



Chichester Local Plan 2021-2039

Adopted August 2025

www.chichester.gov.uk/localplan2039

Foreword

The Chichester Local Plan 2021–39 sets out a clear, positive vision for meeting the needs of our communities and responding to the opportunities and constraints facing our wonderful natural and heritage environment. The Plan has been long in the making, reflecting the challenges which we have faced and will continue to face. This has required much work to meet and resolve the various complex issues with which we have been confronted in Chichester.

The Plan has been underpinned by extensive evidence gathering and analysis, community consultation and engagement with partner organisations. All of this has been vital in seeking to achieve the best possible framework for protecting and, wherever possible, improving our precious natural and built environment and enriching the lives of our residents, workers and visitors.

The Plan establishes a robust and extensive policy framework for our sensitive natural environment, which includes a National Landscape (The Chichester Harbour AONB) and the setting of the South Downs National Park, numerous protected wildlife sites and the need to meet water and air quality requirements. It adopts a similar approach to the built environment, where our policies seek to achieve a high standard of development, which recognise the outstanding heritage credentials of the Plan area.

Climate change has also been a key consideration, and addressing this challenge will inevitably grow in importance over the Plan period, especially as we strive to achieve more sustainable approaches to travel and respond to the significant dangers posed by flood risk, particularly along our vulnerable coastline.

The Plan sets out a sustainable strategy for the quantity, location and mix of new housing to meet the needs of our communities. It provides support for neighbourhood planning and local housing provision. The Plan also provides further momentum for our successful local economy, in both the urban and rural parts of the Plan area.

The Local Plan is also a key part of the council's efforts to achieve improved infrastructure provision within the Plan area in conjunction with the Infrastructure Delivery Plan. Together these Plans seek to enable delivery of key infrastructure projects.

This Plan provides an ambitious vision for the future of the Chichester Local Plan area and a clear set of policies focused on achieving an improved living and working environment for our residents and businesses.

Cllr Bill Brisbane

Cabinet Member for Planning
Chichester District Council

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Chapter 1: Introduction

- 1.1. The Chichester Local Plan 2021-2039 was adopted on 19 August 2025. The Local Plan will plan and manage development up to 2039. It does not include that part of the district within the South Downs National Park (SDNP). A separate Local Plan covering the National Park has been prepared by the South Downs National Park Authority (SDNPA).
- 1.2. The Chichester Local Plan 2021-2039 (hereafter known as the Local Plan 2021 - 2039) replaces the policies in the previous adopted Local Plan (adopted July 2015). Policies and sites allocated in the Site Allocation Development Plan Document (DPD) 2014-2029⁽¹⁾ are saved for continued use pending review as part of the next Site Allocation DPD.
- 1.3. The Local Plan 2021 - 2039 forms part of the Development Plan for the area, together with the current and any future Site Allocation DPD⁽²⁾, future Southbourne Allocation DPD, the adopted Waste Local Plan and the Joint Minerals Local Plan, both a West Sussex County Council responsibility, and Neighbourhood Plans, prepared by local communities.

Purpose of the Plan

- 1.4. The Local Plan 2021 - 2039 will provide the broad policy framework and a long-term strategy to manage development, protect the environment, deliver infrastructure and promote sustainable communities within Chichester District, excluding the area within the South Downs National Park (see Map 1.1). The plan period extends to 2039. However, its effectiveness will be monitored through the yearly production of an Authority Monitoring Report and it will be reviewed when necessary.
- 1.5. This Plan seeks to balance the economic, social and environmental dimensions of sustainable development. It does this by:
 - Identifying the amount of development needed;
 - Identifying development opportunities and infrastructure required to support and foster business enterprises and entrepreneurship;
 - Providing opportunities to create new dwellings and jobs for present and future generations, with accessible facilities that support the needs of strong, vibrant and healthy communities; and
 - Protecting and enhancing the unique and special qualities of our environment.
- 1.6. The Local Plan document provides the main basis for making decisions on planning applications. It gives local communities, developers and investors greater certainty about the types of applications that are likely to be approved. Planning decisions must be made in accordance with the Local Plan, unless material considerations indicate otherwise.
- 1.7. In addition, the Local Plan provides a framework within which people can decide how to shape their local neighbourhoods through community-led planning documents. Some

¹ As detailed in Appendix I

² Site Allocation DPD 2014 – 2029 and any future replacement Site Allocation DPD.

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

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

How to Use the Plan

- 1.9. The plan area (Chichester District excluding the area within the South Downs National Park; see Map 1.1) has three distinct sub-areas:

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

- 1.10. The plan provides a direction for development based on the characteristics of the areas, which is set out in the spatial strategy.

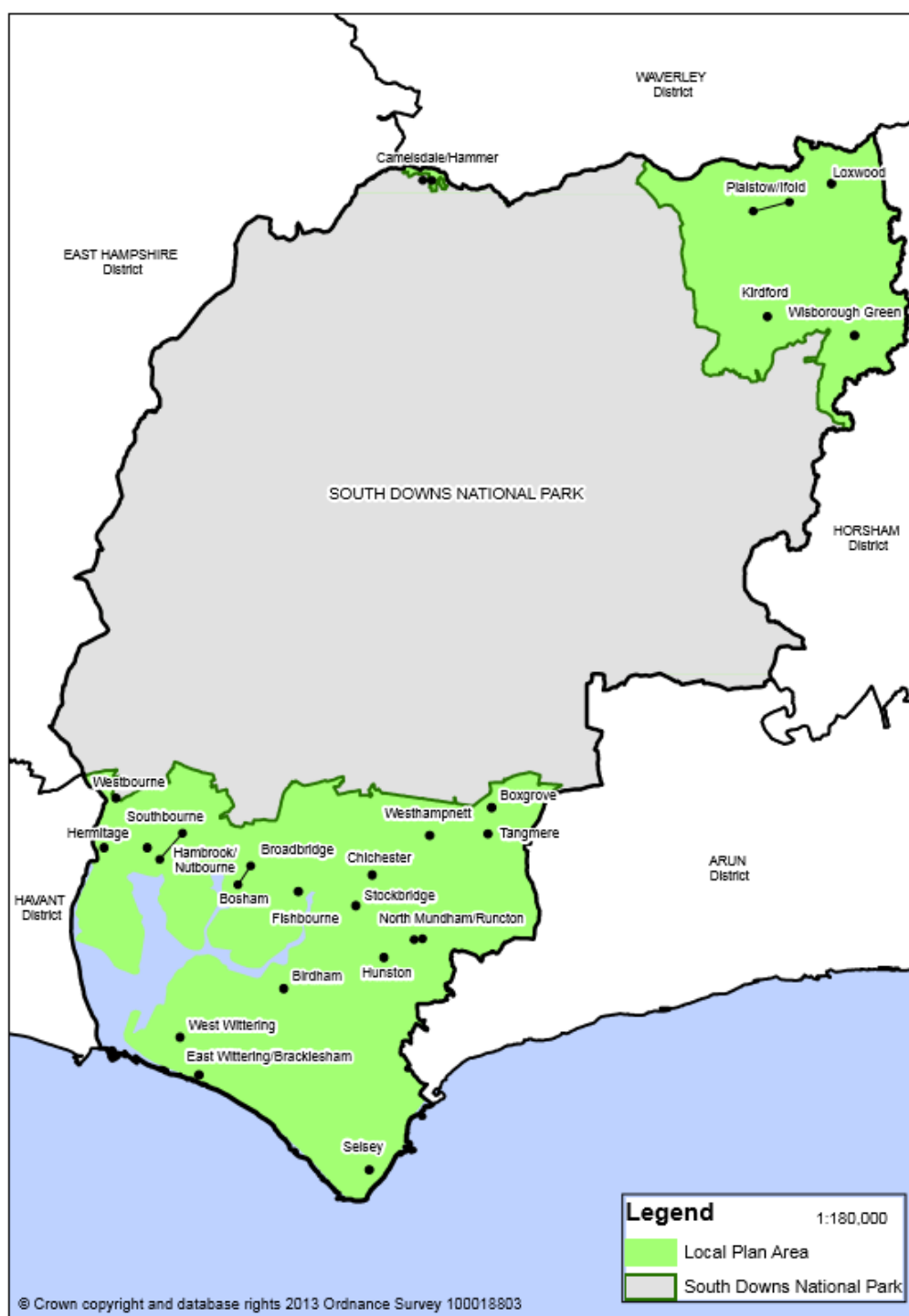
- 1.11. The Local Plan includes:

