the site will need to incorporate a drainage strategy that looks to reduce the instances of flooding along the Ham Brook and effectively manage surface water flows from the development site as a whole. The drainage masterplan will be expected to draw upon the recommendations of the 'Operation Watershed' Report. Flow attenuation will be essential to achieving this reduction in flood risk. In addition, Southern Water has undertaken a preliminary assessment of the sewer network and confirm that network reinforcement is likely to be necessary.

5.29 In respect of Archaeology, Historic England advise that development proposals should be informed by the findings of a programme of archaeological investigation according to a written scheme of investigation agreed with the Council's archaeological officer in accordance with the protocols established by Heritage England in 'Preserving Archaeological Remains: Decision-taking for Sites under Development: 2016'. Proposals should demonstrate that the loss of remains of archaeological interest has been avoided where possible through the layout of development. Where remains of national importance are identified, these should be preserved in situ within the development. Where remains do not merit preservation in situ, or their loss is justified by delivery of public benefits that could not otherwise be achieved, applicants will be required to secure a suitable programme of recording and interpretation of the site's archaeological interest for the community. This might involve dissemination of findings through public artwork and landscaping of public green open space, as well as provision of information and art within community buildings, such as schools within new developments.

5.30 With regard to employment provision, the District Council's Economic Development Department have advised that as large sites have been allocated in both

the adopted Local Plan and the Local Plan Review will update this position. However, there is unlikely to be any requirement to allocate land in Southbourne for employment to meet general needs. However, CDC have confirmed that a need for between 800 and 1000m² of additional commercial space would be appropriate to meet parish needs. The Parish Council considers that this should provide flexible workspace for co-working facilities, workshop space for local traders/artisans and also meet the new demand arising from changes in working practices, which have been reinforced by Covid-19. This Enterprise Hub could utilise some of the facilities provided by a new Community Centre.

5.31 With regard to social infrastructure, WSCC advise that their preference is for any new school to be located at the hub of any new community, sited away from main roads, but in a location that encourages pupils to walk/cycle to school and avoid the use of cars wherever possible. They also advise that the school should complement other facilities such as community halls and sports provision. The evidence gathered to date indicates the new Community Centre building would need to be at least 1000m². It may need to contain at least two halls, plenty of storage, kitchens, café and bar, changing facilities, a children's nursery, two meeting rooms, Parish offices, youth facilities and to re-provide appropriate space for Age Concern Southbourne (ACS) / Men's Shed which currently operate in an outworn building in New Road, Southbourne. It would make sense to plan and design something large enough to accommodate future demand and eventually the possible relocation of some existing facilities. The existing Village Hall and ACS-buildings alone account for 787m². The new housing development represents an increase of at least 50% in Southbourne households. A substantial new building will be required.

5.32 It would also make sense to plan for new community buildings to be located alongside new open space and sports facilities, also greatly needed locally, to maximise community use. The buildings need to be able to adapt to changing needs. It is unlikely that they could all be provided in a single phase, so it is very important to ensure that enough land is set aside in the Community "complex" and Green Ring 'Gateway' to provide for future expansion. Parking spaces would be required to serve the co-working facility, workshops, storage space, ACS minibus, Men's Shed trailers and community activities within the new centre.

5.33 Guidance on viability and plan making (PPG: ID10-002) encourages promoters to engage with plan makers to illustrate sites are viable and can accommodate policy requirements. Following a request from the Parish Council, the land promoters undertook a 'high level' appraisal of the site and a comparative assessment with other strategic sites in Chichester with comparable typologies and policy requirements including the overbridges and confirm they do not anticipate these having a material impact on viability and confirm they expect to deliver the scheme in a policy compliant manner.

POLICY SB3: PROTECTING AND SUPPORTING COMMUNITY FACILITIES AND LOCAL SHOPS

A. The retention and enhancement of local services and community facilities including shops, pubs, food outlets, health and commercial services will be supported. Proposals involving the loss of facilities will not be supported unless it can be demonstrated that they are no longer financially viable in line with the provisions of the relevant Local Plan policies.

B. In addition, proposals to change the use of a facility or part of a facility that is surplus to requirements must demonstrate that all reasonable steps have been taken to retain its present use and community value as a viable concern.

C. Proposals to extend an existing community or retail facility will be supported, provided they are consistent with the relevant policies of the development plan. Expansion of retail facilities must be accompanied by adequate parking.

5.34 This policy replaces Policy 6 'Village Centre and Local Shops' and Policy 9 'Community Facilities'. It seeks to protect community facilities and local shops in the parish from a change of use to a non-commercial use, either through the determination of planning applications or in the consideration of impact of applications for prior approval (where the change of use is considered permitted development).

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

5.36 This policy is intended to afford protection for community facilities and local shops to ensure that in the long-term their community or retail value is not lost without good reason. It also encourages the improvement of facilities to ensure they remain viable, but other planning policies will still need to be addressed. Its intent is broadly in line with Key Policy 38.

5.37 The Neighbourhood Plan Steering Group have been collecting evidence on community facilities within the neighbourhood area that are valued by the community and offer a valuable resource to support community life. Whilst some facilities are very well known, others are less so, and are coming under pressure for a change of use. The purpose of this policy is therefore to secure these assets in the long term for the benefit of

the people of Southbourne and surrounding parishes and to apply a test of viability, which otherwise would not exist, to give added protection to them.

5.38 In respect of the loss of facilities, the 'General Requirements of Marketing' defined in the adopted Local plan or successor guidance will apply. These require that advice is sought from CDC prior to the commencement of a marketing campaign and that the type and scale of marketing should be commensurate with the scale of the facility proposed to be lost and that evidence should be provided that the facility has been "vigorously and exhaustively marketed for between a year and 18 months".



4 Sussex Brewery

POLICY SB4: MEETING LOCAL HOUSING NEEDS

A. Proposals for residential development will need to consider a mix of housing types and tenures to reflect the identified local housing needs in the Parish and demonstrate how the types of dwellings provided will help ensure a balanced mix of housing for Southbourne in line with Policy DM2 of the Local Plan Review or successor policy. These should include discounted market sales homes and other affordable routes to home ownership and affordable rent to provide homes for newly forming households in the Parish.

B. The provision of 2 or 3 bed dwellings suitable for younger households is encouraged to meet the significant local need for smaller dwellings, as are accessible purpose-designed C3 dwellings and extra-care accommodation to enable people to downsize and remain in the Parish. The precise housing mix will be determined on a site-by-site basis.

C. Policy SB2 requires a minimum of 1ha of land for community led housing to be controlled by a Community Land Trust, or equivalent body, for which an appropriate lettings policy will be agreed between the Trust and the District Council to meet the needs of those with a local connection to the Parish. For the remaining general affordable homes, the adopted Local Lettings Policy will apply.

5.39 The Plan supports the development of market and affordable housing in Southbourne to contribute to achieving a mixed, balanced sustainable community. This will prevent the need for young people, or households who have a strong local connection to the parish, moving away due to lack of appropriate housing in the parish.

5.40 The policy delivers the strategic intent of Local Plan Policy 34 and the Policy DM2 of the eLP which requires a minimum of 30% of affordable homes on development schemes of more than 10 dwellings. Policy SB4 will enable a key objective of the Plan to be achieved by providing opportunities for our younger people and families to meet their housing needs locally and to enable our older people to remain in the parish. It also maintains flexibility to take account of site specific factors that may affect viability. For all housing, the Parish Council support the application of the Nationally Described Space Standards to ensure family housing is fit for purpose, in addition to which they also support the provision of adequate gardens and shared green space.

5.41 The Southbourne Housing Information Note produced by Chichester District Council (CDC) in June 2019, summarised the housing position in Southbourne based on the conclusions of the CDC Housing and Economic Development Needs Assessment and recent neighbourhood plan surveys. The former confirmed "a very significant need for smaller housing for older people to downsize and starter homes for young couples

wishing to set up home for the first time" and these requirements are reflected in the policy. The District struggles to retain and attract younger working age households. Its housing stock is biased towards more expensive, detached residences and it has too few well-paid jobs. Despite an overall increase of around 7000 in the district's resident population, the actual number of 20-39 year old residents fell between 2001-2011. Affluent older people do support a wide range of local jobs, but Chichester is becoming increasingly reliant on a dwindling pool of working age residents and a large number of in-commuters to support its economy.

5.42 In early 2020 the CDC Housing Delivery Team was commissioned by the Parish Council to comprehensively assess the housing needs of the parish of Southbourne. The return of 31% of all those surveyed - equating to 989 households - is statistically significant.

5.43 The main finding was that Affordable Housing need is greater than that identified by the CDC Housing Register - 161 households, as opposed to 49 households actually registered with the Council. The survey recorded three times the need that is recorded by the Housing Register. The Survey provided a wealth of data on aspirations and needs. The need for smaller homes is apparent which might be at odds with the housing mix proposed in the Local Plan.

5.44 The affordability gap is chronic across the District, and the assessment in Southbourne confirms this too. As well as those wishing to form households, there is a need for accommodation for those wishing to downsize and also need for adapted accommodation and appropriately located Extra-Care facilities.

5.45 The Parish Council fully supports a proportion of new homes delivered by a Community Land Trust to help those with a local connection to the Parish, and to reflect the community's support for this proposition. A Community Land Trust is a not for profit legal vehicle for communities that is led and run by local volunteers. A Community Land Trust can own and manage property/land, undertake development projects themselves and lock in assets for the community. This is a relatively new model for delivering housing (not just affordable), employment and other community assets but as yet has not been widely tested in the District. The data does give weight to the parish seeking a Local Lettings Plan on new development, and CDC have verbally agreed to this. Southbourne Community Land Trust was incorporated in December 2020.

POLICY SB5: SELF-BUILD AND CUSTOM BUILD HOUSING

A. The provision of self-build and custom build plots within the SB2 allocation will be supported to meet the identified demand on the District Council's self-build register unless such provision is proven to be unviable. Subject to the identified size and type needed, a mixture of 2, 3 and 4 bed houses and bungalows would be desirable.

B. Serviced plots must be actively marketed to individuals and reasonably priced to reflect prevailing market conditions. Where serviced plots have been made available and marketed appropriately for at least 12 months and have not sold, the plot(s) may either remain on the open market for self-build/custom build or be offered to the Parish Council, to a Southbourne CLT or a Housing Association for a further six months, before being disposed of or built out by the developer.

5.46 The policy requires active consideration of the provision of community self-build and custom build housing (SBCB) which should contribute toward meeting the need for low cost housing that reflects the needs of those living in Southbourne Parish now and in the future. The housing needs of people wishing to build their own homes is one of the types of housing need which paragraph 61 of the NPPF seeks to address. To that end local authorities are required to keep a register of people seeking to acquire serviced plots within the area for self-build and custom build properties, and to grant enough planning permissions to meet the identified need (ref NPPF footnote 26 and revisions to PPG dated 8th Feb 2021). With the updated guidance, MHCLG also published an updated local authority 'Right to Build' monitoring report, the details of which can be found in the Self-Build and Custom Build background report in the supporting evidence (ref: SB5.EV3 Feb 2021)

5.47 All major development schemes, including that defined by policy SB2, are expected to demonstrate that consideration has been given to Custom and Self Build plots as part of the housing mix. Planning permissions shall include conditions requiring self-build development to be completed within 3 years of a self-builder purchasing a plot.

5.48 The Parish Council will work with the Self-Build community to further understand their requirements and promote opportunities on their behalf. Self-build and custom build homes are where an individual, an association of individuals, or persons working with or for them, build or complete houses to be occupied as homes by those individuals. The relevant authorities must be satisfied that the initial owner of the home will have primary input into its final design and layout in line with PPG ID: 57-016 20210208. Responsibility for keeping the Register of those seeking to acquire serviced plots of land for this purpose in Southbourne falls to CDC (PPG ID: 57-007-20210208).

5.49 Relevant authorities (in Southbourne this is CDC) must take data from the Register into account in preparing their Strategic Market Housing Assessments, and must give suitable development permissions to enough suitable serviced plots of land to meet the demand for self-build and custom housebuilding in their area. The level of demand is established by reference to the number of entries added to an authority's register during each base period. In the 2018/2019 period there was a shortfall of at least 32 permissioned plots across the District.

5.50 The Parish Council requested information from the District Council Register in order to assess demand in the parish. As of 12th February 2020, 15 applicants had registered an interest. Eight applicants put Southbourne as their first choice and one of these applicants lived in the parish. The types of dwelling preferred included bungalows, a detached house and a flat. Four put Southbourne as their second choice, none of whom lived in the Parish, with one preference for a detached house. The remaining three applicants put Southbourne as their third choice, none being parish residents, the preferred house types being bungalows and one detached house. However, as the SB5.EV3 report indicates, there is likely to be an additional need which is not currently being satisfied.

POLICY SB6: USING SCARCE EMPLOYMENT LAND EFFICIENTLY

A. Proposals to intensify employment sites within the settlement boundaries in established employment E, B2, B8 use, including Clovelly Road/Park Road Industrial Estate will be supported provided it can be demonstrated that they can be accommodated without causing significant harm to local amenity.

B. Proposals for new employment (E and/or B2) uses on brownfield land within the settlement boundaries will be supported to reflect changing trends in employment, provided it can be demonstrated they will achieve a minimum employment density of 1 full time equivalent (FTE) job per 40 m² net internal area and that they accord with all other relevant development plan policies including those intended to safeguard tourism development.

5.51 This policy replaces Policy 5 'Employment' and encourages proposals for economic development that will lead to a more efficient use of land in terms of the number of FTE (full time equivalent) jobs they support. This can be achieved by intensifying existing sites and by reusing suitable land in another use for job creation.

5.52 The CDC Housing and Economic Development Needs Assessment did not provide information at parish level and therefore did not identify the economic needs of the parish. The District Council advised, however, that employment land allocation would focus on the existing locations of Chichester, Havant and Portsmouth. Hence, aside from the requirement for the creation of an Enterprise Hub and flexible workspace in Policy SB2, the policy is intended to reflect the change in working practices rather than the

uncertain demand for more traditional employment uses. Southbourne does, however, have some well-established and suitably located employment sites that may have the potential to intensify through extending existing buildings or infilling. In such cases, suitable improvements may be made under permitted development rights.

5.53 Other previously used land within the parish may be better suited to employment uses than their current uses and could assist in improving the number of jobs in the parish by providing local employment opportunities. However, the land resource is scarce, and the opportunities are likely to be rare and so it is vital that they make best use of the land. The former Homes & Communities Agency's 'Employment Density Guide' of 2015 estimates that the majority of small business workspace and light industrial propositions (that would be suited to the parish) would require less than 40 m² of net internal floor area per FTE job. Lower job density employment uses – warehousing for example – are too land intensive for the small number of generally lower value-added jobs they create and will not benefit from the support of this policy. As acknowledged in Policy SB2, the current requirement in Southbourne for commercial space is relatively low. The Clovelly Road and Park Road estates are generally doing well, despite their age. However, total vacancy rates as of August 2019 for commercial space in B use classes in Southbourne was 11% (excludes retail).

5.54 The Parish also acts as a tourism destination. Camping and caravanning accommodation is available in the Parish which provides seasonal local employment and economic benefits. The Parish Council shares the District Council's position in LPR Policy DM14 that supports the retention of such sites in principle and their loss will only be supported where there is no proven demand for the facility and where, in the first instance, "the focus of consideration of alternative uses should be on employment-led development" in line with the principle underpinning Policy SB6, and where the land can no longer make a positive contribution to the local economy.

POLICY SB7: MANAGING DESIGN IN SOUTHBOURNE PARISH

A. Development proposals will be supported, providing their scale, density, massing, height, landscape design, layout and materials, including alterations to existing buildings, reflect and enhance the architectural and historic character of the area. Buildings of an outstanding or innovative design which promote high levels of sustainability or help raise the standard of design will be supported as long as they fit with the overall form and layout of their surroundings.

B. All proposals should demonstrate high quality design. Development that fails to take the opportunities available to enhance the local character and quality of the area, or that undermines the landscape character of the gaps between settlements, will not be supported.

C. Within the Chichester Harbour AONB and its setting, detailed consideration should be given to the distinctive character and qualities of the AONB consistent with the aims of the AONB Management Plan. Buildings taller than 2 storeys are likely to be visible from the harbour and coastal path and may also be visible from the South Downs National Park. Proposals will be expected to demonstrate how their individual or cumulative effect has avoided significant harm to the AONB or to the long views from the SDNP.

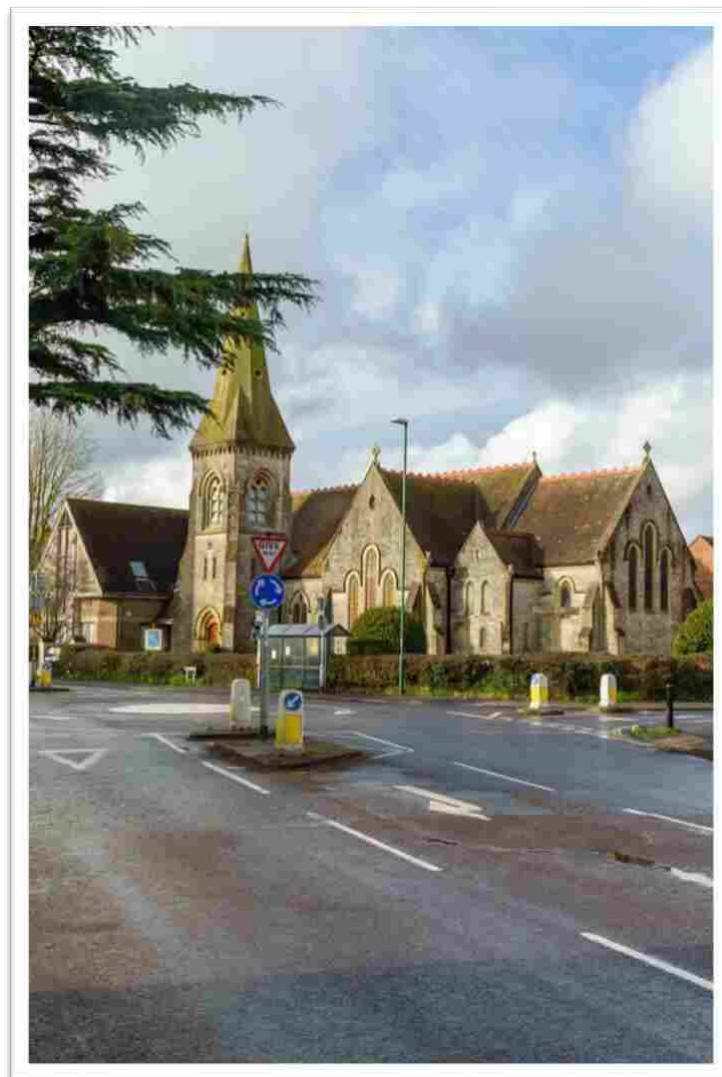
5.55 This policy replaces Policy 4 'Housing Design'. As anticipated by NPPF §128 and the National Design Guide, design quality should be considered throughout the evolution and assessment of proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations.

5.56 Southbourne Parish lies within the Southbourne Coastal Plain Landscape Character Area (SC5) which runs along the northern boundary of the Chichester Harbour AONB. The relatively flat open character of the area allows long views to and from the Harbour. The A259, which crosses the parish in an east-west direction marks the boundary of the AONB. The settlements of Lumley/Hermitage, Southbourne/Prinsted and Nutbourne West are separated by narrow gaps which provide important visual relief to the built-up areas.

5.57 In addition, the Chichester Harbour AONB Landscape Character Assessment (April 2019), the Chichester Landscape Capacity Study and the Chichester Landscape Gap Assessment (both May, 2019) describe the pressures from development on the AONB and its setting and the landscape effects that could result from the development of taller buildings given the flat relatively open character of the area and the modest gaps between settlements.

5.58 Planning Practice Guidance establishes how development within the setting of AONBs should be dealt with²:

'Land within the setting of these areas often makes an important contribution to maintaining their natural beauty, and where poorly located or designed development can do significant harm. This is especially the case where long views from or to the designated landscape are identified as important, or where the landscape character of land within and adjoining the designated area is complementary. Development within the settings of these areas will therefore need sensitive handling that takes these potential impacts into account.'



