**Chichester Local Plan 2021 - 2039**

**Climate Change**

**Background Paper**

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# **Introduction**

* 1. The purpose of the planning system is to contribute to the achievement of sustainable development through meeting the needs of the present without compromising the ability of future generations to meet their own needs (Resolution 42/187 of the United Nations General Assembly).
	2. Addressing climate change is one of the core planning principles which the National Planning Policy Framework (NPPF) (2021) emphasises is central to the economic, social and environmental elements of sustainable development and should therefore, underpin plan-making. The NPPF sets out three overarching objectives for the planning system to achieve sustainable development. The environmental objective includes mitigating and adapting to climate change. Local Plans must reflect the core principle and include policies designed to tackle climate change and its impacts.
	3. This paper explains the planning policy process which has been undertaken in relation to the Chichester Local Plan 2021-2039: Proposed Submission version, addressing the issue of climate change. Various detailed processes and evidence base documents have underpinned this element of the Local Plan, informing the development of policies in responding to the climate change emergency.
	4. The background papers and related evidence are available on the council website at [www.chichester.gov.uk/localplanexaminationlibrary](https://www.chichester.gov.uk/localplanexaminationlibrary). This background paper may be reviewed and updates issued during the examination of the Local Plan.

# **Background**

* 1. Targets set by government in 2019 for reducing greenhouse gas emissions led to laws being passed requiring local authorities to take a proactive approach to mitigating and adapting to climate change.
	2. The Chichester Local Plan: Key Policies 2014-2019 was adopted in 2015 with a requirement that a review take place within five years. The Chichester Local Plan Review process began in 2017 with an Issues and Options Consultation on possible development locations that could comprise an overall development strategy. A Preferred Approach Regulation 18 Consultation followed at the end of 2018. The Preferred Approach version of the Plan acknowledged the particular threat of climate change to the Manhood Peninsula and the need to adapt to the potential impacts of climate change and sea level rise. The plan sought to address the impacts of climate change through a combination of mitigation and adaptation measures in its sustainable design, transport, coastal, flood risk, air quality and renewable energy policies.
	3. Following the Regulation 18 consultation and the responses received, an update to the evidence base was required including an update to the Strategic Flood Risk Assessment (CC09.01). Because of changes to the climate change related flood risk in some locations, the spatial development strategy was reconsidered. Various options for a revised distribution of development were considered in light of the new evidence (which also related to other key issues such as transport, wastewater treatment and water neutrality). As a result, some revisions to the housing distribution were made, supported by a Sustainability Appraisal (SA) (SD03.01). However, the key focus of development remained within Chichester City and along the East-West Corridor.

# **National context**

### **Climate Change Act 2008**

* 1. Local Plans need to accord with the objectives and provisions of the Climate Change Act 2008. The Act contains a statutory target of reducing carbon dioxide emissions to at least 100% below 1990 levels by 2050. The Act requires the government to set legally-binding carbon budgets to act as stepping stones towards the 2050 target. The Sixth [UK Carbon Budget](https://www.gov.uk/guidance/carbon-budgets) passed under The Carbon Budget Order 2021 in accordance with sections 8(3) and 91(1) of the Climate Change Act 2008, covers the period 2033-2037 and sets the budget at 965MtCO2e (million tonnes of carbon dioxide equivalent) in line with the level advised by the Committee on Climate Change.

### **Planning and Compulsory Purchase Act 2004**

* 1. Section 19(1a) of the Planning and Compulsory Purchase Act 2004 sets out that local plans (taken as a whole) should include policies designed to secure that development and use of land in the local planning authority’s area contribute to the mitigation and adaptation of climate change. This obligation, alongside the duty under the Climate Change Act, places climate mitigation and adaptation principles as central in the plan making process.

### **Planning and Energy Act 2008**

* 1. The Planning and Energy Act enables local authorities to set requirements for the provision of energy from renewable and low carbon sources. In relation to energy performance standards, the Act states that local planning authorities can require development to comply with energy efficiency standards that go beyond the requirements of the Building Regulations, where such energy efficiency standards are set out by the Secretary of State or endorsed in national policies or guidance.