- **The Spatial Portrait:** describes the key characteristics of the area and identifies the challenges and opportunities that the Plan seeks to address;
- **The Vision and Objectives:** based on the priorities in the Chichester District Sustainable Community Strategy, the vision describes the sort of place the plan area should be by 2039. To help deliver this vision a suite of strategic objectives is identified. The Vision and Objectives also reflect the long-term cross boundary Strategic Objectives and Spatial Priorities identified in the Coastal West Sussex and Greater Brighton Local Strategic Statement as updated in January 2016 (known as LSS2);
- **Spatial Strategy:** outlines the broad approach that will be followed towards managing growth and change across the plan area;
- **Policies Map:** This sets out planning policy and strategy designations in the Local Plan;
- A suite of **Strategic Policies** (see Appendix H) and non-strategic policies providing a local planning framework to help achieve the vision and determine planning applications. These policies also set out the amount and distribution of new development that will take place and provide a framework for neighbourhood plans; and
- **Strategic Site Allocations** which set out the strategic development aspirations and location of development for housing and employment in line with the Local Plan strategy.
- **Appendices/Glossary:** These contain further background and explain technical terms and acronyms where these are not explained in the main body of the text. The appendices also provide guidance on the interpretation of policies. The appendices

also include a monitoring and implementation framework which indicates how the plan will be monitored and kept under review.

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

Map 1.1 Chichester Local Plan Area



Policy Context

- 1.13. The Local Plan has been prepared in accordance with national planning policy, background studies, appraisals, assessments and has regard to other plans and strategies where relevant.

National Planning Policy

- 1.14. The National Planning Policy Framework (NPPF) sets out the Government's planning policies and how they should be applied. It emphasises the role of sustainability in guiding plans and policies, highlighting the importance of a plan-led system in delivering sustainable development. It sets out expectations for how local plans should be prepared, matters that should be addressed and the need to cooperate effectively across administrative boundaries. The importance of significantly boosting the supply of new dwellings is reiterated, whilst ensuring provision for other development needs including economic growth.
- 1.15. The Planning Practice Guidance (PPG) supports the NPPF in providing further guidance on its implementation.
- 1.16. The NPPF and other national planning guidance can be found on the GOV.UK website:
[National Planning Policy Framework - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/national-planning-policy-framework-guidance)
[Planning practice guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/planning-practice-guidance)

Relationship between Neighbourhood Plans and the Local Plan

- 1.17. Having an up-to-date local plan strategy in place is essential for successful neighbourhood planning as it sets the context for development in the area.
- 1.18. The council has worked with communities to help deliver 14 'made' neighbourhood plans, which have identified specific housing sites to meet local needs together with policies to protect and enhance the environment in each locality. Neighbourhood plans are required to be in conformity with an up to date adopted local plan. It may therefore be necessary for made neighbourhood plans in the Chichester Local Plan area to be reviewed once this Local Plan is adopted.
- 1.19. Where neighbourhood planning is undertaken before the Local Plan has been adopted, collaboration between the parish council and the district council will be critical. The district council will take an active role in advising and supporting the neighbourhood planning process by sharing evidence and information and ensuring the neighbourhood plan fits with the emerging strategic policies proposed in the Local Plan and complies with national planning policy.
- 1.20. Each parish will be expected to ensure that its neighbourhood plan makes provision for the required number of dwellings assigned in this Plan, as a minimum.
- 1.21. Parishes are encouraged to make an early start on their neighbourhood plans to enable development to come forward in the early years of the Local Plan to assist with housing delivery.