5 St John's Church

² PPG 042 Reference ID: 8- 042-20190721

POLICY SB8: MANAGING DESIGN AND HERITAGE IN LUMLEY

A. Development proposals in the Lumley Character Area, as shown on the Policies Inset Map, will only be supported if the nature and location of the proposal has regard to the following essential characteristics of the area:

- i. The loose knit rural nature of the area particularly around the Grade II Lumley Mill;**
- ii. Its predominantly farmland setting;**
- iii. The importance of the established trees and hedgerows in forming enclosure in the south west of the area and the enclosure of Lumley Road in the wider landscape;**
- iv. The significance of well-established trees that provide a setting to Lumley Terrace and Flint Cottages; and,**
- v. The regular plot sizes of the Grade II Lumley Terrace and Flint Cottages and their regular two- storey brick under tile pitched roof form and vernacular features.**

5.59 This policy manages design quality in the Lumley Character Area. In doing so, it sets out a series of characteristics that are considered to be essential features that contribute to the defining character and distinctiveness of Lumley as described in the Lumley Character Appraisal in the supporting evidence. The policy is intended to complement the provisions of the NPPF and adopted Policy 47 of the CLPKP.

5.60 Not every characteristic in each of the following Design and Heritage policies will be relevant to an application and the policy does not set out a prescriptive list of design features that must be incorporated into every scheme. Rather, applicants are expected to acknowledge, understand and respond to the characteristics that are relevant in justifying their proposals.

5.61 The Lumley Character Area is bordered to the west by the County boundary. Below a pond at Lumley Mill, near the south of the hamlet, a channel diverts from the River Ems and Lumley Stream – a chalk stream - runs southwards towards Brook Meadow Local Nature Reserve and Peter Pond, both of which are designated as Local Green Space by policy SB16. With the exception of a small number of farms and outlying buildings, all the other buildings cluster around this former mill race.

5.62 The Grade II* Lumley Mill is the defining feature of the north of the character area, built in the 1760's and being the most northerly of the Emsworth mills, but largely destroyed by fire in 1915 with only the restored Miller's House remaining.

5.63 In the south western corner of the character area lies Lumley Terrace (numbered 1-8) and the Flint Cottages (1-2 Lumley Road) which are both listed. Lumley Terrace dates to the early Nineteenth Century and the houses are two storey, built from painted brick with a gable at each end and a wider one in the centre. Nos 2 and 3 retain their original marginal glazing. Flint Cottages are also two storey houses with coursed flints set in galletting with white brick dressings and quoins.



6 Images from Lumley Character Appraisal

POLICY SB9: MANAGING DESIGN AND HERITAGE IN HERMITAGE

A. Development proposals in the Hermitage Character Area, as shown on the Policies Inset Map, will only be supported if the nature and location of the proposal has regard to the following essential characteristics of the area:

- i. The significance of Slipper Mill Pond and Peter Pond in providing visual amenity on the western edge of the area;**
- ii. The views south and north from Hermitage Bridge and the views westward from Slipper Road towards the Emsworth Conservation Area;**
- iii. The importance of retaining established trees and public open spaces at Mill End given the limited open space within the settlement and particularly to the south of the A259;**
- iv. The importance of re-providing a consistency of open space in new development;**
- v. The use of brick, flint and clay tiles in the early cottages and terraces either side of Main Road;**
- vi. The openness of the south of the area and the uninterrupted views towards Chichester Harbour.**

5.64 This policy manages design quality in the Hermitage Character Area. In doing so, it sets out a series of characteristics that are considered to be essential features that contribute to the defining character and distinctiveness of Hermitage as described in the Hermitage Character Appraisal in the supporting evidence. The policy is intended to complement the provisions of the NPPF and adopted Policy 47 of the CLPKP.

5.65 Hermitage is an early settlement that has seen most development since about 1900. The original settlement lay along what is now the A259 and south of which is the Chichester Harbour AONB. Over recent years the settlement has expanded to fill much of the land between the old settlement and Lumley to the north, Gosden Green to the east and Thornham to the south. To the west is the County boundary and the Slipper Mill Pond which divides Hermitage from the Emsworth Conservation Area on the western side of the county boundary.

5.66 The 20th century development has come forward in a piecemeal fashion; taking place on large parcels of land at any one time. Little remains of the earliest buildings in Hermitage so that only a few Georgian and Victorian buildings now form the oldest examples. There are brick terraces which date from about 1900 and inter-war and post-

war council housing, but much of the development in the 1950s, 1960s and later, took place away from the A259. From the 70s and 80s (and ongoing) there has been a lot of infill building along the A259 and to the north of it.

5.67 The area is now given over to residential use with a wide variety of building styles; in this respect it reflects the character of Southbourne Parish as a whole. Blocks of development have taken place over time so that now Hermitage does not appear cohesive, having a wide variety of dwellings grouped in distinctive areas. As a result, the layout is diverse with some parts laid out in terraces with long, narrow gardens, sometimes to the front, sometimes to the rear, occasionally both. Other houses are set on more open plots, especially where bungalows are more prevalent.



7 Images from Hermitage Character Appraisal

POLICY SB10: MANAGING DESIGN AND HERITAGE IN THE PRINSTED CONSERVATION AREA

A. Development proposals should sustain and enhance the special architectural and historic interest of the designated Prinsted Conservation Area and its setting within the Chichester Harbour AONB.

B. The significance of the Conservation Area and its setting are defined by the key characteristics and recommendations of the Prinsted Conservation Area Character Appraisal and Management Proposals and the design guidance set out in the Chichester Harbour AONB Joint Supplementary Planning Document, to which all proposals must have full regard.

5.68 Prinsted is low lying and on the coastal plain which marks the boundary between the South Downs and the English Channel. The five metre contour passes through the southern edge of the conservation area, with the historic part of the village being built on slightly rising land above this.

5.69 All of the Prinsted Conservation Area lies within the Chichester Harbour AONB designated in 1964 because of its unique blend of landscape and seascape. The AONB contains four channels – Emsworth, Thorney, Bosham and Chichester – and Prinsted lies at the head of the second.

5.70 This policy directs applicants bringing forward proposals within the Prinsted Conservation Area or its setting to the design principles and guidance contained in the 2007 Conservation Area Character Appraisal and supplemented by the 2017 Chichester Harbour AONB Joint SPD. Together, these documents define the significance of the village. The latter has been adopted as supplementary planning guidance by CDC and remains in force.



8 Images from Prinsted Conservation Area Appraisal

POLICY SB11: MANAGING DESIGN AND HERITAGE IN NUTBOURNE WEST

A. Development proposals in the Nutbourne West Character Area, as shown on the Policies Inset Map, will only be supported if the nature and location of the proposal has regard to the following essential characteristics of the area:

- i. the separate identity and setting of Nutbourne West and Nutbourne East;**
- ii. the enclosure created by the hedgerows, treelines and designed landscaped areas on the northern edge of the settlement;**
- iii. the open views to Chichester Harbour to the south;**
- iv. panoramic views southward of Bosham Church and the Chidham Bellcote from the coastal path, westward to the spire of St John's Church, views across Nutbourne Marshes from Farm Lane to the harbour's edge, and views northward to the National Park and Walderton Hill and Bow Hill.**

5.71 This policy manages design quality in the Nutbourne West Character Area. In doing so, it sets out a series of characteristics that are considered to be essential features that contribute to the defining character and distinctiveness of Nutbourne West as described in the Nutbourne West Character Appraisal in the supporting evidence. The policy is intended to complement the provisions of the NPPF and adopted Policy 47 of the CLPKP.

5.72 Nutbourne West is an ancient settlement strategically located on the Main Road close to the Ham Brook, tidal mill and adjacent harbour with a rural hinterland at Inlands and Priors Leaze extending to the northern boundary of Southbourne Parish. Along with Prinsted, it was the major economic hub of the group of old villages and hamlets that in 1967 became the Civil Parish of Southbourne. Nutbourne's cultural and historic significance is of considerable local importance and stretches beyond the more narrowly-defined Settlement Boundary that is referenced in planning documents.

5.73 The advent of the modern A27 in the 1980's, while making life more bearable for those living alongside what was to become the A259, led to the loss of non-local through traffic and the inevitable decline in local economic activity, resulting in today's predominantly residential character. The loss of local retail outlets means that Nutbourne West residents look to Southbourne for everyday needs and services, but the historical

significance of Nutbourne West to the Southbourne area is crucial and should be marked by appropriate signage on the A259.

5.74 Although development has unfolded both along the A259 and throughout the core settlement for the past two centuries, Nutbourne West still retains enough unmodernised old village houses and its original road layout to ensure its village quality. The wide variety of architectural styles used have in the main employed enough traditional materials, vernacular features, low rooflines and where possible generous plot sizes for Nutbourne West to support this. The presence of enough mature trees also contributes to the rural feel, as does the easy access by footpath in all directions to the surrounding countryside. These attributes should be considered in any future planning policies and decisions. Similarly, to retain its village identity the few remaining landscape gaps along the A259 should be carefully managed e.g. opposite the four listed houses at the boundary between Southbourne and Chidham and Hambrook Parishes.

5.75 So important economically to its past, the Ham Brook chalk stream that runs through its heart constitutes Nutbourne West's perhaps most significant contribution to the future. Although only a modest 1.7 miles long, the Ham Brook is one of only 200 chalk streams in the UK, thus the rich and unique biodiversity of the stream and its adjacent habitat cannot be underestimated. For this reason the Neighbourhood Plan supports its designation as a Wildlife Corridor to ensure a blue-green link between the protected landscapes of the South Downs National Park and the Chichester Harbour AONB and Ramsar Sites. The continued and guaranteed viability of the Ham Brook Wildlife Corridor constitutes perhaps Southbourne Parish's most essential contribution to the biodiversity of the whole area from the South Downs to the coast, and thus must be respected in any future development.



9 Images from Nutbourne Character Appraisal

POLICY SB12: PROTECTING LOCAL HERITAGE ASSETS

A. The Neighbourhood Plan identifies 23 non-designated Local Heritage Assets, as included in the Local Heritage Assets List in Appendix C, by way of their positive contribution to the character and heritage of the area.

B. Proposals should identify the significance of local heritage assets identified in Appendix C and seek to conserve and enhance their special interest.

5.76 The policy identifies a number of heritage assets in the parish that, whilst not statutorily listed, have some local heritage value for the purposes of applying Key Policy 47 on the historic environment. The owners of the heritage assets properties have already been notified of the proposed Local List designation and their responses have been considered in Appendix 21 of the Consultation Statement.

5.77 In addition to the two Grade 11* listed buildings, Lumley Mill and The Old House in Prinsted Lane, the area has an attractive historic environment with 39 statutory listed buildings or groups of buildings (See Fig 5.1 of the SA Scoping Report), around half of which fall within the Prinsted Conservation Area. However, CDC does not yet hold a list of Local Heritage Assets outside of the City. The policy therefore seeks to provide clarity on the status of these assets in Southbourne to ensure that development proposals acknowledge their local value.

POLICY SB13: GREEN AND BLUE INFRASTRUCTURE NETWORK

A. The Neighbourhood Plan designates a Green Infrastructure Network, as shown on the Policies Map, for the purpose of promoting ecological connectivity, outdoor recreation and sustainable movement through the parish and into neighbouring parishes and for mitigating climate change. The Network comprises the continued establishment of the 'Green Ring' around and through the village of Southbourne, and a variety of green spaces, ancient woodland, trees and hedgerows, water bodies, assets of biodiversity value including the Lumley Stream and Ham Brook both chalk streams, children's play areas and off-street footways, cycleways and bridleways.

B. Development proposals that lie within or adjoining the Network are required to have full regard to creating, maintaining and improving the Network, including delivering a net gain to general biodiversity value, in the design of their layouts, landscaping schemes and public open space and play provisions.

C. In that part of the Green Ring to the east of Southbourne village that runs through the allocation defined by Policy SB2, proposals must have equal regard to accessibility to the Network for both existing and new residents. In this respect, the Green Ring will form a central and defining multi-functional landscape feature of the new development, creating opportunities to enhance outdoor sport, recreation and play, improve pedestrian and cycle connectivity to the community hub, schools, the railway station and access across the railway line.

D. Proposals that will prejudice the completion of the Green Ring or lead to the loss of land lying within the Network and that will undermine its integrity will not be supported. Development proposals that will lead to the extension of the Network to create additional recreational opportunities will be supported provided they do not adversely affect the character, environment and appearance of the Chichester Harbour AONB, result in adverse effects on the integrity to the Chichester Harbour SPA, and are consistent with all other relevant policies of the development plan.

5.78 This policy updates Policy 3 'Green Ring' of the 'made' Plan and supports Key Policy 52 on Green Infrastructure and Policy 54 on Open Space, Sport and Recreation by defining a multifunctional network of green infrastructure assets. These will be maintained and added to throughout the Neighbourhood Plan area and will be the means of improving local biodiversity through connecting habitats and, in places, of sequestering carbon through woodland planting as well as promoting walking, cycling and sport and

recreation. The Network also incorporates the Lumley Wildlife corridor and the proposed Ham Brook Chalk Stream Wildlife Corridor.

5.79 The Green Ring aims to provide a means of mitigating pressure on the sensitive areas within the AONB by providing a compellingly attractive, seasonally dynamic walking, cycling and relaxing route served by benches sited to promote rest and reflection as well as sport and recreational features and other areas designed to promote spontaneous social interaction. It will also contribute to resolving the significant open space, sport and recreation deficit in the Parish. The Open Space, Sport and Recreation Background Paper (in the evidence base) concludes there is a need for at least 19.4 hectares of new open space to meet shortfalls in play space, sport and recreation facilities, allotments and amenity open space.

5.80 The policy requires that all development proposals that lie within the Network, or that adjoin it, should consider how they may improve it, or at the very least do not undermine its integrity of connecting spaces and habitats. The Policy Map shows the full extent of the Network, which allows applicants to determine if their proposals should take this policy into account. Where proposals include provision for landscaping, new means of access or new layouts, there may be an opportunity to relate the land better to the Network, for example in complementing existing biodiversity value through the design of the landscape scheme. At the very least, the policy requires that proposals that will undermine the existing value of the Network will be refused permission.

5.81 The Network, and particularly the 'Green Ring', will become more valuable over time, providing local residents with enhanced recreational opportunities and benefitting visitors and local tourism. Although the majority of these features are physically adjoined to enable habitat connectivity, some features of the Network are not. This does not devalue their integral biodiversity or recreational value and at some point in the future an opportunity may arise to achieve similar connectivity.

5.82 One feature of the Network is to provide a safe equestrian link connecting along the route of footpath number 251/1 (which crosses the A27 on a small bridge) and which is proposed to be upgraded to a 'bridleway' in the Infrastructure Business Plan (IBP/791) with a connection south to Priors Leaze Lane and to connect into bridleway connections in Chidham and Hambrook parish.

POLICY SB14: BIODIVERSITY

A. Development proposals should take account of the protected and other notable biodiversity species in the neighbourhood area as set out in Appendix D. Development proposals which would affect any of the natural assets as identified in Appendix D will be determined on the basis of the principles in paragraph 175 of the NPPF (2019).

B. Development proposals should contribute to, increase and enhance the natural environment by providing additional habitat resources for wildlife and demonstrate that any potential impacts upon priority species and habitats have been fully assessed and mitigated to deliver at least a 10% net gain in biodiversity^{3,4}.

5.83 This policy replaces Policy 7 'Environment' and reflects the priorities of the Government's 25 year Environment Plan which includes embedding an 'environmental net gain' into development proposals. Natural England welcome this commitment. It provides local emphasis to Key Policy 49 and eLP Policies S26 and DM29, in respect of promoting biodiversity. In addition, it identifies protected and other notable species in the neighbourhood area to which paragraphs 174 to 176 of the NPPF would apply. This policy emphasises the importance of all development proposals avoiding harmful impacts on the many environmental assets of the parish.

5.84 The parish contains extensive environmental assets and lies within the zone of influence of significant nature conservation designations which play a major role in shaping the environmental and landscape setting of Southbourne. The Chichester and Langstone Harbours Special Protection Area/Ramsar/SSSI, the Chichester Harbour AONB, the Nutbourne Marshes, Eames Farm and Brook Meadow⁵ Local Nature Reserves, and Slipper Mill Pond and Peter Pond Local Wildlife Sites. These are all environmental assets of designated international, national and/or local importance.

5.85 The parish is also home to a variety of legally protected wildlife species, including water voles, dormice and woodland bats. It also hosts a range of native species of birds such as the barn owl and lapwing. In addition, there are Solent Wader and Brent Geese support areas between Southbourne and Lumley, and east of Prinsted, as well as further low use areas at the southern end of Prinsted. A number of bat surveys were undertaken in June and September 2019 the results of which are recorded in the evidence base.

5.86 The Sussex Biodiversity Records Centre Biodiversity Report (attached as a separate document at Appendix D) provides an extensive list of legally protected and notable species in the parish. This policy expects that all development proposals in the parish in due course will avoid harm to these habitats and species and will achieve a net biodiversity gain.

³ Biodiversity net gain DEFRA Regulatory Policy Committee Report [Link](#)

⁴ Lichfield District Council require a 20% net gain [Link](#)

⁵ Brook Meadow LNR straddles the Southbourne/Emsworth Parish boundaries

5.87 The location of the key assets are illustrated on the biodiversity policy map and along with the proposed Lumley Stream Wildlife Corridor proposed by CDC (which to the north of the Parish lies largely within the Westbourne to Compton Biodiversity Opportunity Area) and the Ham Brook Chalk Stream Wildlife Corridor proposed in this Plan, illustrates the sensitivity of the parish. The Lumley Stream and Ham Brook are highly sensitive and protected assets and are two of only approximately 200 chalk streams left in the world, most being in southern England. It will be expected that significant buffer areas of at least 50 meters either side of these assets will remain undisturbed and maintained in line with guidance issued by the Sussex Wildlife Trust⁶. This will ensure, for example, that in the area of Nutbourne West the corridor will have sufficient width to act as a functional corridor to overcome the issue raised in paragraph 5.5 of CDC's Strategic Wildlife Corridors Background Paper which SPC confirmed in its response to the eLP in January 2019 had "prejudged the review of the Southbourne Neighbourhood Plan"⁷.

5.88 The Natural Environment and Rural Communities (NERC) Act 2006 is designed to help achieve a rich and diverse natural environment. Section 40 under the NERC Act 2006 carries an extension of the earlier CRoW Act biodiversity duty to public bodies including Parish Councils and Local Authorities to ensure due regard to the conservation of biodiversity. This duty aims to raise the profile of biodiversity across the public sector and ensure that biodiversity conservation is at the heart of policymaking and implementation, as in this case.

5.89 Section 41 under the NERC Act 2006 requires the Secretary of State to publish a list of habitats and species of principal importance for the purpose of conserving biodiversity in England to which public bodies are required to have regard. The Sussex Biodiversity Report confirms that a number of Section 41 habitats and species are present in Southbourne which should be given priority when implementing the Section 40 duty.

⁶ Chalk Rivers and Streams; Sussex Wildlife Trust [Link](#)

⁷ Page 13 of SPC Response to the CDC Local Plan Review 'Preferred Approach Consultation. 29 Jan 2019 [Link](#)

POLICY SB15: TREES, WOODLAND AND HEDGEROWS

A. Development proposals will, wherever possible, ensure the retention of trees, woodland and hedgerows. Particular regard will be given to the protection of these features within the setting of settlements, the protection of ancient woodlands and historic hedgerows and the amenity value of trees within built-up areas.

B. Proposals that will result in the loss of trees which have visual and/or amenity value in the Prinsted Conservation Area or mature trees or hedgerows elsewhere in the Parish, either as part of a landscape scheme or as part of the construction works of a development, will not be supported.

C. Where the loss of mature trees or hedgerow is proven to be unavoidable, the proposals must make provision on site for like-for-like replacements and of similar ecological function and maturity to re-establish the loss of biodiversity as quickly as possible. Where like for like replacement of a fully mature tree is not achievable then consideration should be given to an increased number of less mature specimens (but not whips) in order to maintain some approximation of ecological value and function.