### **Written Ministerial Statement 2023**

* 1. A Written Ministerial Statement (WMS) published on 13 December 2023 sets out that plan makers should not set local energy efficiency standards for buildings that go beyond current or planned buildings regulations. Where such policies are proposed, they should be rejected at examination unless they are supported by a well-reasoned and costed rationale that ensures:
* That development remains viable, and the impact on housing supply and affordability is considered in accordance with the NPPF; and
* The additional requirement is expressed as a percentage uplift of a dwelling’s Target Emissions Rate (TER) calculated using a specified version of the Standard Assessment Procedure. This is in the context of the Future Homes and Buildings Standard which is being delivered through changes to Building Regulations.

## **National Planning Policy Framework**

* 1. The National Planning Policy Framework (NPPF) was updated on 19 December 2023, however, under paragraph 230, plans that have reached Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (pre-submission) stage on or before the 19 March 2024 will be examined under the relevant previous section of the Framework. All references to the NPPF are therefore related to the 2021 version which should be used as the basis for the examination of the plan.
	2. Section 14, paragraphs 152 to 173 of the NPPF, cover meeting the challenge of climate change, flooding and coastal change.
	3. Paragraph 152 sets out that the planning system should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage the re-use of existing resources, including the conversion of existing buildings and support renewable and low carbon energy and associated infrastructure.
	4. In relation to plan-making, paragraph 153 provides that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, as well as the risk of overheating from rising temperatures. Furthermore, policies should support appropriate measures to ensure future resilience of communities and infrastructure to climate change impacts.
	5. Planning plays an important role in delivering new renewable and low carbon energy infrastructure. Over 90% of homes are currently heated by fossil fuels. Paragraphs 155 to 158 of the NPPF relate to how plans can help to increase the use and supply of renewable and low carbon energy and heat, through providing a positive strategy for energy from these sources as well as considering identifying suitable areas and opportunities for development of such infrastructure.
	6. Paragraph 161 requires plans to apply a sequential, risk-based approach to the location of development which takes into account all sources of flood risk and the current and future impacts of climate change. Where climate change is expected to increase flood risk so that existing development may not be sustainable in the long-term, the plan should seek opportunities to relocate development to more sustainable locations.
	7. Paragraph 170 provides that Integrated Coastal Zone Management should be pursued whilst paragraph 171 states that plans should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast.

## **Planning Practice Guidance: Climate Change**

* 1. The Guidance produced by Government to support the NPPF advises on how to identify suitable mitigation and adaptation measures in the planning process to address the impacts of climate change. The Guidance suggests that climate change mitigation and adaptation measures can be integrated within the local plan and the sustainability appraisal can be used to shape strategies. The Guidance provides examples for mitigating climate change by reducing emissions including reducing the need to travel and using renewable and low carbon energy technologies, whilst examples for adapting to climate change extend to considering future climate risks when allocating development sites, responding to flood risk and coastal change**,** as well as promoting water efficiency.

# **Local Context**

## **Climate Emergency Action Plan**

* 1. Following the UK Government declaring a climate emergency, the Council formally declared a Climate Emergency in July 2019. The Council set out actions in response to the emergency in a Climate Emergency Action Plan which is accompanied by annual progress reports. The 2021 Action Plan proposes a 10% reduction year on year from 2019 – 2025, which represents a 47% reduction overall. A second Climate Emergency Action Plan to cover the period 2025-2030 has been approved for consultation between July and September 2024 and following consideration of the results of that consultation, is planned for approval in the summer of 2025.
	2. The current Action Plan sets out the role of the Local Plan to:
* Set the highest possible standards for energy efficiency, on-site use of renewable energy, and water efficiency that are achievable without impacting on the commercial viability of development and ensuring appropriate infrastructure, including affordable housing, is secured.
* Reduce the need to travel to access shops, employment and facilities.
	+ - Locate development where the long-term risk of flooding is very low. This goes further than just the existing flood zones 2 and 3 and looks ahead to the predicted situation up to 2115.

How the Local Plan policies align with and help deliver the Action Plan is set out below.