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

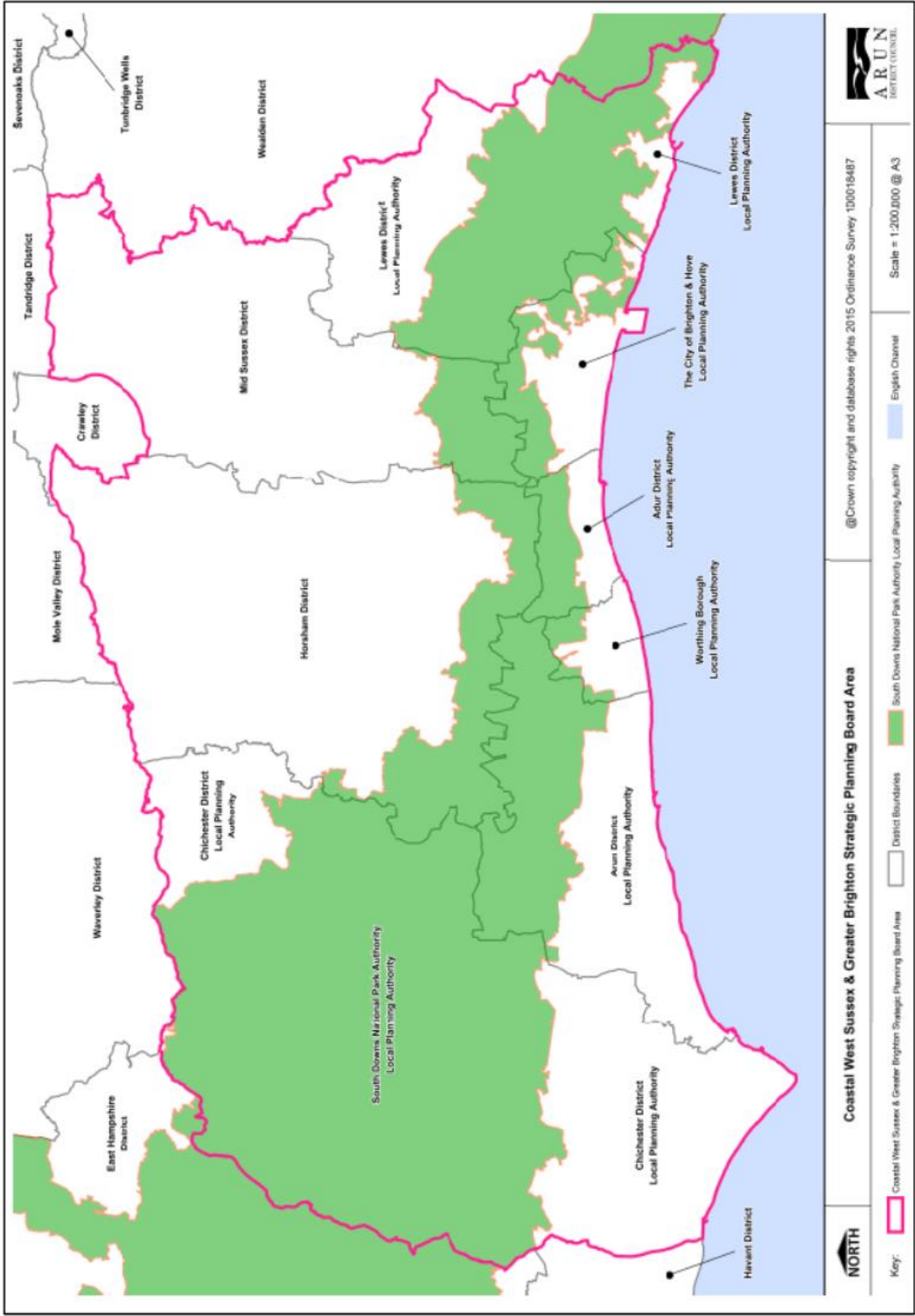
Duty to Co-operate

- 1.23. The Local Plan takes into account the implications of planning policies of neighbouring authorities as spatial planning issues are not constrained by local authority administrative boundaries. The Localism Act (2011) and Local Plan Regulations (2012) set out those bodies to which the Duty applies, and the National Planning Policy Framework describes the issues that it should address.
- 1.24. Significant cross boundary issues include, but not exclusively:
- The need, supply and distribution of new dwellings, jobs and retail floorspace;
 - Environmental protection and enhancement of the landscape, habitat networks and dark skies (over the South Downs National Park and the Chichester Harbour AONB),
 - The enhancement of green infrastructure and biodiversity offsetting; and
 - Requirements and pressures for new and improved infrastructure, such as transport, communications and the needs of service providers (e.g. health facilities, police, fire service and schools).
- 1.25. The council has engaged constructively, actively and on an ongoing basis with other local authorities and organisations to address key strategic matters. Statements of Common Ground with relevant strategic policy-making authorities have been prepared and made available on the council's website. These statements will be kept under review and updated with progress made on addressing identified key issues, along with any new evidence available.
- 1.26. The West Sussex and Greater Brighton Strategic Planning Board comprises representatives of local planning authorities across West Sussex (Adur, Arun, Chichester, Crawley, Horsham, Mid Sussex and Worthing) with West Sussex County Council, Brighton and Hove City Council, Lewes, and the South Downs National Park Authority (Map 1.2). It seeks to identify those spatial planning issues that impact across the wider area and agree strategic priorities and policies to guide longer term strategic growth in a coordinated and well considered matter.
- 1.27. The Strategic Planning Board has currently identified 4 Strategic Objectives and 9 Spatial Priorities. These are set out in Local Strategic Statement 2 ([LSS2](#)) agreed in January 2016 which covers the period from 2015-2031. Work has been commissioned to prepare the evidence base for the next Local Strategic Statement (LSS3) to consider the period 2030-2050. This includes a study of projected housing and employment needs, transport impact, infrastructure needs and spatial options to deliver the development needs and infrastructure. Working together in this way recognises that planning issues do not stop at planning authority boundaries - the new LSS will help the authorities to address wider issues effectively and to demonstrate that they have fulfilled the requirements of the NPPF and the duty to cooperate. This council is in any case engaging effectively with neighbouring authorities on an ongoing basis on cross-

boundary issues. Statements of Common Ground with such authorities are placed on the council's website.

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

Map 1.2 West Sussex & Greater Brighton Strategic Planning Board



South Downs National Park

- 1.29. The Chichester Local Plan 2021-2039 does not cover the area of the District within the South Downs National Park (see Map 1.1). The South Downs National Park Authority is a local planning authority and has produced a Local Plan for the whole national park.
- 1.30. For more information on the South Downs National Park Local Plan, go to [South Downs National Park Authority](#) website.

West Sussex County Council

- 1.31. West Sussex County Council is responsible for preparing statutory land use plans for minerals and waste. The West Sussex Waste Local Plan was adopted in 2014. The West Sussex Joint Minerals Local Plan was adopted in July 2018, with revisions adopted in March 2021 following a Soft Sand Review. All development within a West Sussex Minerals Consultation Area must be considered against the latest Minerals and Waste Safeguarding Guidance and policy produced by West Sussex County Council, available at West Sussex County Council and shown on the Chichester interactive policies map.
- 1.32. West Sussex County Council is also responsible for all roads and transport planning in West Sussex except the A27 and M23/A23 (motorways and trunk roads), which are the responsibility of National Highways.

How the Plan has developed

- 1.33. This Local Plan is informed by the council's strategic visions and plans including the Corporate Plan, the Chichester Sustainable Community Strategy, the Chichester Vision, the Economic Strategy and the Housing Strategy.
- 1.34. An essential part of the process to date has been community engagement. The council's approach to involving local communities and stakeholders in formulating the Local Plan is set out within the Statement of Community Involvement (SCI). A separate Statement of Consultation sets out the key stages and outputs as the Plan has been prepared.
- 1.35. The council commenced the background work necessary to inform this Local Plan in 2016. Since this time a substantial amount of information has been gathered, most of which is original research commissioned by the council. The majority of this information, the evidence base, can be accessed on the council's website or viewed at the council offices. The evidence base has been used to help identify the issues facing the plan area, and to help and test various options for dealing with them.
- 1.36. Consultation on an Issues and Options document was carried out between June and August 2017. This took the form of a questionnaire, seeking views on future development, including preferred housing locations and distribution throughout the plan area, employment land allocations and transport and access strategy. The highest frequency of comments related to strategic development locations and concerns about infrastructure, particularly the A27. Responses from this consultation were used to inform draft strategic policies and land allocations in the Preferred Approach Plan.
- 1.37. Consultation on the Preferred Approach took place between December 2018 and February 2019. This took the form of a well publicised consultation which resulted in

over 3,200 representations. The issues raised related to the high levels of housing development, the development strategy, impact on sensitive landscapes, traffic concerns (particularly the A27), other infrastructure concerns and concerns over the suitability and sustainability of strategic allocations and parish requirements.