D. Landscaping and tree and hedgerow planting schemes will be required to accompany applications for new development where it is appropriate to the development and its setting.

5.90 Southbourne Parish Council and Southbourne residents are justly proud of - and protective of - the wild and natural assets throughout the parish. The biodiversity of Southbourne has survived largely intact. And in one year alone 5500 records of flora and fauna of interest have been recorded and verified. However, Southbourne has been hard hit by tree and hedgerow removal in the past few years, in some cases with permission and some without.

5.91 With the declaration of a Climate and Ecological Emergency it is more imperative than ever that development is planned carefully and with the utmost regard to any tree, hedgerow and woodland already present on a site. These places and species are wildlife strongholds and the loss of habitat, some of which has been established for hundreds of years, cannot be replaced instantly by new planting. It is expected that planting schemes within a development must further add to, extend, or create new areas of natural native species to increase the biodiversity future of that area.

5.92 Within the Prinsted Conservation Area any tree over 75mm in diameter, at 1.5m above ground level, is automatically protected. Elsewhere in the parish any loss or removal of mature trees or hedgerows MUST be proven to be unavoidable by both CDC Environment Officers and Southbourne Parish Council BEFORE any such removal takes place.

5.93 The Hedgerows Regulations 1997 were introduced to protect hedgerows of importance from destruction. However, the legislation does not apply to any hedgerow which is within or marking the boundary of the curtilage of a dwelling house. For the Regulations to be applicable, the hedgerow must be at least 20 metres in length or, if less than 20 metres, it must meet another hedgerow at each end. A hedgerow is deemed to be important if it is more than thirty years old and meets at least one of the criteria listed in Part II of Schedule 1 of the Regulations. If a hedgerow which qualifies under the Regulations is to be removed, the landowner must contact the Local Planning Authority (LPA) in writing by submitting a hedgerow removal notice. The LPA then has a period of 42 days to decide whether or not the hedgerow meets the importance criteria of the regulations.

5.94 Should removal be proven as unavoidable, the proposals must make provision on site for a like-for-like, and/or native species replacement of suitable maturity and ecological function to re-establish the loss of biodiversity as quickly as possible. New landscaping and tree and hedgerow planting schemes will also require a maintenance/watering schedule to be a condition of an application and adhered to, to ensure the planting will survive and thrive.



10 Holm Oak / Elm flowers / Hedgerow life / Memorial clump of trees

POLICY SB16: LOCAL GREEN SPACES

A. The Neighbourhood Plan designates 17 Local Green Spaces in the locations shown in the Local Green Space Report and listed in Appendix E.

B. Proposals for inappropriate development in a Local Green Space will only be supported in very special circumstances.

5.95 This policy designates 17 Local Green Spaces in accordance with paragraphs 99 – 100 of the NPPF. A designation has the policy effect of the equivalence of the Green Belt in terms of the definition of ‘inappropriate development’ consistent with paragraph 101 and 143 of the NPPF and of the ‘very special circumstances’ tests in the NPPF when determining planning applications located within a designated Local Green Space.

5.96 A review of all open land within and adjoining each settlement has been completed, informed by the qualifying criteria in the NPPF. The land that is considered to meet those criteria and is therefore worthy of designation is illustrated and justified in the Southbourne Parish Local Green Space Report in the evidence base. In the Parish Council’s judgement, each designation is capable of enduring beyond the end of the plan period having regard to NPPF paragraph 136. The owners of these sites were notified of the proposed Local Green Space designations during the preparation of the Plan. Their responses, together with further Regulation 14 responses are considered in the Supporting Evidence and duplicated as appropriate in the Consultation Statement (Appendix 21).

5.97 The policy has been reviewed in relation to the consideration in the Court of Appeal (2020 EWCA Civ 1259) of an equivalent policy in a neighbourhood plan in Mendip District. Policy SB16 follows the matter-of-fact approach in the NPPF. In the event that development proposals come forward on the local green spaces within the Plan period, they can be assessed on a case-by-case basis by the District Council. In particular it will be able to make an informed judgement on the extent to which the proposal concerned demonstrates the ‘very special circumstances’ required by the policy.

POLICY SB17: ACHIEVING DARK SKIES

A. All development proposals should be designed to minimise the occurrence of light pollution. The Parish Council will expect such schemes to employ energy-efficient forms of lighting that also reduce light scatter and comply with the current guidelines established for rural areas by the Institute of Lighting Professionals (ILP).

B. Proposals for all development will be expected to demonstrate how it is intended to prevent light pollution. Information on these measures must be submitted with applications, and where a major development would potentially impact on light levels in the area, especially on the Chichester Harbour AONB and on the setting of the South Downs National Park, an appropriate lighting scheme will be secured by planning condition.

5.98 The undeveloped parts of the parish enjoy relatively low light levels. These enable residents to appreciate the night sky and the darkened landscape and to control, to a large extent, the amount of light that illuminates their properties at night. Low light levels are an important benefit to wildlife because there is minimal disturbance to the regular patterns of nocturnal insects, birds and mammals.

5.99 The darkest skies are, unsurprisingly, those seen directly above the waters of Chichester Harbour (0.25 – 0.5 nano Watts/cm²/sr). Apart from the built-up area of Southbourne itself (see Appendix F), the rest of the Parish is still relatively dark (1 – 4 nano Watts/cm²/sr). The lack of light around the Harbour shoreline contributes significantly to the ambient quality of the Harbour and is especially important to the use of the Eames Farm Dark Skies Discovery Site located to the north of Thorney Island. The rural remainder of the parish is equally dark. The northern parish boundary is delineated by the A27 where the lights from moving vehicles are largely concealed by banks and planting either side of the carriageways.

5.100 It is important that lighting in new development is strictly controlled especially where it would affect the quality of Chichester Harbour or the setting of the South Downs National Park, an International Dark Sky Reserve.

5.101 There are three common sources of light pollution. The first is sky glow which emanates from towns and cities. Sky glow from Portsmouth and Chichester is visible in the parish. The second is glare, which is caused by bright light viewed against darkness. The third is light intrusion which is light spilling beyond the property being lit. The use of energy efficient lighting, cowls and careful directional lighting can achieve considerable benefits. Particular care is required in the design of lighting for some types of development, for example community buildings and sports pitches, which otherwise can cause considerable pollution far beyond their immediate boundaries.

POLICY SB18: SUSTAINABLE ACCESSIBILITY AND MOBILITY

A. Proposals for major development should adopt the Sustainable Accessibility and Mobility Framework and demonstrate how the framework has been applied. The layout design must apply Manual for Streets best practice principles and create a permeable network of streets and spaces that connect to key destinations in the Parish such as the Primary Schools, Bourne College, new and existing community facilities and the railway station.

B. Travel planning is integral to the design and operation of development, and applications for major development must demonstrate through an effective travel plan how new residents will be encouraged to make the fullest possible use of active travel measures, public transport, and ensure that safe and suitable access within and beyond the Parish can be achieved for everyone, whatever their abilities.

C. Further improvements to accessibility, including the provision of off-road car parking and cycle racks to serve rail passengers, and to the quality of Southbourne Railway Station environment, as a key element in our public transport network, will be supported.

5.102 Traffic and travel are challenging issues facing most communities, and Southbourne is no exception. With little opportunity to increase capacity for private vehicle use, the emphasis in recent years has been on minimising the need to travel and promoting alternative modes of travel to the private car – ‘active travel’. It is recognised however, that a number of commuters drive to Southbourne to access the station leading to cars being parked all day on residential roads. A new car park on the northern side of the railway line (as required by Policy SB2) and secure cycle racks close to the station would encourage use of the rail network for longer journeys without compromising traffic flow on local roads.

5.103 The local context of Southbourne and the severance created by the railway line creates a significant barrier to permeability and is a serious issue consistently raised by the local community. The proposed pedestrian footbridge over the railway line (Policy SB2) is needed to facilitate the north/south connection of the Green Ring and create the next phase of the project to connect to the land safeguarded through Policy 2 of SPNP1 at Priors Orchard.

5.104 While all opportunities must be taken to manage traffic growth and plan for sustainable travel, it is recognised that the private car and commercial vehicle trips, together with the requirement for good pedestrian and cycle routes, arising from the new allocation will need to be managed. A separate road and cycle bridge is required (Policy SB2) to provide an alternative route to Stein Road. In terms of the NPPF, this is a reasonable and justified approach which has been given considerable emphasis

through national policy in recent years and through practical guidance such as the 'Manual for Streets 1', which is soon to be updated. Whilst anxious to influence the growth of Southbourne, the Parish Council takes the view that all steps must be taken to encourage modal shift and the timely delivery of infrastructure to secure sustainable development.

5.105 To further the Parish Council's objective and support the Vision and transition to a net zero carbon future, the 'Sustainable Accessibility and Mobility Framework'⁸ should be adopted for all major development to encourage the concept of a '15 minute neighbourhood' and deliver solutions that support a healthier and more resilient community. This approach calls for measures that first focus on reducing the need for trips, before considering how to increase the proportion of the remaining trips that are taken by active, public and shared forms of transport. This hierarchy is summarised in the SAM framework (overleaf), a tool created to help planners and designers prioritise appropriate local interventions.

5.106 The SAM framework accords with the Vision and all development proposals should embrace best practice 'place making' principles to create a coherent network of streets and spaces that contribute to the delivery of safe multi-user pedestrian and cycle routes to key destinations to maximise travel choice. These routes should include opportunities to deliver a section of the Chichester to Emsworth Cycle Path (ChEm Route) and enhancements to Sustrans route NCN2 along the A259 to create a safe segregated east/west cycle link.

5.107 In regard to the final tier of the SAM hierarchy, WSCC Guidance on Parking at New Developments (Sept 2020) requires 'active' electrical vehicle charging points to be provided as a minimum on 20% of all residential parking spaces with ducting provided to the remaining spaces to enable upgrading in the future. The Government have signalled their intention to introduce new requirements in the Building Regulations to ensure that where appropriate every new home, or building undergoing a material change of use to create a new dwelling, has an electric vehicle (EV) charging point with a dedicated car parking space within the site boundary. The impact assessment published alongside the consultation⁹ confirmed that requiring the installation of a charge point in new dwellings would result in a retrofit cost saving to home owners of £1064 per charge point, and unnecessary disruption within the lifetime of this Review when the sales of new petrol/diesel vehicles are phased out in 2030.

⁸ Net Zero Transport: The role of spatial planning and place based solutions ([RTPI, Jan 2021](#))

⁹ Electric Vehicle Charging in Residential and Non-Residential Buildings ([HMG, July 2019](#))

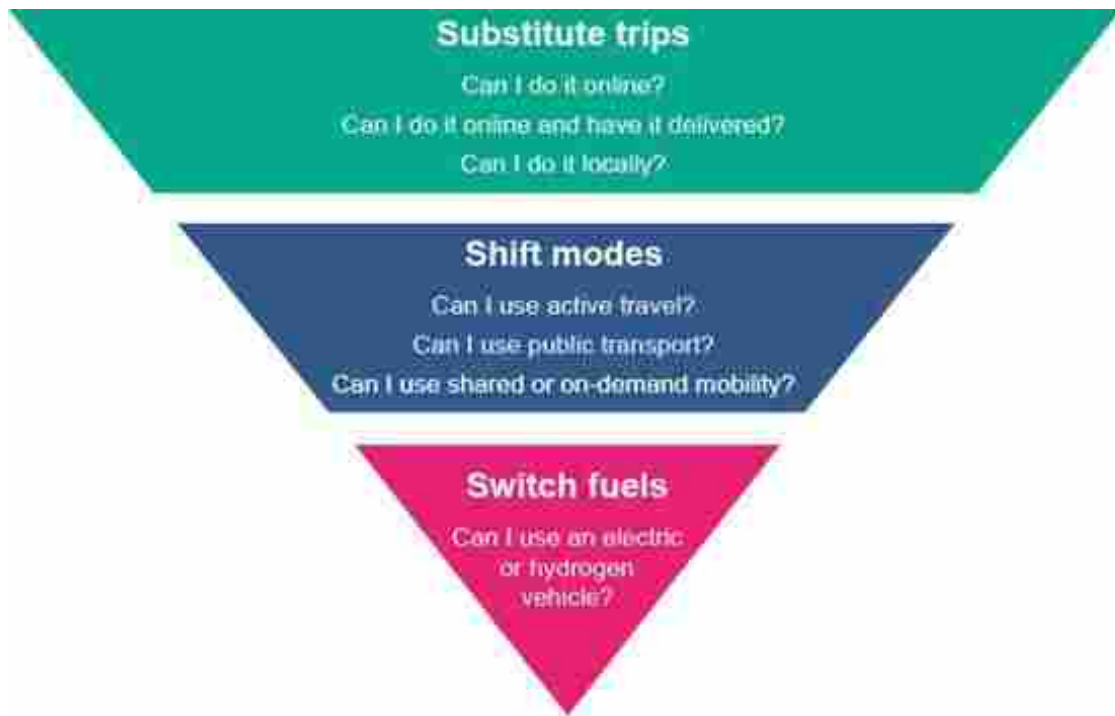


Figure 2: Sustainable Accessibility and Mobility (SAM) Framework Credit: Vectos



11 The Parish Footpath Network

POLICY SB19: MITIGATING EFFECTS ON EUROPEAN DESIGNATED SITES

A. Development involving residential uses will be required to include proposals for avoiding/mitigating their effects on the SPA, SAC and Ramsar sites at Chichester Harbour;

B. Proposals should be in accordance with the requirements of the Bird Aware Solent Strategy and the Solent Recreation Mitigation Strategy and include measures to avoid recreational disturbance on the Chichester Harbour SPA and avoid the loss of functionally linked habitat;

C. In accordance with the Bird Aware Solent Strategy all residential development within 5.6km of the Solent's European sites must pay an appropriate financial tariff (reviewed annually) based on the number of bedrooms in the development; and,

D. Proposals for development must also demonstrate the effectiveness of their nutrient neutrality measures to ensure no adverse impact on the Chichester Harbour receiving waters in accordance with Natural England's latest guidance¹⁰.

5.108 Chichester and Langstone Harbours are designated as internationally important wildlife sites (Special Protection Areas and Ramsar sites) but are adversely affected by disturbance from human recreational activities. There is a legal duty to protect their designated bird populations and supporting habitats. Natural England advise that considered in combination with other housing around the Solent, any increase in the number of dwellings in Southbourne 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.

5.109 In addition, Natural England's assessments during 2019/20 suggest that more than 3000 hectares of the intertidal parts of Chichester Harbour, which is the subject of several European designations, is classified as being in an "unfavourable - declining" condition. Water quality is a contributing factor to the build-up of excess nutrients in the Harbour causing eutrophication (algal growth) which impacts on the Harbour's ecology and conservation.

5.110 Sewage from new development using waste-water treatment works or an on-site package treatment plant that discharges to Chichester Harbour contributes to the excess nutrients in the Harbour and therefore proposals need to demonstrate that they

¹⁰ Advice on achieving nutrient neutrality for new development in the Solent Region; Natural England, June 2020

will be nutrient neutral to avoid detrimental harm to the Harbour's ecology and conservation.

5.111 To meet the requirements of the Habitats Directive and in line with the Solent Wader and Brent Goose Strategy, the applicant for Land East of Southbourne Village (Policy SB2) will be required to provide evidence that the development will not result in adverse effects on the integrity of the Chichester and Langstone Harbours SPA / Ramsar regarding the loss of functionally linked habitat.

5.112 To demonstrate this, a survey of current site use by overwintering SPA / Ramsar birds will be required to assess if the land supports a significant population of designated bird species. These non-breeding bird surveys will need to be undertaken during autumn, winter and spring. If habitats within the site or adjacent land are identified to support significant populations of designated bird species, avoidance measures and mitigation will be required, and the planning application will need to be assessed through a project specific Habitats Regulations Assessment to ensure that the development does not result in adverse effects on site integrity.¹

5.113 CDC screened in the requirement for the Plan to be subject to a Habitats Regulations Assessment and the recommendations of the HRA Report have been incorporated into the policy and supporting text and will be submitted for examination alongside this Plan.

Introduction to Climate Change Policies

5.114 The UK Parliament declared an environment and climate emergency¹¹ in May 2019, followed shortly by Chichester District Council in July 2019. The Climate Change Act 2008¹² is the basis for the UK's approach to tackling and responding to climate change. It requires that emissions of carbon dioxide and other greenhouse gases are reduced and that climate change risks are prepared for. The Act also establishes the framework to deliver on these requirements and commits the UK government by law to reducing greenhouse gas emissions to 'net zero' by 2050.

5.115 The Energy White Paper published in December 2020 sets out the government's Vision and 10-point transition plan for how the UK will reach the UK target of 'net zero' carbon emissions by 2050. The White Paper confirms the government's intention to ensure significant strides are made to improve building energy performance to meet this target. This means that by 2030 all new buildings must operate at 'net zero', the means by which this can be achieved is described in the diagram overleaf. This approach unequivocally focuses on the energy hierarchy and the role of post occupancy monitoring and verification to ensure buildings perform in the way they are designed.

5.116 There is a significant weight of evidence that buildings rarely live up to their designers expectations when completed and occupied, and depart significantly from the standards against which they were certified at design stage. This is known as the 'performance gap' and is a widely acknowledged problem¹³. Research indicates this gap can be anything from 50% increase in energy use than designed for, to 500%.

5.117 The consultation on the 'Future Buildings Standard' announced in January 2021 aims to 'radically improve' the energy performance of new homes ensuring they are 'zero carbon ready' by 2025. This means having high levels of energy efficiency and fabric performance that produce 75 to 80 per cent lower carbon emissions than houses built to current standards.

5.118 By 'Zero Carbon Ready' the Government has confirmed this means that no further retrofit work will be necessary to enable them to become zero carbon homes. To do otherwise, as the Consultation Impact Assessment (CIA) confirms, would create homes which are not fit for purpose and would pass on a significant financial liability to future homeowners, many of whom may be struggling to meet the purchase price or rental costs of their new home in the first place. It could also unnecessarily push householders into fuel poverty. A Climate Change Committee Report in 2019¹⁴ confirmed the costs of achieving higher energy performance standards via retrofit can be five times the cost (about £25000 per home) compared to designing these requirements into new buildings from the outset.

¹¹ 'Emergency' – "a sudden serious and dangerous event or situation which needs immediate action to deal with it"

¹² Amended by the 2050 (Target Amendment Order) 2019

¹³ Section 3.3. The Future Buildings Standard consultation, Jan 2021 [Link](#)

¹⁴ The Costs and Benefits of tighter standards for new buildings; Final Report for Climate Change Committee 2019 [Link](#)

5.119 The Government has also confirmed in its response to the Future Homes Standard consultation¹⁵ that they do not intend to amend the Planning and Energy Act 2008 and that as a result the setting of energy efficiency standards at the Local Plan or Neighbourhood Plan scale is permissible. The NPPF states at paragraph 148 that:

*“The planning system should support the transition to a low carbon future in a changing climate...it should help to shape places in ways that contribute to **radical** reductions in greenhouse gas emissions...” (Plan Review emphasis)*

5.120 The NPPF also makes clear that ‘landform, layout, building orientation, massing and landscaping’ all contribute to well-designed places which are both efficient and resilient to climate change¹⁶.

5.121 There are a number of ways in which climate change may be mitigated in a local area using land use and development management policies. Neighbourhood plans are well suited to providing this policy framework in the interim, where there is an absence of up to date strategic policies at the Local Plan level. Aside from ensuring sustainable patterns of land uses in settlements, policies can be used to minimise the energy demand of buildings, to store carbon and to generate renewable energy. National planning policy encourages each of them but does not specify precisely how a local area should go about realising opportunities. In due course, it is expected that the next iteration of Local Plans, if not national policy itself, will make these provisions across their areas.

5.122 There are practical ways that each can be delivered in a local area. The Passivhaus standard has been shown to be the most effective means of improving the energy performance of new and existing buildings. The more buildings, of all uses, that meet this standard, the better. And storing emitted carbon in plant life can reduce atmospheric carbon dioxide that is increasing global temperatures. The more that storage capacity in the local area is increased, the greater the contribution to reducing the pace of temperature increases.