# **Evidence Base**

## **Chichester City Local Cycling and Walking Infrastructure Plans (LCWIP)**

* 1. The Government’s Cycling and Walking Investment Strategy identifies Local Cycling and Walking Infrastructure Plans (LCWIPs) as the local strategic approach to developing cycling and walking network improvements, with the aim of enhancing active travel options and reducing reliance on the motor car and consequently, transport emissions. The Climate Change Objective in the new Local Plan emphasises the importance of mitigating and adapting to climate change to contribute towards reducing greenhouse gas emissions and aims for new development to be designed to reduce reliance on the private car, whilst the Active Travel Policy seeks to prioritise walking and cycling to reduce carbon emissions. Establishing the demand for cycling and walking is a key part of the Chichester City LCWIP (January 2021) (RTA03). As set out in the LCWIP, Chichester District Council are seeking to integrate the schemes proposed in the Chichester City LCWIP with West Sussex County Council’s (WSCC) schemes as well as include them within the Council’s Infrastructure Business Plan. The Active Travel Policy within the Local Plan also supports delivery of the schemes within the LCWIP.

## **Strategic Flood Risk Assessment (SFRA)**

* 1. A Strategic Flood Risk Assessment (SFRA) was prepared by independent consultants with Final Reports for Level 1 (CC09.01) and Level 2 (CC10.01) SFRA prepared in December 2022. The reports incorporated updated climate change modelling in line with the Environment Agency’s revised guidance. The SFRA provided an assessment of the potential impact of climate change on flood risk for new planned strategic development as well as general guidance and recommendations which has been used to inform the final spatial strategy for the new Local Plan. The Flood Risk and Water Management Section of the new Local Plan requires any risk to be assessed using the Council’s SFRA documents and this is also a policy criterion within the strategic land allocation policies.

## **Sustainability Appraisal**

* 1. The Sustainability Appraisal (SA) (SD03.01) applied the new Local Plan objectives in formulating its framework for considering the effects of the plan. Both climate change adaptation and mitigation formed part of the considerations within the framework which comprised a total of 13 objectives, including the objective of achieving net zero in relation to increases in greenhouse gas emissions. Particular references are made to the issue of climate change within transport (with an acknowledgment of the need to minimise per capita greenhouse gas emissions), in relation to built environment decarbonisation (where it is acknowledged that the Council have decided not to go beyond the Building Regulations requirements on the grounds of cost and viability concerns), and more extensively, in respect of flood risk. The concerns over flood risk as well as those identified areas in the SFRA which show extensive tidal flood risk under climate change scenarios, were acknowledged as key climate change adaptation issues influencing the final spatial strategy.

## **Air Quality Action Plan**

* 1. Overall focus of the Action Plan (RCC03) is on measures that tackle transport emissions with air quality priorities designed to simultaneously assist in tackling climate change. The new Local Plan acknowledges that poor air quality and climate change are highly interrelated. “Air Quality Actions” within the Air Quality Action Plan include support for development of sustainable transport measures and for the uptake of low and zero emission vehicles. The Air Quality Action Plan is referenced in the pre-text to Air Quality Policy NE22 which also points to the number of measures within the transport and accessibility and design policies that seek to encourage a reduction in car use and increase low emission transport.

## **Chichester Transport Study**

* 1. The study provides an overview of sustainability options and considers their viability. The sustainable options considered are centred around modal shift away from the car and towards active travel measures such as potential to use park and ride schemes, public transport and cycling and walking. Active travel is a common thread throughout the policies contained within the new Local Plan.

## **Viability Assessment**

* 1. The Viability Assessment assessed the cumulative impact of the policies and proposals of the emerging Local Plan on development viability. The Viability Assessment was an iterative process, with different options being assessed as policies were drafted. The assessment approach included an increasing level of emphasis on climate change response. As pointed out above, viability testing showed that a net zero requirement ahead of Building Regulations changes anticipated through the Government’s Future Homes and Buildings Standard, would not be viable without making politically unacceptable reductions in other requirements such as affordable housing, particularly taking into account the cost of transport mitigation alongside other locally specific costs including nutrient and water neutrality in parts of the plan area. The recommended approach was to align requirements with the changes set out in the government’s Future Homes and Buildings Standard. The Viability Assessment’s recommendations are reflected in the “Responding to the Climate Emergency” section (Chapter 2) and Policy P1 Design Principles (Chapter 6) of the new Local Plan. The Viability Assessment Update Note in January 2023 (IN02.01) reiterated that the Council would not be looking to go beyond current national policy on key matters such as climate change response, whilst confirming the proposed changes to the Submission version local plan policies would continue to be supported by the Viability Assessment Update.