- 1.38. The Publication (Regulation 19) version of the Local Plan was published on the 3 February 2023 and provided the final, formal opportunity for the local community and stakeholders to give their views on its content in terms of soundness and legal compliance. Approximately 2,400 individual responses were received from 319 consultees. Representations that were made at this stage formed the basis for the public examination and were submitted to the Inspector for consideration.
- 1.39. The Plan has been subject to a Sustainability Appraisal (SA) which is integral to each stage of the plan making process. The SA assesses the impact of the Local Plan's objectives, policies and sites having regard to social, environmental and economic factors and helps to ensure that the Local Plan accords with the principles of sustainable development. The Local Plan is also supported by a number of assessments that form part of the continual review process, which include the Strategic Environmental Assessment (part of the SA); Habitats Regulations Assessments; and Equality Impact Assessment to evaluate the sustainability of the proposed strategy, policies and proposals.
- 1.40. Within the plan area there are a number of internationally important sites designated for their ecological status. These include Special Protection Areas (SPAs), which are classified under the European Directive 79/409/EEC on the conservation of wild birds (the 'Birds Directive') and Special Areas of Conservation (SACs), protected under Conservation of Habitats and Species Regulations 2017 to address 92/43/EEC (Habitats Directive). Government policy states that proposals affecting potential SPAs, candidate SACs and sites which support internationally important wetland habitats under the Ramsar Convention should be considered in the same way as designated SACs and classified SPAs with respect to the Habitat Regulations. In addition, the recently completed Medmerry Compensatory Habitat will in due course be considered for designation as an SPA to reflect its ecological status.
- 1.41. As required by the Habitat Regulations, a Habitats Regulations Assessment (HRA) has been undertaken to ensure that the proposals in the Local Plan do not have a negative impact on any existing internationally designated/protected sites, or where they do, that mitigation measures are identified.
- 1.42. Testing the Local Plan to ensure that it meets the needs of all members of the community is also a key requirement. The Equality Impact Assessment has allowed the council to make sure that there will not be any discrimination caused by its policies or their implementation and has taken steps to avoid these impacts.

Policies Map

- 1.43. The policies map identifies all the site allocations and designations that are relevant to the determination of planning applications. It also shows planning constraints, for example environmental designations and conservation areas.
- 1.44. Where a neighbourhood plan is 'made' the policies are also shown on the policies map.

Chapter 2: Vision and Strategic Objectives

Characteristics of the Plan Area – A Spatial Portrait

- 2.1. Chichester District covers an area of almost 800 km², stretching from the South Coast to the southern border of Waverley and East Hampshire in the north and north east; and from Havant in the west to Arun and Horsham in the east. Over two-thirds of the district lies within the South Downs National Park. There are 33 parish councils located within the Local Plan area, including six parishes which are also partly located within the South Downs National Park.
- 2.2. The plan area⁽³⁾ is split in to three areas, each with different characteristics, landscapes and access to services:
- The East-West Corridor, running across the width of the plan area, is varied in landscape with the inclusion of both larger settlements (including the city) and rural villages. It has the best transport connections and access to facilities in the plan area with the A27 and railway running throughout.
 - The Manhood Peninsula, located in the south of the plan area, is rich in coastal landscapes with the majority of the area covered by environmental designations. It also includes some of the plan area's larger settlements which rely heavily on limited road accessibility to the north towards Chichester city.
 - The North of the Plan Area is primarily rural in character with diverse landscapes, rich cultural and heritage assets and a number of dispersed settlements, some of which are relatively isolated and served by narrow lanes with limited public transport.
- 2.3. The cathedral city of Chichester is the main settlement with a population of around 33,703⁽⁴⁾ and is the principal location for the provision of higher education and shopping facilities. The city is renowned for its cathedral, its historic heritage and university and is the largest centre of employment in the plan area.
- 2.4. Outside Chichester city, the plan area has four other significant settlements that accommodate a range of facilities and services:
- East Wittering and Bracklesham Parish has a population of around 7,482. Nearby beaches, especially those of West Wittering, are amongst the best in the South East, making them an extremely popular attraction for residents and holiday makers.
 - Selsey, at the tip of the Manhood Peninsula, is a town with a population of around 10,926. With one of the largest caravan parks in Europe, the population of the town more than doubles during the holiday season. It is also a focus for commercial activities such as horticulture, fishing and other marine related businesses.
 - Southbourne, to the west of Chichester, has a population of around 4,967 and has links to the nearby towns of Havant and Emsworth. Southbourne has a number of employment opportunities, a railway station, and a secondary school with a relatively modern leisure facility. The community facilities are dispersed throughout the settlement.

³ Where information is not available at plan area scale, district-wide information is referred to.

⁴ ONS 2021 census. Unless otherwise stated information in this section is taken from the 2021 census.

- Tangmere, to the east of Chichester city, is a settlement of some 4,000 people. It hosts a number of local businesses and has some dispersed community facilities including shops and a medical centre. However, it currently lacks many of the amenities and services normally associated with a settlement of its size.

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

Social Characteristics

- 2.6. The total population of Chichester District is 124,100, a growth of 9.1% since 2011.
- 2.7. The percentage of the population that is of working age (16-64) is below the national level of 63% at 57.3%. This is in contrast to those over the age of 65 at 27.1% compared to the national level of 18%.
- 2.8. By 2039, those of working age are expected to account for only half of Chichester District's total population⁽⁵⁾, whilst the number of people aged 65 and over is expected to account for 35%. An ageing population of this scale presents challenges for health and caring services, particularly in rural areas where access to transport, services and everyday activities is difficult. It also presents challenges in terms of service provision, particularly for high cost intensive services such as those related to primary health care.
- 2.9. The special qualities of the area offer a good quality of life, which creates a high demand for housing. This demand has caused a widening gulf between local incomes and house prices⁽⁶⁾. Whilst this affordability gap can be addressed in part by economic processes, the need to provide affordable housing remains a priority for the council. There is a lack of opportunity for young people to move in to, or remain in, the plan area because the housing stock is dominated by larger, more expensive properties, especially in relation to other parts of Coastal West Sussex and Hampshire. The amount of detached housing is above average, in particular outside Chichester city.
- 2.10. Ethnic minorities make up 5% of the total population of the district. This is lower than county (9%), regional (13.7%) and national (19%) averages.
- 2.11. Residents of the district have a good life expectancy, for males, this is 80 years and 84.2 years for females. This is in line with South East averages and slightly higher than the national averages⁽⁷⁾.
- 2.12. The 2021 census found that 14% of Chichester's households did not have access to a car or van; this is lower than county, regional and national averages.

⁵ HEDNA Update 2022

⁶ Median house prices are 14 times the median earnings of those working in the district (HEDNA Update 2022)

⁷ Life Expectancy at birth, ONS (published January 2024)

Economic Characteristics

- 2.13. The largest employment sectors in the plan area are retail, public administration (due to the presence of Chichester District and West Sussex County Councils in Chichester city), education (in particular the University of Chichester and Chichester College), horticulture and health. Higher value jobs which provide an opportunity to improve the productivity of the local economy are focused on advanced manufacturing and engineering; construction and civil engineering; and finance, insurance and business services.
- 2.14. An objective of the council is to foster a qualified and highly skilled workforce by improving opportunities for unemployed persons; working with the third sector and community-based organisations; and supporting stronger links between the University, the College and businesses.
- 2.15. The University of Chichester has two campuses; one in Chichester and the other in Bognor Regis (within Arun District). The University makes a valuable contribution as an educational institution and employer, and helps brand Chichester as a 'university city'. It is one of the largest employers in the city, providing around 1,000 jobs (direct and indirect) and contributing over £109m to the local economy⁽⁸⁾. It has some 4,405 full-time students plus 1,135 part-time students⁽⁸⁾. The University is a top performer in terms of employability and retention rates, with nearly 96.5% of its students employed or in further study six months after graduating⁽⁹⁾.
- 2.16. The proportion of people in the district aged over 16 years with a level 4 qualification (degree level or above) is 37.2%. That is higher than the South East (35.7%) and National (33.7%) figures.
- 2.17. There are three institutions in the plan area that offer further education for 16-18 year olds: Bishop Luffa Church of England School; Chichester High School and Chichester College. Chichester College is the largest further education institution in West Sussex.
- 2.18. There are a few large employers in the plan area (employing over 250 staff), particularly in Chichester city, but in general the local economy is based around micro (employing up to 9 staff), and small (employing between 10 and 50 staff) to medium (employing between 50-250 staff) sized businesses with high levels of self-employment. The majority of existing employment and business space is focused around Chichester city and the A27 corridor. This area benefits from good access to the main road and rail network and offers the best potential for attracting inward investment. However, there is also a need to support and diversify economic activity in the rural parts of the plan area, particularly on the Manhood Peninsula.
- 2.19. The number of people in the district aged over 16 who are economically active is slightly lower than the national average of 58.3% at 54.2%, however the proportion of people in part time employment is above both South East and National averages.
- 2.20. Due to the combination of climate, soil quality and high light levels which prolong the growing season, the district's horticultural industry is amongst the largest producer of