¹⁵ The Future Homes Standard: Government Response; January 2019: Chapter 2 [Link](#)

¹⁶ National Design Guide: 10 Characteristics of Well Designed Places.

Net Zero Operational Carbon

Ten key requirements for new buildings

By 2030 all new buildings must operate at net zero to meet our climate change targets. This means that by 2025 all new buildings will need to be designed to meet these targets. This page sets out the approach to operational carbon that will be necessary to deliver zero carbon buildings. For more information about any of these requirements and how to meet them, please refer to the UKGBC - Net Zero Carbon Buildings framework; BBP - Design for Performance Initiative; RIBA - 2030 Climate Challenge; GHA - Net Zero Housing Project Map; CIBSE - Climate Action Plan; and, LETI - Climate Emergency Design Guide.

Low energy use

- 1 Total Energy Use Intensity (EUI) - Energy use measured at the meter should be equal to or less than:
 - 35 kWh/m²/yr (GIA) for residential¹

For non-domestic buildings a minimum DEC B (40) rating should be achieved and/or an EUI equal or less than:

 - 65 kWh/m²/yr (GIA) for schools¹
 - 70 kWh/m²/yr (NLA) or 55 kWh/m²/yr (GIA) for commercial offices²

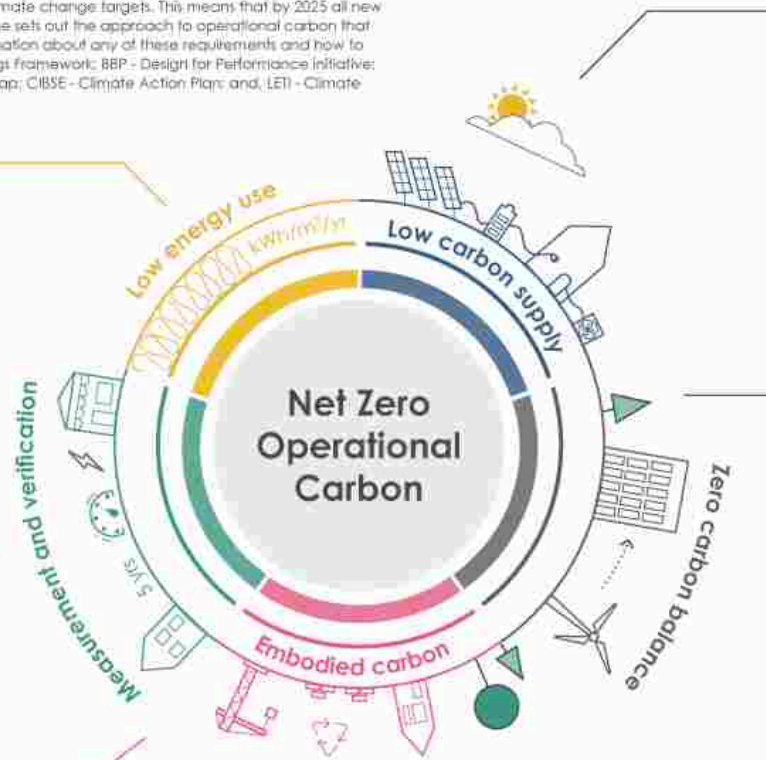
- 2 Building fabric is very important, therefore space heating demand should be less than 15 kWh/m²/yr for all building types.

Measurement and verification

- 3 Annual energy use and renewable energy generation on-site must be reported and independently verified in-use each year for the first 5 years. This can be done on an aggregated and anonymised basis for residential buildings.

Reducing construction impacts

- 4 Embodied carbon should be assessed, reduced and verified post-construction.³



Low carbon energy supply

- 5 Heating and hot water should not be generated using fossil fuels.
- 6 The average annual carbon content of the heat supplied (gCO₂/kWh) should be reported.
- 7 On-site renewable electricity should be maximised.
- 8 Energy demand response and storage measures should be incorporated and the building annual peak energy demand should be reported.

Zero carbon balance

- 9 A carbon balance calculation (on an annual basis) should be undertaken and it should be demonstrated that this building achieves a net zero carbon balance.
- 10 Any energy use not met by on-site renewables should be met by an investment into additional renewable energy capacity off-site OR a minimum 15 year renewable energy power purchase agreement (PPA). A green tariff is not robust enough and does not provide 'additional' renewables.

Notes:

Note 1 - Energy use intensity (EUI) targets
The above requirements set energy use in line with the Building Regulation (and subsequent) requirements for meter and on-site solar generation. They have been defined using published energy use modelling for low energy buildings in the UK, including buildings in the UK that are primarily powered by the renewable energy supply for UK buildings. They are likely to be revised as more knowledge is available. It must be noted that heating and hot water is not generated by fossil fuels. We consider all CO₂ effects to building and other zero carbon buildings. It must be noted that the same as with... Since other zero carbon heating technologies are available, it will be necessary...

Note 2 - Commercial offices
With a typical net to gross ratio of 0.8 (from 18.4% in accordance to 10.4% net to gross), buildings should be designed to accommodate to target a total building office of 0.8 using the BBP's Design for Performance protocol based on H4200.

Note 3 - Whole life carbon
It is recognised that operational emissions represent only one aspect of net zero carbon in new buildings. Reducing whole life carbon in practice may well be considered a separate question.

Note 4 - Adaptation to climate change
Net zero carbon buildings should also be capable to adapt to climate change. It is advised that the design team working in strategy and that energy is available.

Developed in collaboration with:



Supported by:



Figure 3

POLICY SB20: MITIGATING CLIMATE CHANGE – NEW BUILDINGS

A. All development must be ‘zero carbon ready by design’ to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping.

B. Wherever feasible, all buildings should be certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m²/year. Where schemes that maximise their potential to meet this standard by proposing the use of terraced and/or apartment building forms of plot size, plot coverage and layout that are different to those of the character area within which the proposal is located, this will be supported, provided it can be demonstrated that the scheme will not have a significant harmful effect on the character area.

C. All planning permissions granted for new and refurbished buildings should demonstrate that they have been tested to ensure the buildings will perform as predicted and will include a planning condition to require the provision of a Post Occupancy Evaluation Report to the Local Planning Authority within a specified period, unless exempted by Clause B. Where the Report identifies poor energy performance and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition will be discharged.

D. All planning applications for major development are also required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and use of the building over its entire life.

E. An Energy Statement will be submitted to demonstrate compliance with the policy (except for householder applications). The statement will include a passive design capacity assessment to demonstrate how opportunities to reduce the energy use intensity (EUI) of buildings over the plan period have been maximised in accordance with the energy hierarchy. Designers shall evaluate the operational energy use using realistic information on the intended use, occupancy and operation of the building to minimise any performance gap.

5.124 This policy is in five parts, the combination of which is intended to deliver a step change in the energy performance of all new developments in the Parish and, in doing so, encourage and incentivise the use of the Passivhaus or equivalent standard of building design. Along with the passive design capacity assessment, it is anticipated that designers will demonstrate compliance using a design for performance methodology such as the Passivhaus Planning package or CIBSE TM34 Operational Energy. Achieving this level of performance will make a significant contribution to mitigating climate

change that the Neighbourhood Plan can deliver, and a major contribution to the District Council's Climate Emergency Action Plan, which supports a similar level of intervention.

5.125 Clause A of the policy requires developers to ensure they address the Government's climate change targets and energy performance at the very initial stages of design. 'Zero Carbon Ready by Design' means making spatial decisions on layout and orientation of buildings at the outset to maximise the passive design benefits ('free heat') of a site and avoids leaving this to technical choices and assessment at the Building Regulation stage, by which time the opportunity may have been lost.

5.126 Its Clause B requires all schemes, no matter what their intended use or size other than householder extensions, to use the Passivhaus Planning Package (PHPP) or equivalent design methodology for all buildings where it is feasible to do so. This means that the applicant must demonstrate those factors that make its use unfeasible, for example, the topography and orientation of the site.

5.127 In respect of scheme viability, any extra-over cost of building to the 'zero carbon ready' Passivhaus standard (now less than 5%) will diminish to zero well within the period of this Plan, as per both the Governments Regulatory Impact Assessments and research by the Passivhaus Trust. The policy will also ensure that expensive and unnecessary retrofit costs are not passed down to building occupiers in the future, particularly in an area which has relatively high property values. Scheme viability will not therefore be acceptable as a reason for not using the Standard, unless the applicant can demonstrate the scheme has abnormal costs to accommodate.

5.128 The policy requires that the scheme density (measured by dwelling units/Ha) is assessed against that of the local 'character area' in the Design & Access Statement. Where that area is part of a designated Conservation Area, as in Prinsted, for which there is an appraisal defining its character, then the applicant will be expected to use that as the baseline for the Statement. Outside of such areas, the applicant may define the 'character area' that is relevant for the purpose of this exercise.

5.129 Proposals seeking to apply the PHPP must be able to demonstrate that the Passivhaus standard can be achieved. Prior to commencement a 'pre-construction compliance check' completed by a Passivhaus Designer accredited by the Passive House Institute (PHI) will be required and secured by condition. Upon completion a Quality Approved Passivhaus certificate for each building will be required prior to occupation, again secured by condition.

5.130 Clause C requires the developer of a consented housing development scheme of any size to carry out a Post-Occupancy Evaluation (POE) including actual metered energy use, and to submit the report to the local planning authority. It will be implemented by attaching a planning condition, which will only be discharged once the report has been submitted and any recommended actions to rectify any performance gap with the design stage assessment are carried out by the developer. Passivhaus

certified schemes will not fail in this way and they are therefore exempted from this policy requirement.

5.131 The policy complements Policy 40 of the CLPKP. However, in the absence of any current adopted or saved policy in Chichester District covering the energy performance of new buildings, Clause D requires all development proposals that are not householder applications to be accompanied by a Whole Life-Cycle Carbon Emissions Assessment. This requirement will be added to the Chichester Validation Checklist for outline and full planning applications applying to proposals in the SPNP area until such a time that there is a district-wide requirement.

- 5.132 Clause E requires an Energy Statement to be submitted to cover the following:
- an assessment of the proposal to minimise regulated and unregulated emissions, the embodied emissions and the emissions associated with maintenance, repair and replacement of the new building(s), as well as its dismantling, demolition and eventual material disposal
 - a calculation of the energy and carbon emissions covered by the Future Homes Standard and Building Regulations and, separately, the energy demand and carbon emissions from any other part of the development that are not covered by the Future Homes Standard or Building Regulations
 - the proposal to reduce carbon emissions beyond the Future Homes Standard and Building Regulations through the energy efficient design of the site, buildings and services
 - the proposal to further reduce carbon emissions through the use of zero or low-emission decentralised energy where feasible
 - the proposal to further reduce carbon emissions by maximising opportunities to produce and use renewable energy on-site, utilising storage technologies where appropriate
 - the proposal for a demand-side response, specifically through installation of smart meters, minimising peak energy demand and promoting short-term energy storage
 - an analysis of the expected cost to occupants associated with the proposed energy strategy

5.133 Every new build or redevelopment project in the SPNP Area provides an opportunity to make a difference and a contribution towards meeting our climate change targets for 2050. This new information requirement need not be an unreasonable expectation of even the smallest schemes for new buildings. Land values in the Southbourne area are high relative to build costs and ought to be sufficient to ensure requirements to tackle improving energy and carbon performance are viable.



12 Passivhaus Scheme, Burnham Overy Staithe, Norfolk (Credit: Hastoe Homes)



13 Passivhaus Scheme, Goldsmith Street, Norwich (Credit: Mikhail Riches)

POLICY SB21: MITIGATING CLIMATE CHANGE – CARBON SINKING

A. For schemes of a gross site area of more than 2 Ha, and where practical, development proposals are required to incorporate woodland planting within their on-site proposals to a standard verified by the Woodland Carbon Code.

B. For schemes of a gross site area less than 2 Ha or for schemes of a gross site area of more than 2 Ha but where on site provision is not practical, development proposals are required to make a financial contribution to the Southbourne Area Carbon Sink Fund, which will be used to invest in the improvement, extension and maintenance of those existing and new woodlands of the Green Infrastructure Network of Policy SB13 that function as a carbon sink.

5.134 This policy requires that all proposals for new buildings, including those that are part of redevelopment schemes, must contribute to carbon sequestration ('sinking') in the SPNP Area. It applies to all buildings of any land-use type as every new building will have a carbon footprint that will need to be mitigated.

5.135 Clause A requires schemes of a gross site area of 2Ha or more, which would be expected to include a landscape scheme of a reasonable scale, to include woodland planting of a type and long-term management that meets the Woodland Carbon Code standards.

5.136 Clause B requires smaller schemes, or those that cannot meet the Code on-site, to make a financial contribution to the provision of Code-compliant woodland planting through a new Southbourne Parish Carbon Sink Fund. Contributions will be made in proportion to their size (as measured by sq.m. gross internal floorspace area).

5.137 The policy complements Chichester policies that relate to sustainable design and construction. Aside from carbon capture, woodland planting could also secure nitrate mitigation, biodiversity and recreational benefits in line with the Natural England guidance on nitrate neutrality (version 5 June 2020). It also sits alongside policies SB13 and SB18 of the Neighbourhood Plan on climate change mitigation and on the Green Infrastructure Network. Together, they are intended as local actions aimed at tackling climate change. The Fund will be set up in the absence of a district-level carbon offsetting fund.

5.138 A 'carbon sink' is a natural or artificial reservoir that accumulates and stores some carbon-containing chemical compound for an indefinite period. The Carbon Sink Fund will be invested in making improvements, in extending and in maintaining those elements of the Green Infrastructure Network that will function as a carbon sink. They are primarily the planting of certain types of woodland species in key locations, such as an extension to 'Devils Copse' to the south of the A27.

5.139 The operations of the Fund will be set out in a forthcoming supplementary planning document, using the Woodland Carbon Code as their basis. The contribution will be made via a S106 agreement. The Fund operator will secure agreements with the relevant landowners prior to the Fund opening and operating. Contributions will not be required until the Fund is operational.

POLICY SB22: ADAPTING TO CLIMATE CHANGE – WATER INFRASTRUCTURE AND FLOOD RISK

A. Development proposals will be supported, provided it can be demonstrated that, where appropriate:

- i. The sewer network can accommodate the additional demand for sewerage disposal either in its existing form or through planned improvements to the system to ensure sufficient wastewater treatment is in place in advance of the first occupation of the development;**
- ii. The Water Efficiency Standard of 110 litres per person per day as set out in the National Technical Standards will be achieved in new development to reduce the volume of wastewater entering the foul sewer;**
- iii. Any development proposed in either flood zone 2 or flood zone 3, on sites over 1ha in flood zone 1, or in a dry island, must be accompanied by a site specific Flood Risk Assessment that demonstrates that proposals will not increase flood risk from fluvial flooding or any other form of flooding and takes opportunities to reduce flood risk where possible; and**
- iv. Managing flood risk must take account of the impacts of climate change over the lifetime of the development.**

B. New development within or adjacent to the Lumley and Ham Brook Chalk Streams must demonstrate the measures that will be taken to ensure that polluted runoff (including suspended sediment) does not leave the site and enter the surrounding waterbodies during either construction or operation.

C. New development within or adjacent to Lumley Stream (Lumley) or the Ham Brook (Nutbourne West) Chalk Streams must not direct surface water towards these waterbodies at rates exceeding greenfield run-off as they are already subject to fluvial flooding.

D. Safeguard from development low lying areas outside Settlement Boundaries around Chichester Harbour for climate change adaptation land.

5.140 Given the characteristics of the designated area, this policy serves a number of purposes. Firstly, it requires all proposals to demonstrate that there is sufficient sewerage capacity to accommodate an increase in demand. This will involve liaison with Southern Water ahead of the submission of any planning application. Where necessary, Southern Water will seek phasing conditions to ensure that development is not occupied until any necessary sewerage network upgrades have been delivered.

5.141 Second, it requires proposals to be accompanied by a site-specific Flood Risk Assessment which must demonstrate that the development will be safe for its lifetime taking account of climatic factors and the vulnerability of users, and without increasing flood risk elsewhere. This is in line with the requirements of national policy and advice. This policy is intended to draw greater attention to these issues given the characteristics of the designated area when determining planning applications.

5.142 Third, it acknowledges the longer term risk from sea level rise associated with climate change, and safeguards low lying land for saltmarsh restoration purposes in line with the high priority given to this issue by Natural England in order to avoid 'coastal squeeze'.

6. IMPLEMENTATION

6.1 The Neighbourhood Plan will be implemented primarily through CDC's consideration and determining of planning applications for development in the Southbourne Area, and through steering public and private investment into a series of infrastructure proposals contained in the plan.

DEVELOPMENT MANAGEMENT

6.2 CDC will use a combination of the relevant Local Plan and SPNP policies – the 'development plan' for the SPNP Area – to inform and determine its planning application decisions. The Parish Council is a statutory consultee on planning applications made in the parish. It will endeavour to comment on and monitor all future planning applications where they consider a SPNP policy has been engaged by the development proposal. They will seek to ensure that the relevant SPNP policies have been identified and applied correctly by applicants and by officers in their decision reports.

6.3 The Parish Council will aim to meet with development management officers of CDC once the SPNP is made, and on occasions thereafter, to ensure there is a full and accurate understanding of all parties on how the policies should be applied. They may also review relevant cases so that policies may be modified in future reviews of the SPNP.

6.4 Where necessary, the Parish Council may seek to persuade the Secretary of State to call-in a planning application that they consider is in conflict with the SPNP, but which the CDC has deemed to consent. Similarly, they may also seek to persuade the Secretary of State to recover an appeal of a refused application, where the conflict with one or more SPNP policies has been important in the reasons for refusal. In both cases, the Parish Council will do so if they consider matters of national policy significance (for neighbourhood planning) are raised.

LOCAL INFRASTRUCTURE IMPROVEMENTS

6.5 Where opportunities arise through Section 106 agreements (or through the Community Infrastructure Levy) to secure financial contributions to invest in improving local infrastructure, the Parish Council will review the evidence base and community consultations for the SPNP to inform their view in liaising with CDC. This is in addition to the infrastructure projects that are proposed to be delivered through site specific policies in this Neighbourhood Plan.