# **Duty to Cooperate**

* 1. As set out in the Duty to Cooperate Statement of Compliance, the Council has worked with the Environment Agency, WSCC and other bodies, including neighbouring authorities in the preparation of the SFRA to address the risks of tidal and fluvial flooding, due to increased sea level rise and severe rainfall/storm surges.
	2. The Council have also met with Natural England, WSCC and other affected local authorities on several occasions to discuss the issue of atmospheric pollution and water neutrality in the northern part of the plan area and explore potential mitigation measures to address these issues.
	3. Both WSCC and National Highways were engaged in discussions at regular meetings with the Council in respect of the transport evidence work that has been carried out on mitigating transport impacts from planned development, as well as proposed sustainable transport measures for inclusion within the new Local Plan.
	4. Within the Council, regular discussions have taken place with the Environment Team regarding the policies within the climate change and natural environment section of the new Local Plan and in particular, the scope of the renewable energy and air quality policies. Liaison with Coastal Engineers at Coastal Partners has also taken place regarding the criteria of the coastal and flood risk policies.

# **Addressing Climate Change in the Local Plan**

* 1. Climate change is addressed throughout the Local Plan with policies providing mitigation and adaptation measures. A summary follows below of the parts of the Plan which are focussed on tackling climate change.
	2. The Local Plan first recognises the important issue of climate change in the “Issues and Opportunities facing the Plan Area” section within Chapter 2. The Plan acknowledges that both mitigation and adaptation measures are required to address the challenge of climate change whilst taking into account impacts such as sea level rise, water scarcity, coastal change and surface water flooding. The importance of supporting the provision of renewable and low carbon energy generation is also recognised.
	3. The climate emergency declared in July 2019 is detailed in the section “Responding to the Climate Emergency” in Chapter 2 of the Local Plan, which also provides details of the objectives of the Climate Emergency Action Plan and sets out how those issues associated with climate change such as flood risk and energy efficiency will be dealt with.
	4. The Local Plan Vision and Objectives set out in Chapter 2, particularly Objective 1, reflects the overarching principle of the Local Plan to support sustainable development and the local community in the context of a climate emergency. In particular, the Vision for Chichester is that by 2039, the Local Plan area will be a place where new development is designed and located to mitigate and withstand climate change, taking account of factors such as sea level rise, high summer temperatures and the need to reduce greenhouse gas emissions from homes, businesses and travel. In addition, there should be a variety of well designed, energy and water efficient low carbon homes in accessible locations close to existing or new services with thriving sectors to include low carbon industries. Responding to climate change is a common thread throughout the objectives of the Local Plan as set out below:
* ***“****Objective 1: Climate Change - To mitigate and adapt to climate change, contributing towards a reduction of greenhouse gas emissions in line with the council’s Climate Emergency Action Plan and the longer-term Government objective to achieve net zero by 2050.*

*New development will be in accessible locations, designed to reduce reliance on the private car with convenient walking and cycling routes and public transport to access local facilities and open spaces. Developments will be resilient to climate change through incorporating sustainable design and construction and the consideration of landform, layout, building orientation, massing and landscaping and nature-based solutions to minimise energy and water use and flood risk. The potential for future sea level rise and erosion will be fully considered, with new development located in areas at lowest risk of flooding from all sources in accordance with the sequential test. In coastal areas new development will be set back from the coast.”*