⁸ HEDNA Update 2022

⁹ Destination of Leavers from Higher Education 2018

salad crops in the country and supplies much of the South East region. Major growers have established large scale glasshouse sites, which are mainly concentrated on the Manhood Peninsula and along the east-west corridor. In the Chichester and Arun coastal plain, horticultural production has a retail value of over £1 billion and employs over 7,500 permanent and seasonal workers⁽¹⁰⁾.

- 2.21. The visitor economy, including hotels, catering, campsites and other tourist facilities, is a significant employment sector. The district's scenic beauty, beaches, heritage sites, arts and crafts, festivals, museums and galleries and organisations in film, photography and new media, all have the quality and capacity to attract significant levels of visitors. Chichester Festival Theatre is the most influential regional theatre in Britain. It brings over £13 million into the local economy, through primary and secondary spend by the theatre and its summer season audience⁽¹¹⁾. Outside the city there are a number of other heritage attractions and events such as Goodwood, which also bring in visitors and generate income. The rich and diverse coastline of Chichester Harbour supports both tourist activity and provides an ideal location for businesses linked to the marine sector.

Environmental Characteristics

- 2.22. Chichester District has a rich and varied natural, historic and built environment, stretching from the lowland marsh and creeks associated with Chichester Harbour and Pagham Harbour, across the coastal plain to the South Downs National Park, and the Weald further north.
- 2.23. In the North of the plan area, the "Low Weald" landscape is characterised by a mix of pasture and medium to small-scale arable fields. Further south, the Downland footslopes feature semi-open, large scale, arable fields and paddocks. The extensive coastline, which forms the southern border of the plan area, varies in character, with shingle ridges, sandy beaches, and a variety of wetlands, salt marsh and harbours, including the Chichester Harbour Area of Outstanding Natural Beauty⁽¹²⁾. The coastal and harbour areas are important for biodiversity, recreation and tourism.
- 2.24. The plan area has internationally designated habitats: Special Protection Areas, Special Areas of Conservation and Ramsar sites, and nationally designated Sites of Special Scientific Interest. There are also various local designations for biodiversity, heritage and landscape, such as local wildlife sites, and National and Local Nature Reserves, as well as a number of Regionally Important Geological/Geomorphological sites – a local designation to protect geology.
- 2.25. The UK's largest exposed-coast Managed Realignment Scheme is at Medmerry in the low-lying coastal plain between Selsey and Bracklesham. The scheme is managed by the RSPB as compensatory habitat for losses elsewhere in the Solent, and is

¹⁰ HEDNA January 2018

¹¹ The Chichester Festival Theatre Economic Impact Study 2010 Final Report, commissioned by the Chichester Festival Theatre from the Centre for Local and Regional Economic Analysis at the University of Portsmouth

¹² Whilst this has been renamed "Chichester Harbour National Landscape" it is referred to in the Local Plan as "Chichester Harbour AONB" to reflect its legally designated status – which remains unchanged.

internationally protected along with Chichester and Langstone Harbours and Pagham Harbour, which together provide one of the largest protected wetland sites in the UK.

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

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

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

2.28. The historic buildings and sites within the district are finite resources. A key issue is their management and protection to ensure their importance and value is retained, whilst recognising the need to accommodate new development¹³.

Issues and Opportunities facing the Plan Area

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

- Address the challenge of climate change with both mitigation and adaptation, taking account of the range of likely impacts, including future sea level rise, water scarcity, coastal change and surface water flooding, to drive nature-based solutions;
- Plan for a range of new housing that meets the needs of local people, and their changing requirements at different stages of life, including affordable housing and specialist accommodation; helping young people and families to stay in the area;
- Plan for suitable land and premises to enable local businesses to grow and flourish, responding to the changing nature of retail and employment patterns, and maintain vibrant city and town centres;

¹³ Chichester Historic Environment Strategy and Action Plan 2017

- Support a diverse range of local jobs and services, including on the Manhood Peninsula, to reduce the need to travel, particularly by private car, supported by direct walking and cycling routes;
- Plan to provide local infrastructure to support new development and seek opportunities to address existing infrastructure problems, such as those relating to the A27 and wastewater treatment;
- Plan for new open space, recreation, education and leisure facilities to meet the needs of the growing population;
- Protect and enhance the character of the area including the Chichester Harbour Area of Outstanding Natural Beauty (AONB), the coastline and the setting of the South Downs National Park;
- Protect, enhance and restore the area's biodiversity and habitats, capturing opportunities to identify and secure nature recovery networks and biodiversity net gain;
- Enhance designated areas of international and national importance;
- Protect and enhance the area's valuable heritage and historic assets;
- Support the provision of renewable and low carbon energy generation.

Responding to the Climate Emergency

- 2.30. The council declared a climate emergency in July 2019. Local Plan policies are just one part of the local response to tackling this issue, ensuring that new developments in the plan area both mitigate climate change by contributing to a reduction in greenhouse gas emissions, and are adapted to the demands of a changing climate.
- 2.31. The council is also progressing and delivering a Climate Emergency Action Plan separately to the Local Plan process – the Action Plan seeks to deliver a 10% reduction in greenhouse gas emissions year on year from 2019 to 2025 (representing a 47% reduction overall), both for the Council's own operations and for the whole district. This is just the first step – a more challenging target will be set beyond that to contribute towards the Government objective of net zero by 2050.
- 2.32. All proposals for new development should be considered in the context of a climate emergency. In the Chichester plan area, the likelihood of sea level rise and increased risk of flooding is a key consideration, alongside other impacts such as higher temperatures, water scarcity and more extreme weather events. Flood risk will be considered using the council's latest Strategic Flood Risk Assessment together with any more recent information from the Environment Agency.
- 2.33. Minimum energy performance requirements, maximum CO2 emissions, fabric energy efficiency and primary energy rates for new and existing buildings are set through Building Regulations. The 2021 update to Approved Document Part L, incorporating 2023 amendments, which provides further detail of the requirements, forms part of the government's move towards net zero carbon, including through the proposed Future Homes Standard and Future Buildings Standard which will see a phased reduction in

energy use. The new Part L represents approximately a 31% reduction in energy use in dwellings compared to the previous Part L (2016 amendments), and 27% in non-residential buildings. This is an interim step prior to the full Future Homes and Future Building Standards. Consultation on the changes proposed ran from November 2023 to March 2024. The Future Homes Standard is now expected to be published in autumn 2025.