6.6 A number of the following projects will form part of the proposed new development allocated through Policy SB2. As such, the Parish Council would expect that they would be fully funded by the development. However, the Parish Council also expects to be able to make contributions to some of the other projects by using Community Infrastructure Levy (CIL) funding allocated by the local planning authority to the Parish Council:

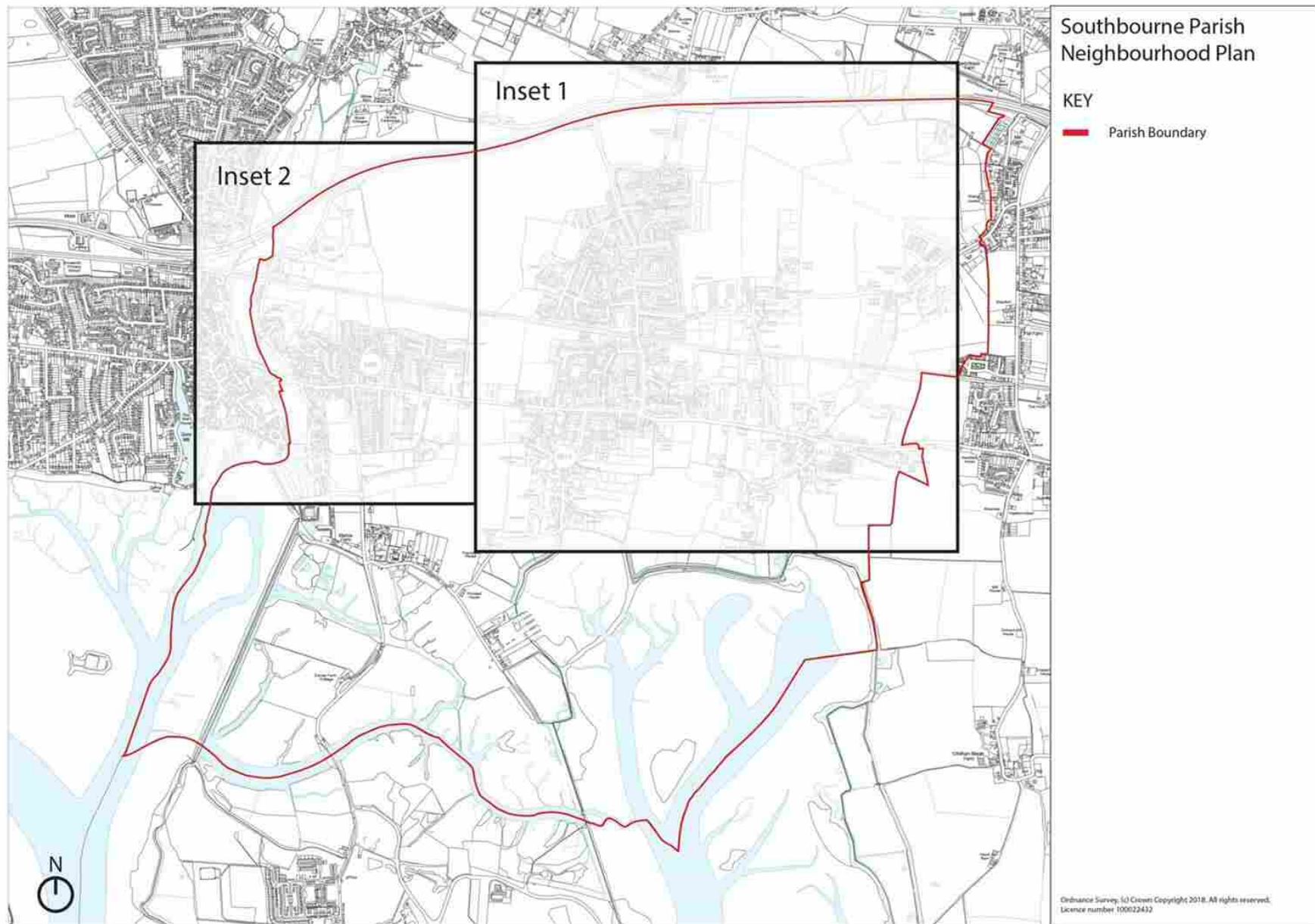
1	Transport: Car parking at the railway station, Prinsted Foreshore (car parking improvements) and elsewhere; footbridge(s) over the railway; contribution to the road bridge over the railway; community transport; traffic management schemes;
2	Community complex: Community centre; enterprise Hub; health centre; sports and recreation facilities with associated pavilion.
3	The proposed Ham Brook Wildlife Corridor and the 'Operation Watershed' Flood Alleviation Project
4	The Carbon Sink project - community woodland and tree planting, sign the Woodland Trust 'Tree Charter' and co-ordinate with the CDC Climate Emergency 'Trees Outside Woodland Project'; Forest School; 'Green Burial' site
5	Green Ring Flagship Projects; Duck Pond; Public Art and Cultural Interpretation; Children's Adventure Playground; Adult Exercise Equipment; Seating areas; app delivered nature and health information; Landscaped Recreation Meadow for Informal Games; an Outdoor Performance Bowl; Viewing Points; Seasonal Glades; Nature Observation zones; Planetary Trail
6	Improving parish wide PROW network and pedestrian, cycle and equestrian connectivity including ChEm route and provide new parish-wide wayfinding/signage to highlight green infrastructure network, heritage/culture and nature/environment including digital integration (QR Codes); dog walking areas away from the harbour; disability friendly adaptations
7	Contribution to the Southbourne Community Land Trust Ltd and Southbourne Development Trust a Charitable Incorporated Organisation

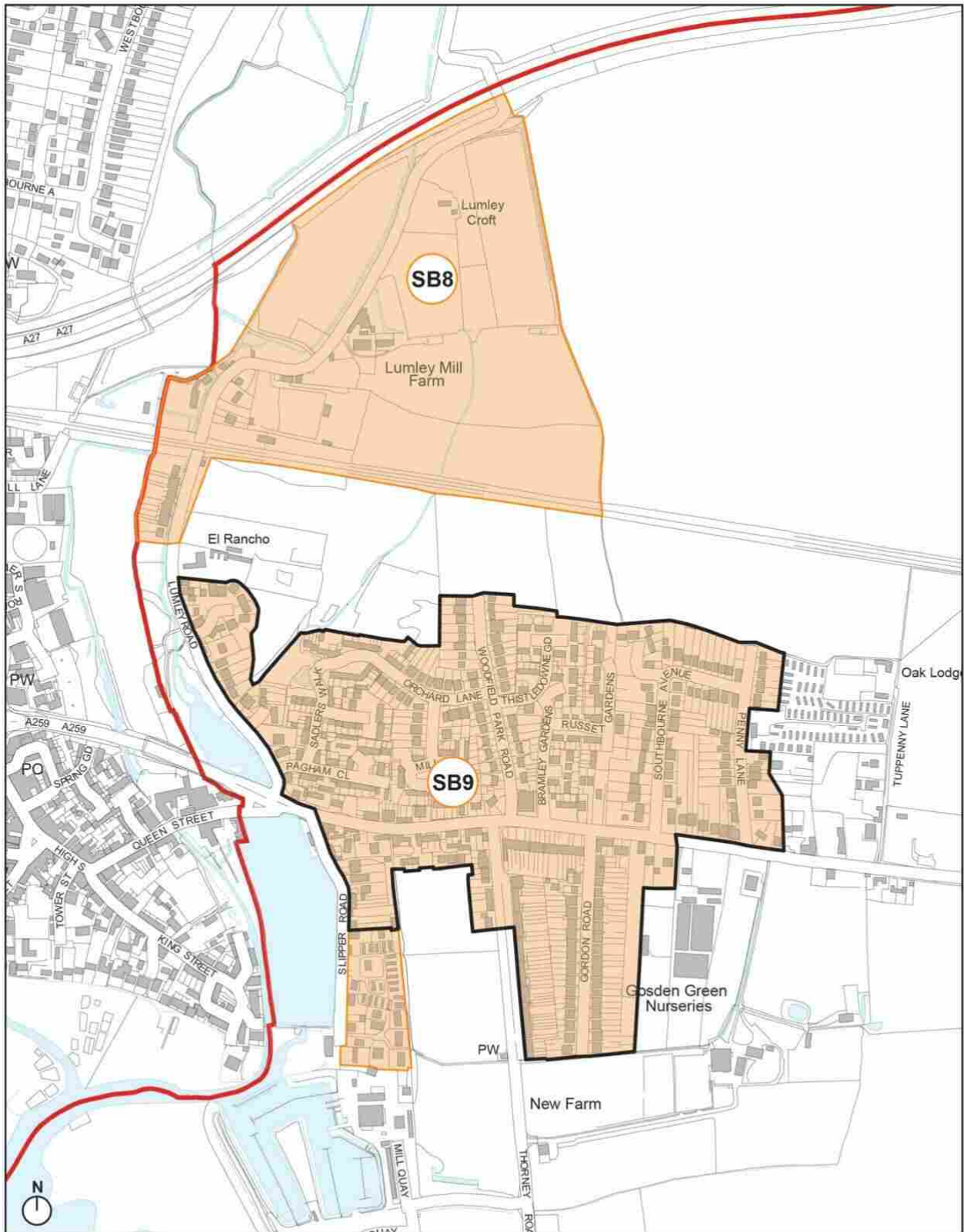
6.7 A minimum of 25% of the levy collected from development in the parish will be passed to the Parish Council for investment in the parish. This provides the local community with an indication of the priorities for investing the fund to improve local infrastructure as a result of new development in the parish.

6.8 In addition, other policies of the Neighbourhood Plan require some planning obligations to be entered into as part of planning consents to finance and deliver specific infrastructure projects relating to the development scheme in order to make the scheme satisfactory in line with the NPPF.

MONITORING AND REVIEW POLICIES

6.9 The SPNP Review will be monitored by CDC and the Parish Council using data collected in planning monitoring reports. The objectives will form the core of the monitoring activity, but other data collected and reported at a Parish level relevant to the Plan may also be included. It is expected that the SPNP will be formally reviewed on a five-year cycle or to coincide with the development and review of the development plan for Chichester District (outside the National Park) if this cycle is different.



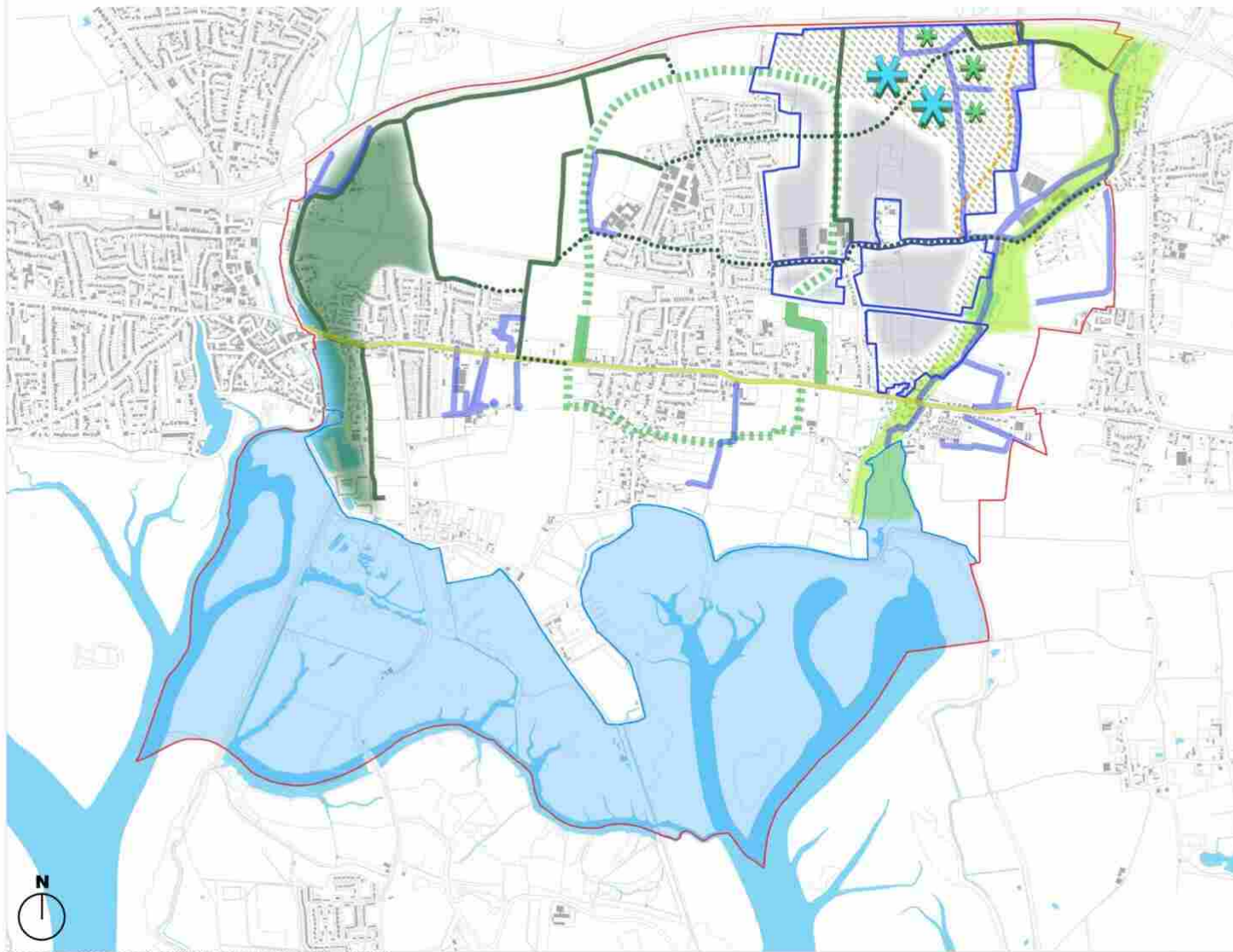


















Southbourne Parish Neighbourhood Plan Policies Map Inset 2

KEY

- Parish Boundary
- SB1 Settlement Boundary
- SB8 Managing Design and Heritage in Lumley
- SB9 Managing Design and Heritage in Hermitage

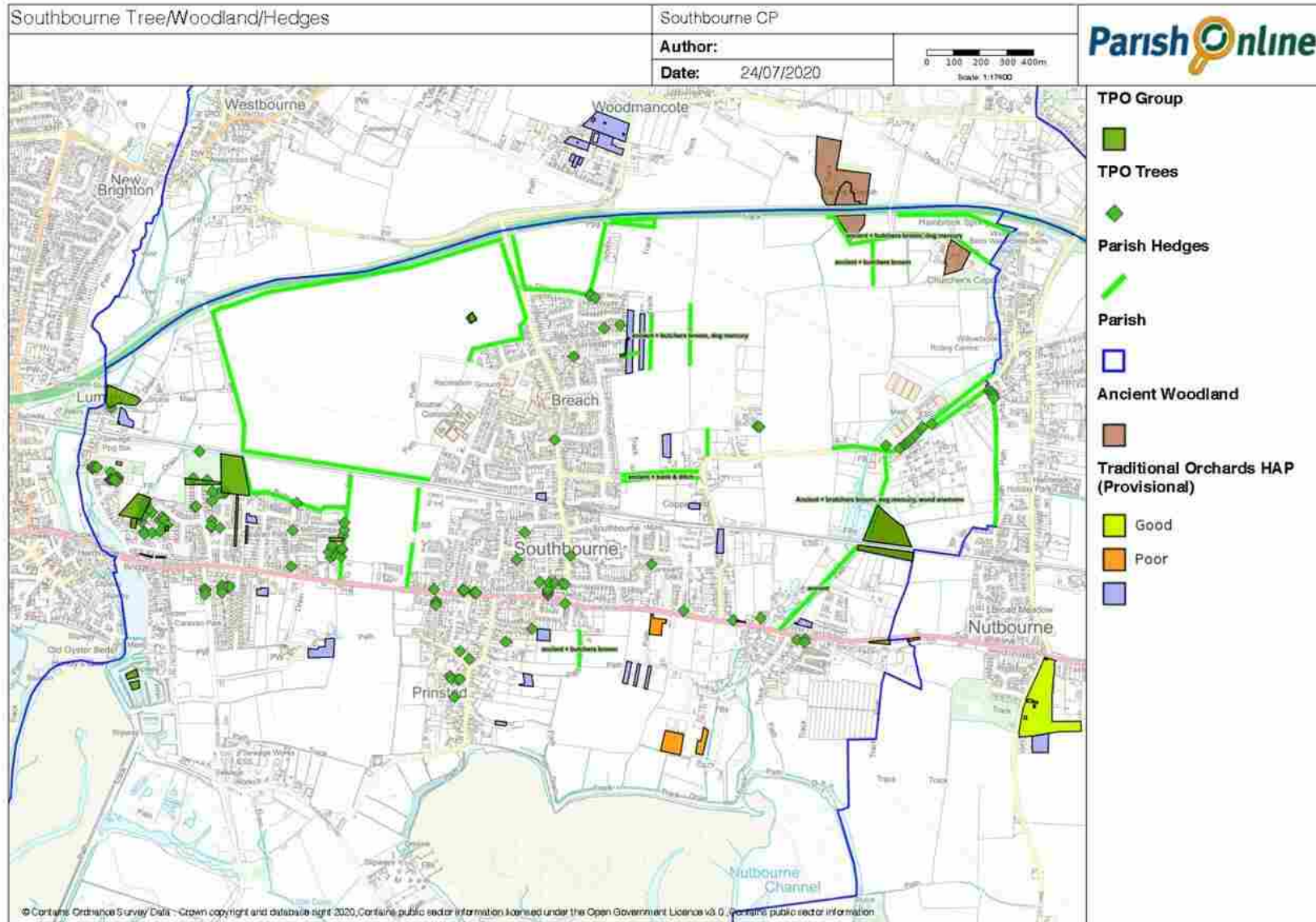
**Southbourne Parish Neighbourhood Plan
Policy SB13 Green Infrastructure Network Policy Map**



-  SB21 New Woodland 'Carbon Sink' Opportunity Area
-  SB2.C(q) SuDS - 4.4ha of Upstream Balancing Ponds
-  Green Ring Delivered
-  Green Ring to be Delivered
-  Lumley Wildlife Corridor
-  Ham Brook Chalk Stream Wildlife Corridor
-  SB14 Watercourses with Ecological Value
-  SB18 National Cycle Route 2/Potential ChEm Route
-  Existing Main Footpaths (not all are shown)
-  SB18 Proposed Pedestrian/ Cycle Links
-  Proposed Equestrian Link
-  SB2 Approximate development area subject to detailed masterplanning
-  SB2 Green space and Biodiversity 'Gain' Opportunity Area
-  SB19 Chichester Harbour SPA/ Ramsar
-  SB2 Boundary
-  Parish Boundary



SB15 – Trees, Woodland and Hedgerows

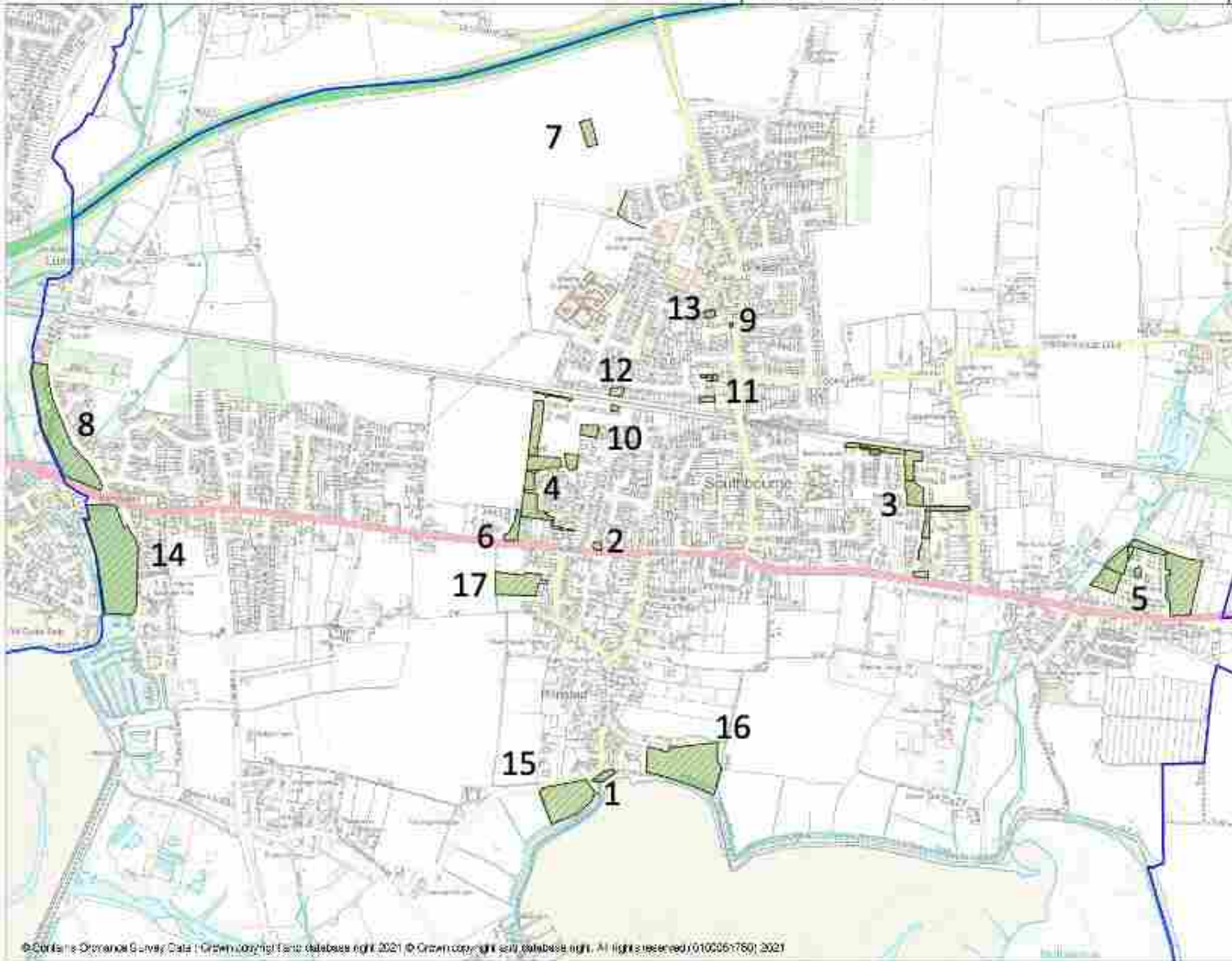


SPNP Review Policy SB16 Local Green Spaces

Southbourne CP

Author:

Date: 17/01/2021



Local Green Spaces



Parish



SCHEDULE OF EVIDENCE

The list below contains all those documents collected and reviewed in the process of preparing this report. All are available to view via the Southbourne Parish Council's website's Neighbourhood Plan pages. https://www.southbourne-pc.gov.uk/Neighbourhood_Plan_15123.aspx

Southbourne Parish Neighbourhood Plan Review: Strategic Environmental Assessment Scoping Report (AECOM; Sept 2019)
Southbourne Parish Neighbourhood Plan Review: Sustainability Appraisal Report (AECOM; Feb 2021)
Southbourne Parish Neighbourhood Plan Review: Habitat Regulations Appraisal Report (AECOM; Feb 2021)
Southbourne Parish Neighbourhood Plan Review: Site Selection Background Paper, Technical Notes and Viability Statement (Feb 2021)
Southbourne Parish Neighbourhood Plan Review: Policy Background Papers, Evidence Reports. Available at this Link
Chichester Local Plan Key Policies (2014-2029)
Chichester District Council Design Protocol (Dec 2013)
Prinsted Conservation Area Appraisal (2007)
Chichester Housing and Economic Land Availability Assessment (Aug 2018 updated Sept 2020)
Chichester Housing and Economic Needs Assessment (Aug 2018 updated Oct 2020)
CDC Infrastructure Business Plan 2020 – 2025 (Jan 2020)
CDC Southbourne Housing Information Survey (June 2019)
CDC Housing Needs Survey (April 2020)
CDC Local Plan Review; Economic Development and Employment Background Paper (Jan 2019)
CDC Local Plan Review; Strategic Wildlife Corridors Background Paper (Dec 2018)
CDC Local Plan Review; Landscape Gap Assessment (Terraforma, May 2019)
Chichester Landscape Capacity Study – East-West Corridor Sub Area Section B (Terraforma, Nov 2018)
CDC Recreational Disturbance of Birds in Special Protection Areas – Guidance for Planning in the Chichester Local Plan Area (Apr 2019)
Chichester District Council - Open Space, Sport facilities, Recreation Study and Playing Pitch Strategy (July 2018)
Chichester District Council Water Quality Assessment (Amec, Aug 2018)
Chichester Harbour AONB: State of the AONB Report (May 2018)
Chichester Harbour AONB Landscape Character Assessment (Apr 2019)

Chichester Harbour Conservancy Dark Skies Discovery Sites
The West Sussex Landscape Land Management Guidelines (SC5 Southbourne Coastal Plain)
Planning School Places (WSCC, Jan 2020)
Natural England - Advice on Achieving Nutrient Neutrality for New Development in the Solent Region (Version 5, June 2020)
A Green Future: Our 25 Year Plan to improve the Environment (HMG, 2018)
National Design Guide (MHCLG, Oct 2019)
Planning for the Future White Paper (HMG, Aug 2020)
Powering our Net Zero Future; Energy White Paper: (HMG, Dec 2020)
Future Buildings Standard consultation (HMG, Jan 2021)
Net Zero Transport: The role of spatial planning and placed -based solutions (RTPI Jan, 2021)

APPENDICES

APPENDIX A – SPNP MODIFICATION PROPOSAL STATEMENT

APPENDIX B – SOUTHBOURNE MASTERPLAN BRIEFING REPORT

APPENDIX C – LOCAL HERITAGE LIST

APPENDIX D – SUSSEX BIODIVERSITY RECORD CENTRE REPORT (separate document due to its size)

APPENDIX E – LIST OF PROPOSED LOCAL GREEN SPACES

APPENDIX F – SOUTHBOURNE DARK SKIES MAP

APPENDIX G – GLOSSARY OF PLANNING TERMS

APPENDIX A – SPNP MODIFICATION PROPOSAL STATEMENT

PREPARED IN ACCORDANCE WITH REGULATION 14 (A) (V) OF THE NEIGHBOURHOOD PLANNING REGULATIONS 2012 (AS AMENDED)

REVIEW OF THE 'MADE' SOUTHBOURNE PARISH NP 2014 – 2029

The Parish Council proposes to modify Policy 2, 3 and 8 of the 'made' Plan. The policies have been modified to:

- Remove a Made Plan allocation as a result of it being at the advanced stages of build out and completion;
- Retain three Made Plan allocations as a result of either being at the early stages of being built out or not yet complete;
- Modify Made Plan allocations in terms of development capacity (reduced) due to now having further detailed information regarding site constraints; and
- Make one new housing allocation outside the existing settlement boundary to meet the indicative housing number for the Parish (§66) supplied by CDC and in line with the emerging Local Plan policy AL13 and adopted Local Plan Policy 7;
- Modify the Green Ring Policy to reflect the updated location to the south and east of Southbourne village
- Modify the Education policy to reflect policy SB13 of the Review.

STATUS OF 'MADE' POLICIES

1	Spatial Strategy - replaced by SB1
2	Housing Site Allocations – policies 2(i), 2(ii) and 2(iv) updated and retained by CDC until out of date
3	The Green Ring – updated and retained by CDC until out of date
4	Housing Design – replaced by SB7
5	Employment – replaced by SB6
6	Village Centre & Local Shops – replaced by SB3
7	Environment – replaced by policy SB14
8	Education – updated and retained by CDC until out of date
9	Community Facilities – replaced by policy SB3

The following site allocations from Policy 2 of the 2015 Neighbourhood Plan are proposed to be retained at Prior's Orchard (Policy 2i), Alfrey Close (Policy 2ii) and Nutbourne West (Policy 2iv).

POLICY 2: HOUSING SITE ALLOCATIONS

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

I. ~~150-159~~ dwellings on land at Loveders Mobile Home Park, Main Road, provided the scheme:

- a. is accessed from the A259 Main Road only;
- b. meets its public open space requirements by providing land to form part of the Green Ring proposed in Policy 3 SB13 of the SPNP Review, comprising a playing field, an equipped children's play space and informal open space;
- c. safeguards land within the site for the future erection of a pedestrian footbridge over the railway east of Southbourne station and connects this to the footpath network of the Green Ring; and
- d. enables the provision of a new footpath to Southbourne railway station, to the satisfaction of Network Rail, and makes a reasonable financial contribution to the cost of implementing this footpath.
- e. demonstrates by way of a site specific flood risk assessment that the proposed development would be acceptable incorporating Sustainable Drainage Systems (SuDS) to prevent increases in surface water flood risk; and
- f. includes a Solent-wide strategic mitigation package proportionate to the scale of the recreational disturbance to the Chichester Harbour SPA.

II. 125 dwellings on Land North of Alfrey Close, provided the scheme:

- a. is accessed from the A259 Main Road;
- b. meets its public open space requirements by providing land to form part of the Green Ring proposed in Policy 3 SB13 of the SPNP Review, comprising informal open space and an equipped children's play space;
- c. demonstrates by way of a site specific flood risk assessment that the proposed development would be acceptable incorporating Sustainable Drainage Systems (SuDS) to prevent increases in surface water flood risk; and
- d. includes a Solent-wide strategic mitigation package proportionate to the scale of the recreational disturbance to the Chichester Harbour SPA.

III. ~~25~~ dwellings on Land at Gosden Green, provided the scheme:

~~a is accessed from the A259 Main Road by way of a new road along the eastern boundary of the site;~~

~~b meets its public open space requirements by providing land to form part of the Green Ring proposed in Policy 3, comprising informal open space;~~

~~c includes a Heritage Statement identifying mitigation proposals where evidence indicates potential presence of remains;~~

~~d demonstrates by way of a site specific flood risk assessment that the proposed development would be acceptable incorporating Sustainable Drainage Systems (SuDS) to prevent increases in surface water flood risk; and~~

~~e includes a Solent wide strategic mitigation package proportionate to the scale of the recreational disturbance to the Chichester Harbour SPA.~~

IV. ~~50~~ 55 dwellings on Land at Nutbourne West, provided the scheme:

- a. is accessed from the A259 Main Road only;
- b. provides a significant landscape buffer along all its boundaries, comprising structural landscaping, public allotments, informal open space and a children's play area to;
- c. makes a reasonable financial contribution towards a package of drainage works to mitigate the impacts of the development and to ensure that existing flooding problems in the vicinity of the site and downstream are not exacerbated; and
- d. makes provision for car parking spaces to benefit dwellings adjoining the site;
- e. e includes a Heritage Statement identifying mitigation proposals where evidence indicates potential presence of remains;
- f. demonstrates by way of a site specific flood risk assessment that the proposed development would be acceptable incorporating Sustainable Drainage Systems (SuDS) to prevent increases in surface water flood risk; and
- g. includes a Solent-wide strategic mitigation package proportionate to the scale of the recreational disturbance to the Chichester Harbour SPA.

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

POLICY 3: THE GREEN RING

The Neighbourhood Plan proposes the establishment of a Green Ring around the village of Southbourne, as shown on the **SB13 Green Infrastructure Network** Policies Map **of the SPNP Review**, comprising a variety of green infrastructure assets, including informal open space, **a community hub**, allotments, a playing field, a footpath/cycleway network, children's play areas, woodland and land of biodiversity value.

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

Insert updated explanatory paragraph in the supporting text:

The layout and location of the green infrastructure assets and features within Land East of Southbourne defined by policy SB2 of the Plan Review will be derived from a detailed

masterplanning exercise, informed by the Masterplan Briefing Report included in Appendix B of the Submission Plan Review

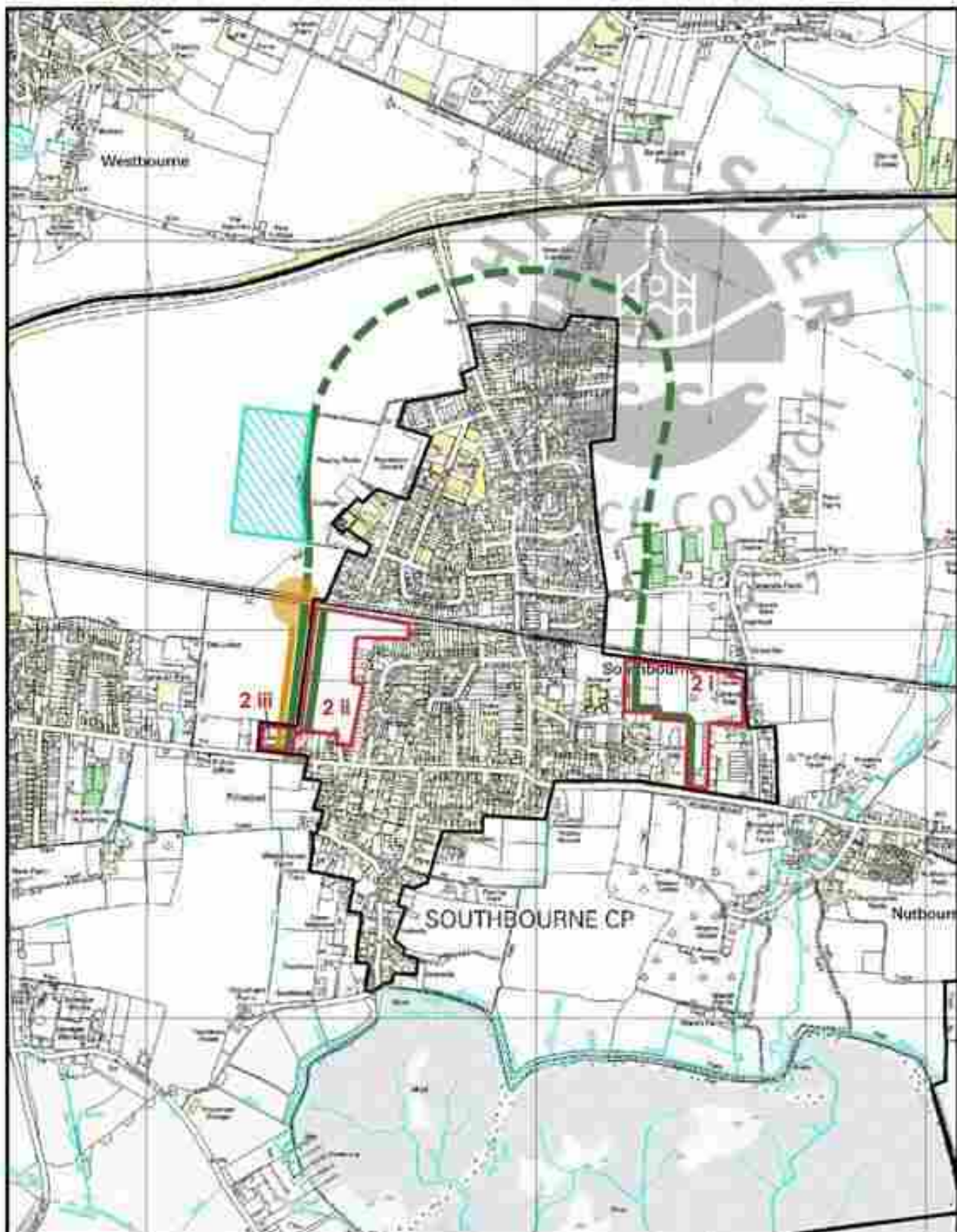
POLICY 8: EDUCATION

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

- i. are accessed from the existing access to the College site off Park Road;*
- ii. any disturbance to the amenity of local residents by way of noise and light pollution is avoided or satisfactorily mitigated; and*
- iii. make provision for land to contribute to the delivery of the Green Ring in Policy 3 and **policy SB13** of the **SPNP Review**.*

CONCLUSION

In summary, the Review is proposing to modify Policy 2, 3 and 8 of the 'made' Plan. The proposed modification ensures the deliverability of the plan in relation to Policies 2, 3 and 8. The Plan Review proposes a suite of new policies to replace other policies of the 'made' Plan to bring them up to date. The Review is considered to be so significant or substantial that it changes the nature of the plan.



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Chichester District Council, East Beach Street,
 Chichester, West Sussex, PO11 1TY
 Version No. 000010001 2015
 Images Copyright GeoInformation 2011

Southbourne Parish Neighbourhood Plan



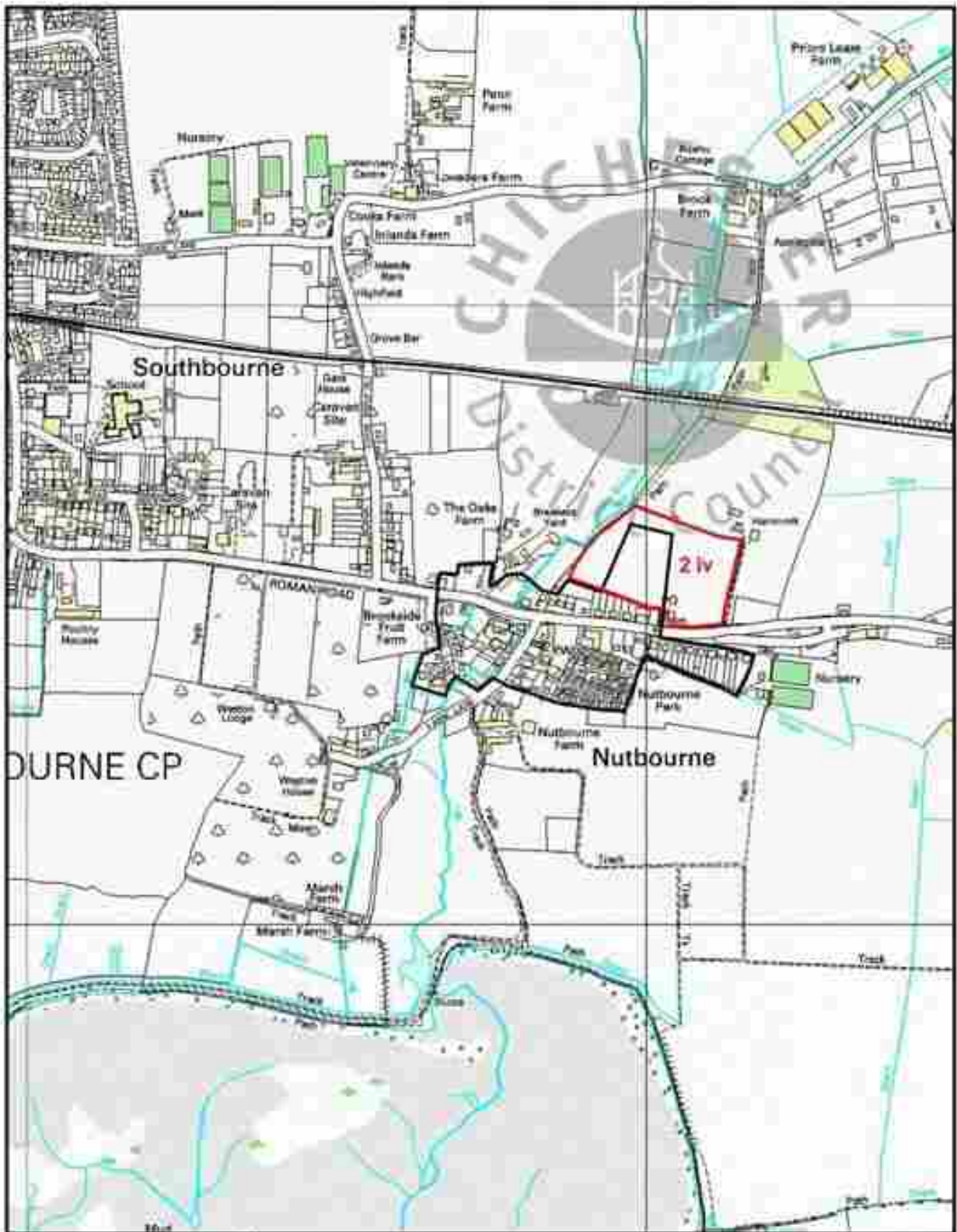
Inset A: Southbourne/Printed

September 2015

1:12,851

Map center: 476861, 106015

- Policy 1
- Policy 2
- Policy 3
- Policy 8
- Proposal 3



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 Ordnance Survey 100019000

Chichester District Council, East Palms House,
 Chichester, West Sussex PO19 1PS

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Authority: Chichester District Council