* “*Objective 2: Natural Environment -* ….*Low lying land around Chichester Harbour which is likely to be flooded as sea levels rise will be protected to contribute to natural flood management and enable restoration of natural habitats such as saltmarsh and coastal grazing marsh which act as effective carbon stores and support valuable wildlife, making space for it to adapt to climate change effects.”*
* “*Objective 3: Housing -* *To deliver suitable, well designed, energy efficient and affordable housing…..Good design will consider climate change, help to reduce crime and the fear of crime, create beautiful places accessible to all, build communities, and be well integrated with existing communities and facilities.”*
* *“Objective 4: Employment and Economy -* *To support the delivery of a strong, thriving and diverse economy, improving job opportunities for all skill levels while supporting a move to a diverse and low carbon economy”.*
* *“Objective 5: Health and Welbeing -* *New development will be designed with….. opportunities for active travel to support active lifestyles and healthy communities.”*
* *“Objective 6: Design and Heritage – Ensuring Beautiful Places - New development will maximise opportunities to create safe, accessible and inclusive communities, promoting health and well-being, active travel, and supporting local services and facilities”.*
* *“Objective 7: Strategic Infrastructure -* *To work with infrastructure providers to ensure the timely delivery of key infrastructure to support delivery of new development….Key infrastructure to support the Local Plan will include improvements to….. flood risk and coastal change management and the provision of minerals and energy.”*
	1. Chapter 3 details the Spatial Strategy and sets out the considerations which informed the housing distribution for the plan period. In particular, paragraph 3.20 refers to the planning challenges faced by the Manhood Peninsula including significant areas identified as at risk from coastal erosion and flooding. In recognition of the constraints facing the area, the allocations previously in the Preferred Approach version of the Local Plan at Selsey, East Wittering and Hunston were not carried forward to the Submission version of the Local Plan.
	2. Chapter 4 contains policies relating to Climate Change and the Natural Environment. The relevant policies for climate change are as follows:
		+ - **Policy NE1 Stand-alone Renewable Energy** supports the delivery of renewable energy schemes and recognises that such projects present significant opportunities, particularly in relation to reducing the emission of greenhouse gases, enhancing biodiversity and community participation.