- 2.34. It is expected that CO2 equivalent emissions from homes built to the Future Homes Standard will be 75-80% lower than those built to the previous requirements (i.e. Part L as amended in 2016, before the 2021 interim uplift).
- 2.35. Since all development, both residential and non-residential, must comply with the requirements of building regulations, these technical standards no longer need to be set in a policy in the Local Plan. The Design Principles Policy P1 covers other aspects of sustainable design.

Local Plan Vision

- 2.36. The Vision describes the sort of place that the Chichester plan area aspires to be by 2039. An overarching principle of the Local Plan is to support sustainable development and the local community in the context of a climate emergency. The council will enable the delivery of infrastructure, jobs, accessible local services and housing for future generations while protecting, conserving and enhancing the historic and natural environment.
- 2.37. The location, type and size of new development provided for will take account of local needs, demography, transport and the level of services available to settlements, in accordance with the Local Plan's settlement hierarchy.

The Vision is that by 2039, the Chichester plan area will be a place where people can:

1. Be confident that new development will be designed and located to mitigate and withstand climate change, taking account of factors such as sea level rise, high summer temperatures, water scarcity and the need to reduce greenhouse emissions from homes, businesses and travel;
2. Follow a socially and environmentally friendly way of life, reducing the contribution to climate change;
3. Know that the special natural environment and biodiversity of the area, including Chichester and Pagham Harbours, Medmerry Compensatory Habitat, and the strategic wildlife corridors and nature recovery networks are fully protected, managed and enhanced;
4. Choose from a variety of well designed, energy and water efficient low carbon homes to suit their incomes, needs, lifestyle and stage of life, in accessible locations close to existing or new services, meeting the needs of young people, families and older people;
5. Get about easily, safely and conveniently with less reliance on private cars –making use of the rail and bus network, and with more opportunities for active travel including walking and cycling;
6. Choose from a range of work opportunities to meet their aspirations for employment or use their entrepreneurial flair to start and grow their own creative, innovative and competitive business, moving towards a greener economy. Thriving sectors will include food and drink production and creative and low carbon industries supported by Chichester's natural and cultural assets, high tech manufacturing, as well as service and retail sectors needed to support the local and visitor population, including a night time economy attractive to all and improving the offer for young people and students;
7. Pursue a healthy lifestyle, benefitting from a sense of well-being supported by good access to health, leisure, open space and nature, sports and other essential facilities;
8. Learn new skills, with good access to education including colleges and Chichester University;
9. Enjoy a vibrant historic city, thriving towns and villages and areas of attractive, accessible and unspoilt harbours, coast and countryside;
10. Enjoy a high quality of life, enriched through opportunities to enjoy our local culture, arts, music and a conserved and enhanced heritage;
11. Live in sustainable neighbourhoods supported by necessary infrastructure and facilities, designed with natural processes to prevent storm flooding and enhance biodiversity;
12. Feel safe and secure;
13. Take advantage of new communication and information technologies; and
14. Feel a sense of community and empowered to help shape its future.

Chichester City and the East West Corridor

- 2.38. The emphasis will be upon consolidating and enhancing the role of Chichester city as the plan area's main centre, whilst also developing the role of key settlements to its east and west. The focus will be upon creating communities with good access to a range of employment opportunities and affordable housing for young people and families to balance the ageing population.
- 2.39. Chichester city will maintain its special significance as an economic and cultural centre serving a wide catchment area beyond the plan area. The vision for Chichester city to be attractive, distinctive and successful (as set out in 'Chichester Tomorrow – A Vision for Chichester City Centre') will be implemented thus ensuring the protection of the city's past while enhancing the future vitality of Chichester as the cultural capital of West Sussex, as a place of learning, and as an entrepreneurial retail and business centre. The city's employment base will adapt and evolve from an emphasis on public administration, to a base which is more diverse and reflects its highly regarded professional services and cultural offer. The city will enhance its reputation as a University City and centre of excellence for higher and further education and the arts with a range of opportunities for business, shopping, leisure and entertainment. The economic contribution that students make to the city will be further enhanced as graduates choose to remain within Chichester and set up businesses or seek local jobs. New sustainable neighbourhoods on the eastern and western sides of Chichester, along with the regeneration in the Southern Gateway and other small-scale development within the city centre will provide dwellings, jobs, retail opportunities and community facilities with good public transport, pedestrian and cycle links to other parts of the city. As an historic walled cathedral city, its rich cultural and architectural heritage will be conserved, enhanced and promoted together with the views and landscape value afforded by its setting.
- 2.40. New development will have taken place in a way which takes account of the wide range of social, environmental and economic aspirations of the community and the needs of future generations. Most of the new development will be well located in and around the main settlement of Chichester together with Tangmere and Southbourne.
- 2.41. Strategic development to the east and west of the city will seek to conserve and enhance the local distinctiveness, character and cohesion of existing settlements whilst recognising the important role of the city as the major focus for employment, shopping and leisure. This highly accessible transit corridor will be the focus for major new employment development, including new horticulture development within the defined Horticultural Development Areas.
- 2.42. The relationship between the National Park and significant natural areas to the south, especially Chichester Harbour Area of Outstanding Natural Beauty, will be carefully managed by maintaining and enhancing the countryside between settlements. Ecological connections between these areas will be promoted and enhanced through strategic wildlife corridors.
- 2.43. Southbourne and Tangmere will continue to grow and develop their role as settlement hubs by widening the range and improving the quality of public open space, leisure and

community facilities for their respective local areas. For Southbourne, the aim is to take advantage of the village's good transport links and existing facilities to deliver significant new residential-led development within the broad location for development which will further enhance local facilities and offer opportunities to reinforce and supplement existing public transport, including bus routes.

- 2.44. For Tangmere, the vision is to significantly enhance the village's range of facilities to the benefit of the local community through the development of new dwellings and workspace. At the same time, improved and additional bus services and cycleways will provide better connections to Chichester city and east to Barnham and the 'Five Villages' area in Arun District.
- 2.45. Between Chichester and Southbourne, the Plan provides for more moderate levels of growth within the parishes of Fishbourne, Bosham and Chidham & Hambrook, enabling the service villages that they contain to continue to grow to meet housing need, with opportunities to support and expand existing facilities and for increased use of public transport options.

Manhood Peninsula

- 2.46. The emphasis will be mainly upon protecting and enhancing the special qualities of the coast and its rural hinterland, which attract residents, visitors and businesses to the area. In recognition of the semi-rural nature of some settlements and the proximity to internationally important wildlife habitats such as Pagham Harbour and Medmerry Compensatory Habitat, and other constraints, a selective and sensitive approach to development will be taken.
- 2.47. The coastal settlements of Selsey and East Wittering and Bracklesham will thrive as centres for commercial and social activities that meet the needs of local residents, businesses and visitors alike. Opportunities for regeneration that arise in these settlements will support their role as tourist resorts. The local visitor economy will develop niche markets including green tourism, reflecting the area's natural assets and shift from a day trip destination to one which encourages short stay breaks. In particular, places such as the Medmerry Compensatory Habitat and Pagham Harbour will serve to extend the tourism season.
- 2.48. Local industries such as horticulture, agriculture, fishing and tourism, including marine related leisure, will flourish with a particular focus on local food production. An 'enterprise' culture, building on high levels of entrepreneurship and self-employment, will be developed further by, for example, improving links with academic institutions in Chichester.