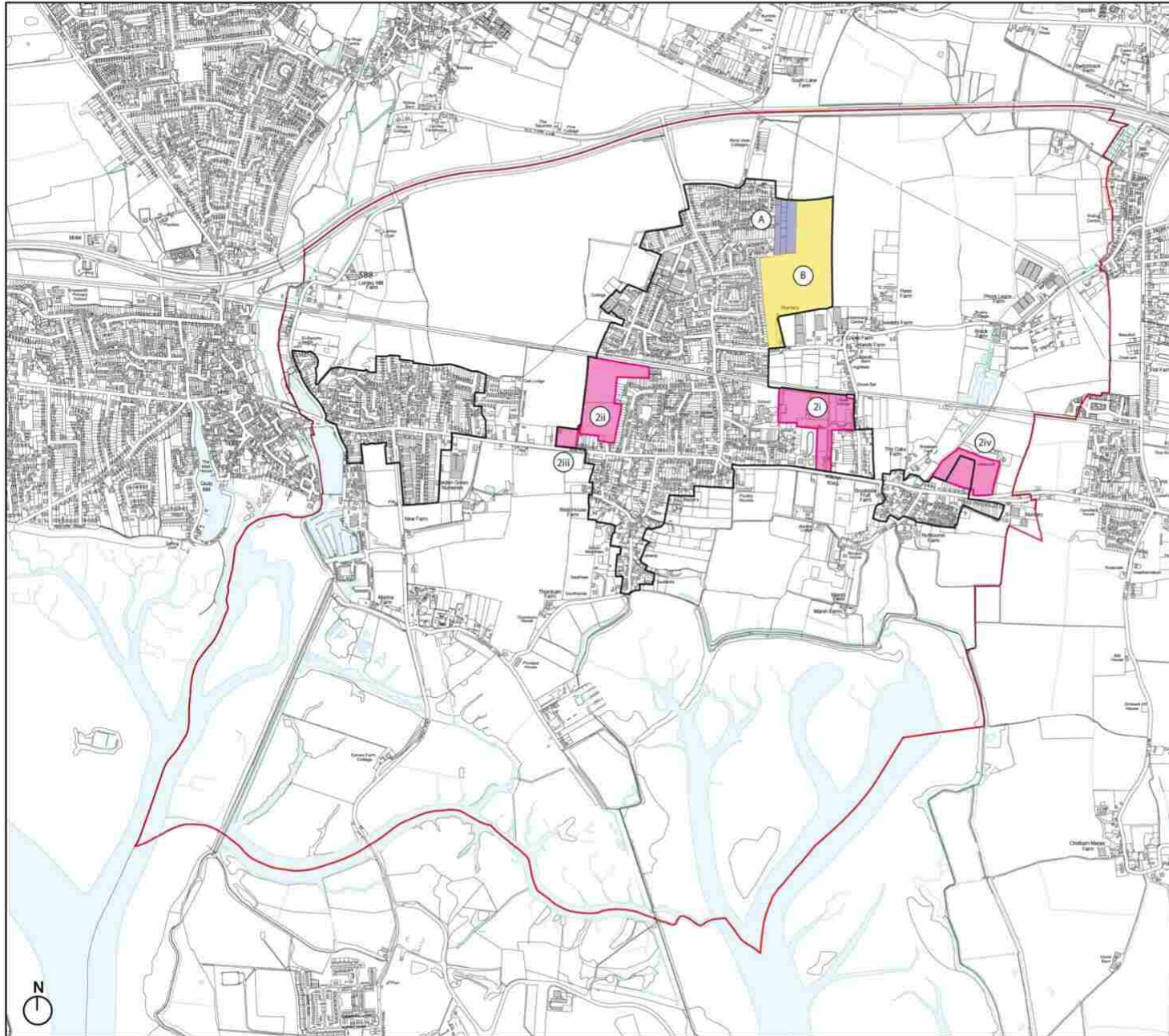
Southbourne Parish Neighbourhood Plan

Inset B: Nutbourne West

September 2015

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- Policy 1
- Policy 2



Southbourne Parish Neighbourhood Plan Site Completions and Commitments

KEY

- Parish Boundary
- SB1 Settlement Boundary
- Consented
 - A: Land at Breach Avenue (AP/L3815/W/17/3173380)
 - B: Land north of Cooks Lane (APP/L3815/W/193237921)
- Policy 2 Site Allocations
 - i Priors Orchards
 - ii Southbourne Fields
 - iii Parham Place
 - iv Meadow View

Southbourne Masterplan Briefing Report



Southbourne & Land to the East - aerial picture. Credit: Angus Peel, ProAction.

oneill homer February 2021

1.0 introduction

This report sets out a framework for guiding the development of a masterplan for the land to the east of Southbourne which the Neighbourhood Plan is proposing to allocate for a landscape-led residential mixed-use scheme through policy SB2 for at least 1,250 homes, new community facilities, a 2FE primary school expandable to a 3FE, new open spaces and green infrastructure.

The report is the result of two workshops held on 15th September 2020 and 1st December 2020 to give further definition to the spatial diagram and supporting policies set out in the Pre-Submission Southbourne Parish Neighbourhood Plan Review. The workshops were initiated in order to explore and agree the key principles for a development framework to guide the production of a comprehensive masterplan for the whole of the proposed allocation as required by Chichester District Council Local Plan Policy 7 and the emerging Chichester Local Plan Review Preferred Approach Policies S32 and AL13.

The Southbourne Parish Neighbourhood Plan Review (SPNP) policies and Proposals Maps set out the broad parameters for a masterplan in terms of the general arrangement of the development areas and open spaces, other land uses on the site, and the requirements for supporting community infrastructure including a contribution to the delivery of a new road and cycle bridge over the railway and new footbridge at Priors Orchard as proposed in the adopted Neighbourhood Plan (SPNP 2015).

Taking the neighbourhood plan review policies and the Proposals Maps as the starting point, the workshops explored how the key elements such as the roads, land parcels and uses, green infrastructure network and community facilities could be developed into a development framework, and how the policies might translate into design guidance for the masterplan that would follow the Plan being made.

To achieve an integrated and comprehensive masterplan it is intended that the neighbourhood plan and this report are used as material matters for the development of the masterplan and the determination to the reserved matters applications for the consented development (SB/16/03569/OUT; SB/20/01898/REM Land East of Breach Avenue and SB/18/03135/OUT Land North of Cooks Lane) within the allocation boundary.

2.0 Site Capacity and Housing Numbers

Chichester District Council's emerging local plan policy (AL13) proposes the allocation of at least 1,250 new homes at Southbourne with an average density of 30 dph. This includes the consented scheme for 199 dwellings on the western side of the proposed allocation on Land North of Cooks Lane (SB/18/03145/OUT granted on appeal APP/L3815/W/17/3173380). The remaining development will therefore be for approximately 1,050 dwellings.

The remaining unallocated land in the Development Area of SB2 comprises six parcels with a total developable area of around 52 hectares which would equate to a density of 20 dph to deliver the remaining 1,050 dwellings.

However, this residential density will need to be increased in order to enable other non-residential uses to be accommodated including land for a new 2 form entry primary school with safeguarded land to expand to a 3 form entry school, retained landscape features, distribution road corridors, and a Village Main Street and Square.

3.0 The Neighbourhood Plan: Proposals Map & Policies

The Policy Inset Maps and policies of the SPNP Review have been designed to deliver the concept for *'Southbourne to be a community as well as a place, recognised and admired as an exemplar of modern living in a rural Sussex setting'* which is at the heart of the vision for the Plan. The key spatial features that will deliver this concept and that the masterplan will need to deliver are:

1. Delivery of the next section of the Green Ring as a centrally located and accessible series of connected open space amenities for the existing and new residents.
2. Clustering of the new community facilities and amenities around and to the west of the Cooks Lane/Inlands Road junction to create a new shared village centre where the old and the new come together and that is accessible to all.
3. A new link road and bridge for road, pedestrian and cycle traffic crossing the railway line and providing a link between the A259 and Stein Road/South Lane.
4. Pedestrian and cycle routes that reinforce connectivity between the existing and the new and provide sustainable travel options to community amenities. This includes the proposed footbridge linking Priors Orchard south of the railway line with land to the north as part of the Green Ring's route.
5. Green infrastructure that provides flood mitigation, biodiversity gains and ecological protection
6. Development parcels that respond to their setting, incorporate existing landscape features and protect the Ham Brook chalk stream wildlife corridor.

Proposals for how these might translate into a development framework for the masterplan are set out in the following two sketch studies.

4.0 Diagram 1: Connectivity & Placemaking

This sketch study shows how the intersection of two key movement corridors, the east-west corridor of Priors Leaze Lane/Cooks Lane and the north-south Green Ring route (Policy 3 'Green Ring' of the adopted neighbourhood plan (SPNP 2015) and Policy SB13 'Green and Blue Infrastructure Network' of the SPNP Review) create opportunities for placemaking and the creation of a new village centre, linking into the Inlands Road crossing and the existing Green Ring section south of the railway line where provision has been made for a new footbridge. A new link road, providing a connection between the A259 and South Lane, completes the movement framework defining four distinct development parcels as set out below. The masterplan layout of these areas should take account of Policy SB18: Sustainable Transport and Active Travel.

4.1 Connectivity

A: Inlands Square

The provisionally named 'Inlands Square' is the proposed new 'village centre' and is key to successfully delivering the Neighbourhood Plan concept. It requires the creation of a space that links the old and the new and provides an attractive setting for new retail, workspace, extra-care and community activities which will define the new village centre. Subject to masterplanning consultations and the timescales proposed by WSCC it should make provision for the integration of the new school, should it be the preferred option for the siting of the new school.

Apart from creating an attractive environment, there are a number of technical issues including traffic management, parking, pedestrian and cycle use, servicing and community public transport e.g. public transport access that will need to be addressed. This area will require a detailed study to be agreed with Southbourne Parish Council as part of the masterplan development process showing how the various elements might fit together. The detailed study should address the following:

- How the Inlands Square functions as a place of arrival and activity space of an appropriate scale and character.
- Creating a safe and attractive environment for cyclists and pedestrians whilst making the necessary provision for vehicular access.
- Accommodating public transport access.
- Making a satisfactory connection to the existing southern arm of the Green Ring with a convenient and easily navigable route.
- The mix, type and layout of non-residential uses, their access, servicing, parking and commercial viability.
- Retention and integration of existing landscape features to maintain the rural character.
- The layout, scale and uses of development to create active frontages to 'Inlands Square'.

- Giving the school presence and integrating its layout with the other uses
- Opportunities for colocation and relocation of existing village amenities as part of Inlands Square

B: The Green Ring

The Green Ring is a long-term Neighbourhood Plan ambition for a connected greenway within the settlement as a sustainable travel route of substantial width wholly incorporating some and linking other substantial and distinct associated areas of open space for various amenity uses. It will connect the first part of the route through Priors Orchard via the proposed footbridge over the railway line to Inlands Square and the open space amenities (in Area B). It will connect with the open space and playing fields to the north of the development and should be designed to serve existing and new residents. The design of the Green Ring will need to be coordinated with the movement, landscape and open space strategies for each of the development parcels. The masterplan will need to address the following issues:

- Pedestrian and cycle routes that provide attractive and convenient connections to Inlands Square and the proposed school.
- Pedestrian and cycle provision along Breach Avenue, Cooks Lane and South Lane to provide links for existing residents.
- Integration with the pedestrian and cycle networks of the adjoining development parcels.
- Development layouts to provide active frontages and oversight of the routes and activities within the Green Ring.
- Traffic management for a safe pedestrian environment where the Green Ring crosses Inlands Square.
- Linking into the proposed footbridge and to the railway station
- Traffic management for a safe pedestrian environment and access to the public open space areas where the Link Road crosses at the northern end.
- Creation of a gateway into the public green space areas at the northern end.

C: Cooks Lane/Priors Leaze Lane

Cooks Lane and Priors Leaze Lane provide an existing east-west route through Southbourne from Stein Road to Hambrook linked into the two rail crossings on Stein Road and Inlands Road. Beyond the eastern developed edge of the settlement Cooks Lane and Priors Leaze Lane have a rural character with unmarked, unlit roads, no footpaths and verges with hard and soft landscape features. The intention is to retain the rural character and landscape features, including the ancient hedgerows along this route (as indicated on SB15 policy map), and to integrate them in the development to create a safe pedestrian/cycle route. The masterplan will need to address the following issues:

- Evaluation and protection of the existing landscape features including the ancient hedgerows

- Traffic calming and controlling traffic movements along this route and to minimise additional trips and prevent its use as a shortcut.
- Managing vehicle and pedestrian movements and crossovers.
- Retention of existing soft and hard landscape features.
- Using built form and landscape to define the space and create traffic calming.
- Pedestrian/cycle and vehicular connections into the proposed development.

D: The Link Road

A north-south link road will be provided as part of the proposed development connecting the A259 in the south to South Lane and Stein Road in the north. The link road will include a vehicle bridge crossing to the railway line and its route will cross Priors Leaze Lane and the Green Ring where it will be necessary to create managed crossing points. How this is achieved and its effect on the rural character, traffic safety and the layout of the masterplan will need careful consideration. The masterplan will need to address the following issues:

- Safeguarding land for the road bridge crossing.
- Phasing of the development prior to the delivery of the bridge
- Interim traffic management to minimise impacts
- Junction onto the A259 and the Nutbourne West gap
- Junction design at the crossing with Priors Leaze Lane to create a safe environment for pedestrians and cyclists.
- Minimising loss of landscape features and rural character
- Junction design at the crossings with the Green Ring to create a safe environment for pedestrians and cyclists.
- Pedestrian and cycle access to South Lane at the northern end of Stein Road.

Public transport

The masterplan should make provision for creating a new “bus loop” within the layout of the new and existing parts of the village to supplement the existing services that run along the A259. The movement framework should also accommodate a new link to the railway station.

Equestrian

The masterplan should make provision for safe horse-riding and bridle routes to complement local bridleways and as part of a principal connection between the coast and the South Downs.

4.2 Character Areas

The movement framework and landscape structure define a series of development areas with distinct relationships to the existing settlement, the

landscape setting and the proposed green infrastructure. These relationships provide the basis for the design principles set out below in terms of building types, layout, and character and should be used to inform the development of the masterplan in terms of dwelling numbers and the distribution of density across the site.

The Neighbourhood Plan design policies, character appraisals and the Chichester DC and Chichester Harbour AONB landscape capacity, heritage and landscape gap studies should also be reviewed to inform the masterplan.

P1: Land to the north east of the area

The land to the north east is a parcel of approximately 25.13 hectares located to the north of Priors Leaze Lane and the east of the Green Ring. The area includes an inset parcel fronting onto Priors Leaze Lane which contains residential development, a nursery school and a veterinary practice with agricultural use to the rear. This parcel does not form part of the proposed allocation. The P1 area has boundaries onto Priors Leaze Lane, the Green Ring, the open space elements to the north and east and Inlands Square. The link road will run through this area from Priors Leaze lane in the south to the north western corner where it will cross the Green Ring. The masterplan should address the following:

- Layout to minimise impacts on the rural character of Priors Leaze Lane
- Built form appropriate to the character and scale of Priors Leaze Lane
- Frontages to Priors Leaze Lane to provide oversight and natural surveillance
- Existing hedgelines and trees within the site to be assessed for their landscape and ecological value and incorporated into the development where possible
- Layout planned to respect the amenity of the inset parcel and accommodate the potential for its inclusion
- Layout and scale to articulate the Priors Leaze Lane/Cooks Lane Inland road junction
- Layout, scale and uses to provide a gateway into - and contribute to the character of - Inlands Square
- Pedestrian and cycle access and movement layout to be coordinated with the layout of the Green Ring,
- Landscape and open space uses to be coordinated with the Green Ring
- Layout to provide active frontages and natural surveillance of the Green Ring
- Layout to contribute to the creation of a gateway into the open spaces at the northern end of the Green Ring
- Layout and pedestrian/cycle movement to provide access to the open spaces and recreation amenities to the north.
- Access to the open areas to the east to take account of environmental and ecological sensitivities along the Ham Brook and Wildlife corridors

- Layout, scale and landscape to the northern and eastern boundaries to provide clear definition to the new settlement edge

P2: Land to the north of the railway line

The land to the north of the railway line is a parcel of approximately 11.26 hectares located to the south of Priors Leaze Lane and north of the railway line. The area includes an inset parcel in residential use which does not form part of the proposed allocation in its north western corner, fronting onto Priors Leaze Lane and Inlands Road. The area also has boundaries onto the railway line to the south and the Ham Brook Wildlife Corridor to the east. The link road will run through this area from a new road bridge in the south to the northern boundary where it will cross Priors Leaze Lane and continue into P1. The masterplan should address the following:

- Link Road crossing to minimise impacts on the rural character of Priors Leaze Lane
- Built form appropriate to the character and scale of Priors Leaze Lane
- Frontages to Priors Leaze Lane to provide oversight and natural surveillance
- Existing hedgelines and trees within the site to be assessed for their landscape and ecological value and incorporated into the development where possible
- Layout planned to respect the amenity of the inset parcel and accommodate the potential for its inclusion
- Layout and scale to respect the existing residential character and amenity of the western side of Inlands Road
- Pedestrian and cycle layout to provide safe and convenient access to Inlands Square
- Development to be set back from the railway line with a landscape buffer to meet acoustic constraints
- Land to be safeguarded for a road/pedestrian/cycle bridge
- Link Road alignment to be planned for a road/pedestrian/cycle bridge
- Access to the open areas to the east to take account of environmental and ecological sensitivities along the Ham Brook and Wildlife corridors
- Layout, scale and landscape to the eastern boundary to provide clear definition to the new settlement edge

P3: Land to the south of the railway line

The land to the south of the railway line is a parcel of approximately 5.78 hectares located between the railway line and the A259 Main Road. The area has boundaries with the railway line to the north, the Ham Brook Wildlife Corridor to the east, the A259 to the south and the back gardens of existing houses along Inlands Road to the west. The link road will run through this area from a new connection

onto the A259 to a new road bridge at the northern boundary where it will cross the railway line and continue into P2. The masterplan should address the following:

- The new Link Road junction onto the A259 crossing to minimise impacts on the Nutbourne West gap
- Development to be set back from the A259 with a landscape buffer to maintain the Nutbourne West gap
- Existing hedgelines and trees within the site to be assessed for their landscape and ecological value and incorporated into the development where possible
- Layout planned to respect the residential amenity and back gardens of the properties along Inlands Road
- Layout, scale and character on the western edge of the parcel to be in keeping with the existing character of Inlands Road
- Pedestrian and cycle access to be provided through to Inlands Road to link into the Green Ring route and footbridge through the development on the western side of Inlands Road
- Development to be set back from the railway line with a landscape buffer to meet acoustic constraints
- Land to be safeguarded for a road/pedestrian/cycle bridge
- Link Road alignment to be planned for a road/pedestrian/cycle bridge
- Access to the open areas to the east to take account of environmental and ecological sensitivities along the Ham Brook and Wildlife corridors
- Layout, scale and landscape to the eastern boundary to provide clear definition to the new settlement edge

P4: Land between Cooks Lane and the railway line

The land between Cooks Lane and the railway line is a parcel of approximately 4.46 hectares. It includes an inset parcel in residential use along its eastern boundary which does not form part of the proposed allocation, fronting onto Inlands Road and the Cooks Lane junction. The area also has boundaries onto the railway line to the south, Cooks Lane to the north and the gable ends and back gardens of the existing settlement edge to the west. The Green Ring will run through this area to connect Inlands Square with the proposed footbridge and the existing Green Ring route to the south of the railway line. The masterplan should address the following:

- The Green Ring alignment to provide a safe, convenient and easily navigable pedestrian/cycle route from Inlands Square to the proposed footbridge
- Land to be safeguarded for the proposed footbridge
- Opportunities to improve access to the railway station

- Built form and layout with active frontages to the Green Ring route for oversight and natural surveillance
- Development to be set back from the railway line with a landscape buffer to meet acoustic constraints
- Layout and scale to respect the residential character and back gardens of the existing settlement edge to the west
- Layout and scale to Cooks Lane to create an attractive link into Inlands Square
- Layout, scale and uses to contribute to the character and activities of Inlands Square
- Existing hedgelines and trees within the site to be assessed for their landscape and ecological value and incorporated into the development where possible
- Layout and scale to respect the existing residential character and amenity of the inset parcel along the western side of Inlands Road.