* + - * **Policy NE5 Biodiversity and Biodiversity Net Gain** recognises the importance of taking opportunities to enhance biodiversity and link features and habitats enabling species to become more resilient to adapt to pressures such as climate change.
			* **Policy NE8** highlights the importance of trees, hedgerows and woodlands for carbon sequestration, reducing flood risk and climate change adaptation and requires their selection to be purposed for long-term resilience to pests, diseases and climate change.
			* **Policy NE11 The Coast** conveys that the council will support careful location, design and review of flood defences to adapt to climate change and sea level rise, to reduce coastal squeeze and support natural processes. Further, **Policy NE12 Development Around the Coast** provides for a setback of 25 metres around Chichester Harbour and Pagham Harbour to allow for future erosion. This requirement is echoed in **Policy NE13 Chichester Harbour Area of Outstanding Natural Beauty**.
			* **Policy NE14 Integrated Coastal Zone Management for the Manhood Peninsula** sets out in detail the climate change issues faced by the Manhood Peninsula which include coastal erosion and flooding. The policy pre-text highlights the need for the Manhood Peninsula to adapt to the potential impacts of climate change and sea level rise and reiterates that the Council will prepare plans and strategies and other measures accordingly, whilst recognising the individual needs of the communities within the area and the risks presented by climate change. Specifically in relation to climate change, the policy contains an objective as follows: “*Increase resilience to climate change through contributing to greater safeguarding of property from flooding or erosion. Enable the area, pattern and lifetime of development to adapt to change, including the relocation of current settlement areas, vulnerable facilities and infrastructure that might be directly affected by the consequences of climate change*.” The last objective is also relevant and requires proposals to “*Provide the means of supporting regeneration which allows for climate change resilience and adaptation………”* The document entitled ‘Towards Integrated Coastal Zone Management on the Manhood Peninsula’ (RCC37) prepared by the Manhood Peninsula Partnership (MPP) which identifies management options for the coastal zone including resilience to climate change is a material consideration in the determination of planning applications. The policy pre-text also makes reference to ‘Climate Resilience and Adaptation – ICZM 2021 and beyond’, a document also produced by the MPP containing information and recommendations for resilience to climate change on the peninsula.
			* **Policy NE15 Flood Risk and Management** highlights the importance that inappropriate development is avoided in areas currently at risk from flooding or likely to be at risk as a result of climate change, with any development required to have regard to flood and erosion risk now and in the future. The policy reiterates the requirement for a setback of at least 25 metres around the coast including the harbours. The policy details considerations in relation to site-specific flood risk assessments which include adaptation and mitigation measures to reduce flood risk.
			* **Policy NE16 Water Management and Water Quality** sets out that water efficiency is regulated by the Building Regulations and specifies the maximum water consumption per day for all new residential proposals (for Chichester, this is the optional tighter target of 110 litres per person per day) and refers to the Environment Agency publication that identifies areas at serious water stress. In the part of the plan area which falls within the Sussex North Water Resource Zone, even tighter water efficiency standards apply and these are set out in Policy NE17 Water Neutrality.
			* The background text to **Policy NE22 Air Quality** refers to the Council’s duty to review and assess air quality within the District which the Council does through its Air Quality Action Plan (RCC03). The Council is also a member of the Sussex Air Quality Partnership which seeks to ensure a consistent approach is taken towards dealing with air pollution, and mitigation guidance is provided in the Partnership’s Air Quality and Emissions Mitigation Guidance for Sussex (2021) (RCC01). Where mitigation measures are required as set out in the policy, the Guidance provides examples of appropriate mitigation.
	1. Chapter 6: Placemaking, Health and Well-being deals with sustainable design; energy efficiency and climate change resilience. The relevant policies for climate change are as follows:
		+ - **Policy P1 Design Principles** requires proposals to include in a Sustainability Statement, measures to adapt to climate change such as the provision of green infrastructure, Sustainable Drainage Systems (SuDS), suitable shading of pedestrian routes and open spaces, a mixture of drought and rain tolerant native planting and the incorporation of green or blue roofs or green walls. Proposals must also include the use of materials that reduce the embodied carbon of construction. Specific energy performance requirements are not included as these are covered by building regulations which do not need to be repeated in policy, and which can only be exceeded in specific situations as set out in the WMS 2023 referred to above. There was an uplift in the building regulations requirements in 2021 and a further uplift is expected in 2025. Energy efficiency requirements that went beyond building regulations were viability tested during preparation of the Local Plan. This testing found that imposing additional requirements ahead of building regulations would not be viable without reducing another plan requirement such as affordable housing. Given the first of the tests set out in the WMS would not be met, energy efficiency standards that exceed current or planned building regulations were not therefore proposed within the policy.
			- The plan recognises that development proposals must be proactively designed to anticipate and respond to the impacts of climate change, seeking and optimising opportunities for shade and green infrastructure and SuDS. The plan acknowledges that shading can prevent overheating of buildings and consequently, could reduce a reliance on energy intensive mechanical cooling. **Policy P8 Materials and Detailing** generally expects proposals to select materials that have low embodied energy and low environmental impacts including re-using and recycling materials.
			- The plan highlights the important role of historic buildings in sustainable development to address climate change, particularly by being made more energy efficient through the use of traditional and increasingly advanced technological adaptations. The Council supports energy efficient improvements (including the installation of micro-renewables) and the wide variety of measures to upgrade energy efficiency that are effective in historic buildings. **Policy P9 Historic Environment** endorses the use of appropriate methods to upgrade the energy and thermal performance of listed buildings and non-designated heritage assets as well as the use of renewable generation. **Policy P10 Listed Buildings** sets out how the Council will take a flexible approach in supporting alterations to listed buildings in order to mitigate the effects of climate changes, whilst the policy pre-text states that the Council will also consider how the use of renewable energy generation can be sited on and around listed buildings.
			- The pre-text to **Policy 14 Green Infrastructure** recognises the capacity of green infrastructure to deliver climate change resilience including reducing the impact of extreme weather and microclimates, reducing flood risk and providing opportunities for carbon storage or water purification.
	2. Chapter 8: Transport and Accessibility highlights the need to increase capacity of the road network to support growth in the Local Plan area alongside the necessity to reduce demand for road transport to achieve net zero in greenhouse gas emissions by 2050. The relevant policies for climate change are as follows:
		+ - The suite of transport policies seeks to support the Council’s Climate Emergency Action Plan with four objectives reflected in **Policy T1: Transport Infrastructure**. Proposals for new development are expected to demonstrate how they support the objectives namely, avoiding or reducing the need to travel by car; enabling access to sustainable means of travel including public transport, walking and cycling; managing travel demand and mitigating the impacts of travel by car. In the first instance, development should be directed to the most sustainable locations where the need to travel is reduced or there are suitable alternatives to the car available.
			- **Policy T2 Transport and Development** also emphasises the need for new development proposals to ensure that major development is designed to avoid and/or reduce the need to travel by car. Proposals must also maximise opportunities for sustainable travel by connecting to either the existing network or providing new infrastructure or public transport services, in order to reduce reliance on the private car and work towards achieving net zero in greenhouse gas emissions by 2050. Promoting active travel and ensuring major development is located to facilitate the use of public transport, are also requirements. **Policy T3 Active Travel** prioritises walking and cycling as forms of active travel recognising how these forms of sustainable travel reduce carbon emissions.
	3. Chapter 9: Infrastructure Provision (Policy I1) requires development proposals to safeguard the requirements of infrastructure providers including renewable energy; aquifer protection areas; and flood defences and SuDS infrastructure. Proposals must also future-proof infrastructure provision to take account of the impacts of climate change such as flooding events from heavy rainfall, rivers and rising sea levels, increased drought, sustained and high wind speeds and extremes of temperature and water scarcity.
	4. The strategic allocations also embed a requirement for consideration of climate change impacts, particularly where allocations are to follow by way of neighbourhood plans.