North of the Plan Area

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

- 2.50. Whilst recognising that the area will look predominantly to centres outside the plan area for major shopping, employment, leisure and other services, wherever possible opportunities will be sought to maintain and enhance local services such as shops, schools and health facilities, and provide for local employment.
- 2.51. Loxwood will develop its role as a larger village with development potential. In other villages, some limited development will take place, balancing the need to retain the rural character of the area with the issue of addressing local housing needs and affordability. New housing and employment will be focused mainly in the larger villages to help support local facilities and sustainable settlements. It will remain an area popular with self-employment and jobs created through tourism and rural diversification.

Cross Boundary Strategic Objectives

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

Strategic Objective 1: Delivering Sustainable Economic Growth

Strategic Objective 2: Meeting Strategic Housing Needs

Strategic Objective 3: Investing in Infrastructure

Strategic Objective 4: Managing Environmental Assets and Natural Resources

- 2.53. Linked to these Objectives, the LSS also identifies Spatial Priorities which set out a framework for investment and strategic planning for the period 2015-2025. Those below are of most direct relevance to the Chichester Plan Area:

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

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

Strategic Objectives

- 2.54. The Local Plan aims to address the issues facing the plan area to deliver the spatial vision for the plan area by 2039, ensuring that Chichester develops in the most sustainable way possible. The Plan also contributes to the delivery of the Vision, Objectives and Spatial Priorities for the wider Coastal West Sussex and Greater Brighton Area in the Local Strategic Statement (LSS2) and the emerging LSS3. In order to achieve this, a number of objectives have been identified.

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 with local access at the core of the design, linked by high quality active travel, walking and cycling routes that also link to bus stops and, where available, rail stations where access is required to facilities that cannot be provided locally. 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

To protect and enhance the natural environment, achieving net gains in biodiversity, nature recovery and tree cover, contributing towards improvements in the condition of designated sites including Chichester Harbour, Pagham Harbour and Medmerry Compensatory Habitat, protecting wildlife and landscape character and conserving and enhancing the Chichester Harbour Area of Outstanding Natural Beauty and South Downs National Park and their setting.

Development will achieve net gains in biodiversity and be located to avoid adverse impacts on designated sites and ensure that any necessary mitigation is delivered. 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. Relevant adjacent higher sites will remain available for birds and other wildlife. Strategic nature recovery networks including wildlife corridors will link habitats as part of the green infrastructure and local ecological network. Where relevant, developments will be nutrient neutral and/or water neutral to protect water quality and quantity.

Objective 3: Housing

To deliver suitable, well designed, energy efficient and affordable housing to meet local needs, in safe and accessible neighbourhoods with mixed and balanced communities.

Housing of suitable size and type will be delivered to meet the needs of a range of budgets and ages, including both market and affordable housing, and specialist housing, including opportunities for communal living and self and custom build.

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.

A suitable range of employment sites will be delivered across the plan area to support local employment needs. Key employment sectors such as horticulture, food and drink production, tourism (including marine related leisure), hospitality, bespoke vehicle manufacturing and creative industries, which are underpinned by the area's natural and cultural assets will continue to thrive. The dynamic local knowledge-based economy will excel in innovation and continue to diversify, supported by the local higher education providers and gigabit capable broadband. Sustainable rural and manufacturing sectors will continue to be important reflecting the council's Economic Development Strategy and Inward Investment and Growth Strategy. Opportunities for employment and self-employment will help retain young talent in the area and retain a skilled workforce.

Chichester city will have a key role as a vibrant sustainable city with a good range of business, leisure and retail uses based on the aims of the Chichester Vision, with smaller centres also offering a good range of business and retail to serve local communities and reduce the need to travel.

Objective 5: Health and Well-being

To encourage and enable healthy and active lifestyles for all, improving health indicators and life expectancy.

New development will be designed with safe and convenient access to linked green and blue spaces, contributing to the strategic provision of multifunctional green infrastructure with recognised benefits to health and well-being; health, leisure and play facilities and with active travel designed into communities to support active lifestyles and healthy communities. Development will contribute to air quality improvements.

Objective 6: Design and Heritage – Ensuring Beautiful Places

To create safe and beautiful places, protecting and enhancing the area's heritage and character with high standards of design, ensuring new development is well integrated and accessible to all.

The National Design Code will be supplemented by local design codes to support the delivery of beautiful, safe and accessible places, supported by open space, green and blue infrastructure, incorporating the special qualities of designated landscapes where required. Development will be designed to positively contribute to the quality of the area, being attractive and sympathetic to local character while maintaining a strong sense of place. 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.

New development will be supported by sufficient provision of infrastructure to enable the sustainable delivery of the development strategy for the plan area. Key infrastructure to support the Local Plan will include improvements to active travel infrastructure, public transport, open space and green infrastructure, education, health, water supply and removal, telecommunications, flood risk and coastal change management and the provision of minerals and energy.

A sustainable and integrated transport system will be achieved through improvements to walking and cycling networks and links to accessible public transport. Highway improvements will be designed in line with the hierarchy for the road user with priority for people walking, cycling and using public transport, so that people choose active travel or active travel combined with public transport as the obvious way to access what they need. These measures will mitigate congestion, including mitigation of potential impacts on the A27 through a monitor and manage process. Nature based solutions will be used where these are appropriate.

Sewerage undertakers will need to work with regulators to deliver improvements in wastewater infrastructure to support new development and to ensure adverse environmental impacts are avoided on internationally designated habitats. Improvements to water efficiency, conservation and storage capacity will be made.

Infrastructure requirements will be kept under review through the Infrastructure Delivery and Business Plans and development will be phased to align with provision of essential infrastructure.

Chapter 3: Spatial Strategy

Sustainable development

- 3.1. The Government encourages local planning authorities to ensure sustainable development is at the forefront when considering planning applications. The National Planning Policy Framework defines sustainable development as “meeting the needs of the present without compromising the ability of future generations to meet their own needs”. The UK Sustainable Development Strategy: Securing the Future sets out five ‘guiding principles’ of sustainable development: living within the planet’s environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.
- 3.2. The Local Plan vision and objectives build on the three overarching sustainable development objectives in the National Planning Policy Framework (economic, social and environmental). The vision and objectives have informed the spatial strategy and policies in the Local Plan, to ensure that the plan is promoting a sustainable pattern of development that seeks to meet the development needs of the area; align growth and infrastructure; improve the environment; mitigate climate change and adapt to its effects.
- 3.3. The National Planning Policy Framework sets out a presumption in favour of sustainable development through the operation of a plan-led planning system with succinct and up-to-date plans providing a positive vision for the future of the area, which addresses needs and provides a platform for local people to shape their surroundings. New development must achieve sustainable development principles and must not adversely affect the character, quality, amenity or safety of the built environment, wherever it occurs.
- 3.4. When considering development proposals the council will take a positive approach that accords with the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Spatial strategy

- 3.5. The spatial strategy has been informed by a range of factors including:
 - The sub-regional planning context, in particular the Local Strategic Statement (LSS2) for West Sussex and Greater Brighton;
 - The overall vision and objectives for the plan area and for the different sub-areas and settlements within it;
 - The pattern of need and demand for housing and employment across the area;
 - Infrastructure capacity and constraints, in particular relating to wastewater treatment, roads and transport;