P5: Land adjoining the existing settlement boundary

The land between the Green Ring and the existing eastern edge of the settlement includes two consented schemes totaling 233 homes that make up the bulk of the parcel, (2v Land North of Cooks Lane and 2vi Land East of Breach Avenue as shown on the SPNP Review - Site Completions and Commitments map). It is the intention that this report is used to inform and determine the Reserved Matters applications for these allocations to ensure they are integrated with the overall masterplan framework, in particular in their contribution to the Green Ring. The unallocated development parcel to the south of approximately 2.27 hectares will need to be designed as part of the Inlands Square area. The unallocated development parcel to the north of approximately 3.18 hectares will make a contribution to the northern settlement edge and will need to be designed to deliver the link road connection to South Lane. The masterplan should address the following:

- Layout, scale and uses of the southern parcel to contribute to the character and activities of Inlands Square
- Layout and scale to respect the existing residential amenity along the western settlement edge
- Layout to accommodate a pedestrian/cycle connection between Breach Avenue and the Green Ring
- Northern parcel to provide link road connection between the Green Ring and South Lane
- Northern parcel layout to contribute to the creation of a gateway into the open spaces at the northern end of the Green Ring
- Pedestrian and cycle access and movement layout to be coordinated with the layout of the Green Ring,

- Landscape and open space uses to be coordinated with the Green Ring
- Built form and layout with active frontages to the Green Ring route for oversight and natural surveillance
- Pedestrian and cycle access and movement layout to be coordinated with the layout of the Green Ring,
- Existing hedgelines and trees within the site to be assessed for their landscape and ecological value and incorporated into the development where possible



-  **Green Ring Route**
-  **Key pedestrian/cycle routes**
-  **Inlands Square**
-  **Gateway to Public Open Space**
-  **Rail Station**
-  **Residential Amenity**
-  **Proposed Bridge Links**
-  **Multi-functional Green Space**
-  **Development Parcels**
-  **Existing Development**
-  **Green Ring**
-  **Railway Line**

**Southbourne Neighbourhood Plan
Diagram 1
connectivity + placemaking**

5.0 Diagram 2: Green Infrastructure & Community Uses

This sketch study shows how the proposed landscape elements along with the proposed public realm spaces set out in Sketch 1 create a green infrastructure framework as an open space amenity, a biodiversity corridor as part of the drainage strategy, a setting for development, and a setting for the community facilities that is accessible and well connected to the existing village.

An important aspect of this will be the connectivity provided by the Green Ring as described in Sketch 1, along with the layout of development to create a safe and attractive network of greenways for pedestrians and cyclists that will link the village together, give alternative non-car routes to the school and other facilities, and connect into the wider setting and amenities.

5.1 Landscape Structure

The SPNP Review policies and Policies Map define three key landscape elements which are illustrated in the sketch. The three elements along with the issues and considerations for the masterplan are set out below:

A - Green Ring: A north-south route of substantial width incorporating distinct areas of open space for various amenity uses, and connecting the proposed footbridge link across the railway line through 'Inlands Square' to the open space amenities in Area B. This area should meet the requirements of Policy SB13: Green and Blue Infrastructure Network, and provide:

- A landscape link between the footbridge and 'Inlands Square'
- Integration with and a contribution to the hard and soft landscape setting of 'Inlands Square'
- A 'Safe Routes to School' layout to serve existing and new residents with incidental play and meeting spaces local to the school environment.
- Informal and formal open space amenities to serve the development and the wider community
- A landscaped gateway to the open space Area B with provision for a pavilion facility.
- A layout to accommodate the future extension of the Green Ring to the west

B - Sports and Recreation: A sports and recreation landscaped area to serve the development and the wider community which should provide:

- A clearly defined new settlement edge
- Formal sports provision with pitches located to take account of the overhead power lines
- Provision for a pavilion facility that is accessible from the Green Ring and for existing residents via Stein Road/South Lane

C - Wildlife and SUDS Corridor: This area comprises a connected set of landscape functions including, ecological and biodiversity enhancements, flood mitigation and SUDs, and development offset. This area should meet the requirements of Policies SB13: Green and Blue Infrastructure, SB14: Biodiversity, SB22: Adapting to Climate Change – Water Infrastructure and Flood Risk, and provide:

- A buffer to the A27, and a clearly defined parish boundary and separation from Hambrook
- The integration of a community woodland and tree planting carbon sink project supporting the Woodland Trust 'Tree Charter' as set out in Policy SB21: Mitigating Climate Change – Carbon Sinking
- The integration of Flood Alleviation measures as set out in the Operation Watershed Report
- A SuDS scheme for the development that protects and enhances the Ham Brook Wildlife Corridor
- The section between Priors Leaze Lane and the railway line to create a clearly defined settlement boundary and offset to the Ham Brook Wildlife Corridor
- The section to the south of the railway line to also contribute to the green gap with Nutbourne

5.2 Green Infrastructure Plan

The green infrastructure should be designed around the retention of existing landscape features linked by green routes between the proposed open spaces and the wider setting which will improve biodiversity by creating ecological corridors through the open spaces and within the development.

A green infrastructure plan that addresses the provision, phasing, delivery and management of the various green infrastructure elements will be required as part of the masterplan.

The neighbourhood plan sets out a range of open space uses that will be required, including sports and play provision, allotments, and a community orchard. It also locates the open space uses around the northern and eastern perimeters of the development to create a strong settlement edge and provide separation from the adjoining settlements. The design of the landscape elements within the masterplan should respond to this along with the following considerations:

- Layout to give oversight and surveillance of the open space
- Open spaces designed to create a setting for development
- Appropriate open space uses and landscape character to the boundaries to safeguard setting and residential amenity
- Relationship of the new school to the pedestrian/cycle movement framework and the proposed sport and recreation provision

- Agreeing a brief for the new sports provision
- Agreeing a brief for a productive landscape including allotments, orchards, and woodland
- Integration of incidental open spaces, LAPs and LEAPs within the character areas into the layout of the green ring
- In addition to a design strategy, the masterplan should include a management and maintenance strategy for elements of the green infrastructure to be taken on by the Parish Council and community organisations

Other green infrastructure considerations for the development of the masterplan include:

- Balancing the mix of uses between the existing and proposed facilities
- Agreeing a brief for the new facilities
- Options for the location of a sports pavilion
- A programme for the delivery of the new facilities in relation to the phasing of the development

5.3 Community Infrastructure

The new development will need to make provision for additional community facilities to serve the expanded population. The size of these facilities will depend in part on the number and type of new dwellings and the additional population they generate. Provision should be made in the masterplan for the community and green infrastructure to be sufficient to accommodate an upper estimate of capacity in terms of housing numbers and for there to be some flexibility to allow for future expansion of the school and other community buildings.

Four land parcels at the intersection of the Green Ring and Cooks Lane will help define the character of 'Inlands Square' and should include non-residential activities and uses to support the expanded community including extra-care housing and create an attractive and resilient village centre:

C1: Land between Cooks Lane and the railway line

This parcel is approximately 4.46 hectares including the Green Ring link. The Green Ring will run through this area to connect Inlands Square with the proposed footbridge and existing Green Ring route to the south of the railway line. The alignment of the Green Ring through this parcel should provide a safe, convenient and easily navigable pedestrian/cycle route between Inlands Square to the proposed footbridge. The masterplan should address the following:

- Layout to create active frontages to Cooks Lane and the Green Ring
- Uses and activities to contribute to the village centre function of Inlands Square

- Residential uses to be compatible with the non-residential functions of Inlands Square

C2: Land to the north of Priors Leaze Lane

This parcel in the south western corner of development parcel P1 is constrained to the west by the Green Ring and to the east by existing development off Priors Leaze Lane but is unconstrained to the north giving it the flexibility to accommodate a 2 form entry school expandable to 3 form entry of a minimum of 3.3 hectares that meets the Local Education Authority criteria including early years provision and a special support centre. The masterplan should address the following:

- Layout to integrate non-residential uses with the functions of the Green Ring
- Uses and activities to contribute to the village centre function of Inlands Square
- Consideration to be given to the phasing of the school and to safe walking and cycle access from both the existing village and new development.

C3: Land to the north of Cooks Lane

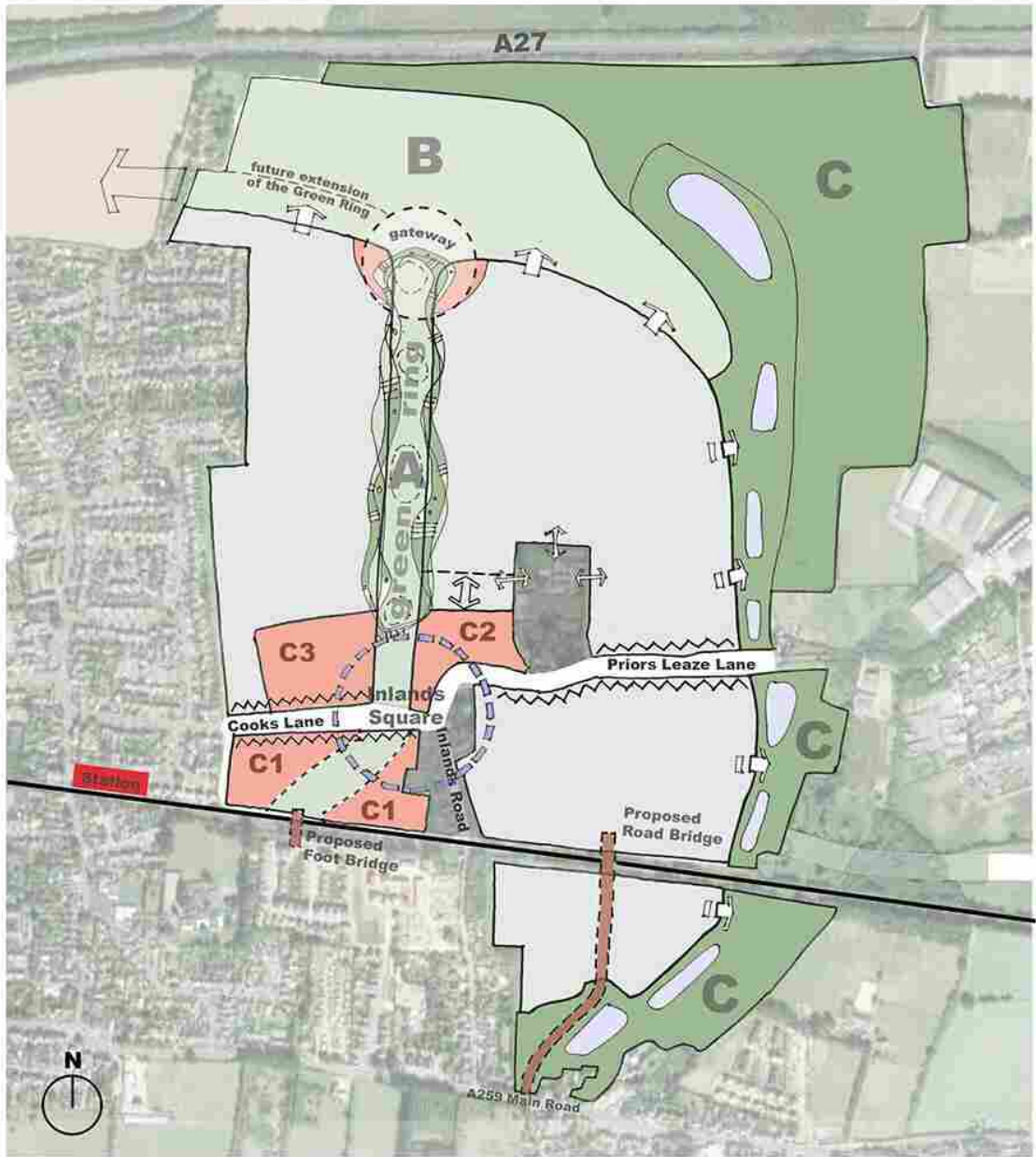
This parcel is approximately 2.27 hectares and constrained by the consented scheme on the southern part of development parcel P4. The masterplan should address the following:

- Layout to integrate non-residential uses with the functions of Inlands Square and the Green Ring
- Integration of the layout and uses with the consented scheme

Other Community Infrastructure

Other infrastructure requirements for the development of the masterplan include:

- Parking for the station
- Balancing the mix of uses with the existing amenities
- Agreeing a brief for the new facilities
- Landscape space as a focus and identity
- Options for community management and ownership
- A programme for the delivery of the new facilities in relation to the phasing of the development



-  **Restricted Access**
-  **Positive Frontage**
-  **Existing Development Edge**
-  **Rural Character**
-  **Potential School Expansion**
-  **Gateway**
-  **Non Residential and Extra-care Uses**
-  **Proposed Bridge Links**
-  **Amenity Green Space**
-  **Development Parcels**
-  **Existing Development**
-  **Wildlife Corridor and SuDS**
-  **Railway Line**

**Southbourne Neighbourhood Plan
Diagram 2
green infrastructure + community uses**

6.0 Summary

These diagrams and notes are intended to provide a starting point for the development of a masterplan that reflects and supports the thinking behind the policies in the neighbourhood plan.

They are in line with the Neighbourhood Plan Review policies and identify the areas where the Parish Council wishes to provide further definition for guiding the masterplan and monitoring its development.

Well thought through and coordinated green infrastructure and community infrastructure proposals that create an integrated framework for development and engineering, including surface water management, movement and limiting landscape impact, will be key to delivering a successful masterplan and a vibrant community.

It will also be important to demonstrate how the proposals for the village centre will provide a shared focus that will serve the needs of the expanded community and help integrate the existing community with the new development.

The Parish Council wishes to have a role in the ownership and management of various aspects of the development including community led housing, the community facilities and open spaces. How this can be achieved and the implications for the development will need to be an early consideration in the masterplanning process.

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APPENDIX C – LOCAL HERITAGE LIST

There are 39 Listed Buildings or groups of buildings within the Parish, two of which are Grade II *. There are 23 candidate Local Heritage Assets (see separate evidence report) as follows:

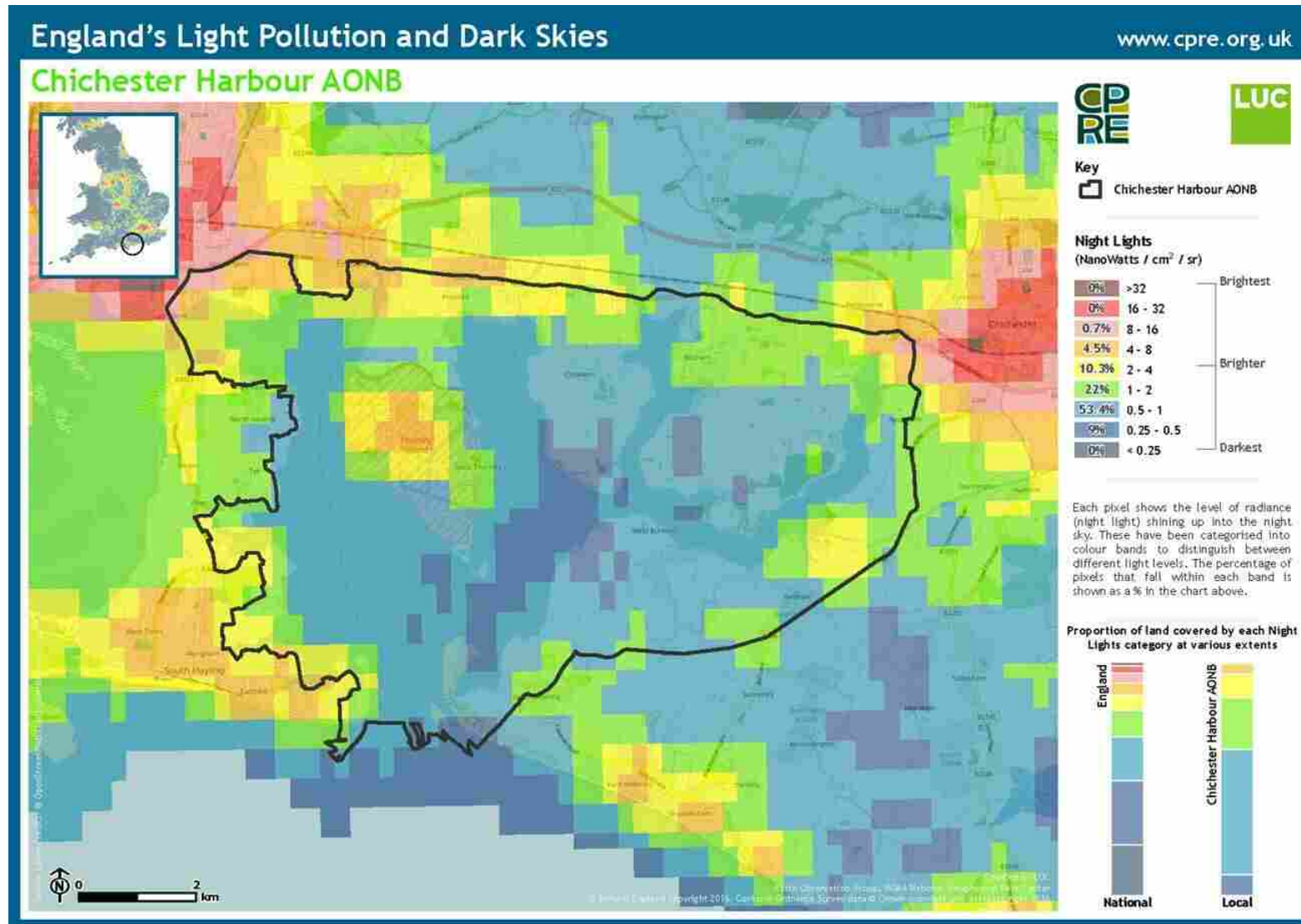
- 1 The Stables, Eames Farm, Thorney Road, Emsworth, Hants PO10 8DE
- 2 Postbox in Wall, Wayside, Main Road, Southbourne, PO10 8EZ
- 3 Two Milestones, Main Road, Southbourne, - west PO10 8EZ and east PO18 8RL
- 4 Nutbourne Tidal Mill (remains), Farm Lane, Nutbourne, PO10 8SA
- 5 The Forge, Main Road, Southbourne, PO10 8JJ
- 6 Fraryhurst (now Prinsted Care Home). Prinsted Lane, PO10 8HR
- 7 Gingerbread Cottage, 147 Stein Road, Southbourne, PO10 8PN
- 8 War Memorials, St John the Evangelist, Main Road, Southbourne, PO10 8LB
- 9 The Green Ring Gateway & Seating, Parham Place, Main Road, Southbourne, PO10 8FS
- 10 Padwick House and Padwick Villas, (nos 237,239,241,243) Main Road, Southbourne, PO10 8JD
- 11 Signalman's Cottage (now named Gate House), Inlands Road, Nutbourne, PO18 8RJ
- 12 Slipper Tidal Gates and Sluice, Slipper Road, Emsworth, PO10 8XD
- 13 New Building in Signal Box style, Stein Road, Southbourne, PO10 8LW
- 14 Signalman's Cottage, 61 Stein Road, Southbourne, PO10 8LB
- 15 Southbourne Free Church, 21 The Drive, Southbourne, PO10 8JP
- 16 Tuppenny Barn, Main Road, Southbourne, PO10 8EZ
- 17 Mission Hall (Tin Tabernacle), Thorney Road, PO10 8BL
- 18 Slipper Mill, (now nos 1,2,3,4) Slipper Road, Emsworth PO10 8XD
- 19 Nos 322 (Rose Cottage) and 320 (Laburnham Cottage) Main Road, Southbourne PO10 8JN
- 20 Eagle House, Main Road, Nutbourne PO18 8RY
- 21 Prinsted Oyster Beds, Prinsted Basin, PO10 8HS
- 22 Long Acre, Prinsted Lane, PO10 8HR
- 23 Freeland, Prinsted Lane, PO10 8HT

APPENDIX D – SUSSEX BIODIVERSITY RECORD CENTRE REPORT (SXBRC/20/189, JULY 2020) (separate document due to its size)

APPENDIX E – LIST OF PROPOSED LOCAL GREEN SPACES (see LGS Report for justification)

1. Prinsted Foreshore
2. Land on NE corner of Garsons Road/A259 junction
3. Priors Orchard open space
4. Southbourne Fields open space
5. Meadow View open space
6. Parham Place open space
7. Clump of beech trees in field west of Stein Road
8. Peter Pond and Brook Meadow land east of county boundary
9. Land on NWE corner of Stein Road and Hartland Court
10. Garsons Road allotments between 48 and 50
11. Flanders Close allotments
12. Manor Way allotments between 47 and 49
13. Smallcutts Avenue allotments between 25 and 27 and 40 and 42
14. Slipper Mill Pond
15. Field west of Prinsted Foreshore, south of lane
16. Field north east of Prinsted Foreshore
17. Field west of western arm of Prinsted Lane

APPENDIX F – SOUTHBOURNE DARK SKIES MAP



APPENDIX G – GLOSSARY OF PLANNING TERMS

For the complete glossary of planning terms, see Annex 2 of the National Planning Policy Framework 2019 (pages 64 to 73)

[Link](#)

Refer also to page 219 of the adopted Local Plan

[Link](#)