# **Next steps**

* 1. The new Local Plan responds to the climate change requirements of national policy and legislation as well as the findings in the evidence base review. The Local Plan policies seek to provide climate change mitigation and adaptation measures to facilitate the Local Plan area’s transition to a low carbon future. Following the Regulation 19 consultation, certain modifications are recommended to the plan to address the responses and stakeholder feedback on the issue of climate change, and to ensure that the new Local Plan is found sound. These include:
		+ Chapter 2 - The Vision: acknowledging the issue of water scarcity in the Vision as a factor of climate change;
		+ Chapter 2 – Strategic Objectives, Objective 1 - Climate Change: stressing the importance of accessible development through linking development with forms of active travel;
		+ Chapter 2 – “Responding to the Climate Emergency” section: referring to the 2023 amendments to the Building Regulations and clarifying what these contain;
		+ Chapter 4 (Climate Change and the Natural Environment) Stand-alone Renewable Energy Policy NE1: reiterating support for large renewable energy schemes in the policy pre-text;
		+ Chapter 4 (Climate Change and the Natural Environment) Coastal policies NE11 The Coast and NE12 Development around the Coast: recognising the impacts of climate change in relation to coastal squeeze and requiring that undeveloped areas of low-lying land around Chichester Harbour are prioritised for opportunities that actively restore coastal habits, or work with the natural process to address these climate impacts; requiring development to demonstrate consideration of and adaptation to future climate scenarios and their potential impacts including but not limited to, shading, surface water flooding, erosion, windblown sand, wave driven shingle; strengthening requirement for new and replacement buildings to be set back to account for erosion;
		+ Chapter 6 (Place-making, Health and Well-being) Policy P5 Spaces and Landscaping background text: providing examples of mitigation and adaptation measures within external spaces and landscaping;
		+ Chapter 8 (Transport and Accessibility) Transport policies T1 Transport Infrastructure and T2 Transport and Development: emphasising the need to achieve net zero and reduce emissions through modal shift to sustainable transport; highlighting the benefits of sustainable transport improvements; and reiterating the requirement for Travel Plans for development that generates significant movement;
		+ Chapter 9 (Infrastructure) Infrastructure Provision policy I1: incorporating a requirement to build in resilience for infrastructure over its lifetime through mitigation and adaptation measures to address potential impacts from climate change.
	2. It is possible that future policy documents will be required to support the Local Plan’s climate change objectives and to assist with future compliance with policy criteria. These further policy document requirements will be identified following: a period of monitoring of the new Local Plan; continual engagement with the Council’s Environment Team and other local councils in relation to climate action; and as new legislation or national policy/guidance evolves.