- Environmental constraints – taking a sequential approach to avoiding flood risk areas, protecting environmental designations, landscape quality, the historic environment and settlement character;
 - The availability of potential housing sites, their deliverability and phasing;
 - Public consultation and the sustainability appraisal of options and policies.
- 3.6. It is recognised that growth in both urban and rural areas is required to meet the changing needs of the area's population. Development, particularly affordable housing, the provision of jobs, social and community facilities is required to help sustain, enhance and make the area's city, towns and villages more self-supporting places to live and work. In accommodating such needs the strategy's emphasis is to locate development in areas which are well located to other uses, serviced by a choice of transport modes and accessible to the communities they serve.
- 3.7. The spatial strategy is set out in Policy S1 and illustrated in the key diagram. This provides the basis for the distribution of development and infrastructure provision.
- 3.8. The spatial strategy builds on the previous Local Plan by focussing growth on Chichester city as the main sub-regional centre. Chichester city is the most sustainable location as it possesses a wider range of shops, services and employment opportunities than other settlements. Locating a significant proportion of development in or around Chichester city reduces the need to travel to facilities. The city will continue to develop its role as a sub-regional centre, providing higher and further education and health facilities, and a broad range of employment, retail, entertainment and cultural opportunities, for a wide catchment area extending outside the plan area. Town centre uses will be supported where they promote the vitality and viability of the city centre.
- 3.9. The Plan includes the allocation of two sites within the Southern Gateway for 180 dwellings and associated retail and leisure uses, as well as recognising that 270 dwellings could come forward on smaller, mainly brownfield sites, within the city (to be allocated through the site allocation DPD).
- 3.10. The city is also the primary focus of the commercial property market for the plan area, providing a range of accommodation for both the office and industrial market. The spatial strategy for employment land focusses the majority of identified additional floorspace needed on sites within and close to the city, including a new employment allocation on Land South of Bognor Road.
- 3.11. To the west of Chichester, the strategic development location carried forward from the previous Local Plan at Land West of Chichester will provide a total of 1,600 homes (with 850 in Phase 2), 6 ha of employment land along with a neighbourhood centre/ community hub, incorporating local shops, a community centre, small offices and a primary school; and open space and green infrastructure, including country parks, playing pitches, sports pavilion and allotments.
- 3.12. Growth will also continue to the east of Chichester with a new strategic allocation of Land to the East of Chichester for 680 dwellings with a neighbourhood centre and community hub including a primary school. This will continue the pattern of growth to the east of Chichester delivered by the Shopwkye allocation from the previous Local

Plan. The area provides good access to the city and will form a masterplanned sustainable urban extension to Chichester.

- 3.13. In Westhampnett, a strategic allocation is proposed for Land at Maudlin Farm for 265 dwellings, which whilst forming part of the service village of Westhampnett, is also close to Chichester and has the potential to connect to an existing shared use route into the city.
- 3.14. Outside Chichester city and its closest settlements, development will focus on the two settlement hubs (see Policy S2) within the east-west corridor at Tangmere and Southbourne. New development will reinforce the role of these settlement hubs as centres providing a range of dwellings, workplaces, social and community facilities. Retail development of an appropriate scale will be supported to promote the vitality and viability and enhance provision at Southbourne and Tangmere centres.
- 3.15. The east-west corridor from Southbourne in the west to Tangmere in the east benefits from comparatively good public transport options, easy access to higher order/larger scale services such as those available in Chichester city. Development in this corridor also provides the opportunity to minimise the impact of development on the natural environment, including designated sites. The spatial strategy focusses the largest areas of growth at Tangmere and Southbourne. Tangmere is a settlement hub with a good range of local facilities and this Plan brings forward an additional 300 dwellings to add to the 1,000 dwellings allocated west of Tangmere in the previous Local Plan. The supporting infrastructure includes a new primary school and community facilities. The employment allocation at Tangmere (4ha/24,000 sqm) is also carried forward from the 2015 Local Plan to ensure that the remainder of the site is delivered.
- 3.16. Southbourne is a 'Settlement Hub' with a good range of services and facilities, and rail connectivity. As a sustainable settlement, Southbourne has been identified as a location suitable for a comprehensively masterplanned mixed use development of 1,050 dwellings, with local employment, education provision and appropriate community facilities. The Plan identifies a broad location for development (BLD) at Southbourne, which means that the development site boundary will be determined at a later stage, through a site allocations development plan document.
- 3.17. Outside the settlement hubs, land for new strategic development will be identified and allocated through the Local Plan or a neighbourhood plan at a number of service villages (see Policy S2) where there is an opportunity to provide development based on the strategy of dispersing development across the plan area in conjunction with land being available in suitable locations.
- 3.18. A proportion of planned future growth is identified along the A259 corridor to the west of Chichester. The following locations have been identified as being capable of accommodating growth:
- Bosham is a service village in the east-west corridor that has good services and facilities and rail connectivity. Land at Highgrove Farm, east of Broadbridge, Bosham is allocated in the Site Allocation DPD 2014 - 2029 for 50 dwellings. Policy A11 allocates an additional 245 dwellings on Land at Highgrove Farm.

- Nutbourne (with a railway station) and Hambrook (to the north of Nutbourne) function as one service village. The Plan provides for 300 dwellings to come forward through the neighbourhood planning process, however, a significant proportion have already been granted permission.
- Fishbourne has a figure of 30 to come forward through neighbourhood planning, taking account of constraints and deliverability concerns.

- 3.19. To the north of the A27, there are a series of small villages and hamlets interspersed with farmland and woodland. This area provides a transition into the South Downs National Park. Opportunities for development in this area appear to be limited due to land availability, landscape considerations, including the setting of the National Park, settlement patterns and available infrastructure. For these reasons, the Plan does not propose to provide for any significant development in these areas. This position will be kept under review as the Plan moves forward. The Plan does provide for 30 dwellings in the service village of Westbourne and 50 dwellings at Boxgrove, which is also a service village, to come forward through the neighbourhood planning process.
- 3.20. The Manhood Peninsula covers the southernmost part of the plan area, extending from just south of Chichester city to the coast. The area has a distinctive character and faces a specific set of planning challenges. These issues include significant areas at risk from coastal erosion and flooding, environmental designations, poor road accessibility and problems of traffic congestion from the limited road connections to the north including issues with the A27 junction, a high reliance on Chichester city for employment and other key facilities. The Preferred Approach version of the Local Plan included moderate growth for the settlement hubs of Selsey (250 dwellings) and East Wittering (350) and the service village of Hunston (200). However, since then several planning permissions have contributed to moderate levels of growth on the Manhood Peninsula. The Plan does not include any strategic allocations on the Manhood in recognition of this recently permitted growth and the ongoing constraints that the area faces, but does include 50 dwellings to come forward at North Mundham.
- 3.21. The north of the plan area covers those parts of Chichester District which lie north and east of the South Downs National Park boundary and includes its setting. This includes Loxwood Parish and most of the parishes of Kirdford, Plaistow and Ifold, and Wisborough Green, together with a small part of Lynchmere Parish close to the Surrey border around the villages of Camelsdale and Hammer.
- 3.22. This part of the plan area is predominantly rural with few sizeable settlements, characterised by undulating countryside with a high proportion of woodland, typical of the Low Weald landscape. Conserving the rural character of the area, with its high-quality landscape and environment, is a key objective. There is, however, an identified need to accommodate some development to address local housing and employment needs and support local village facilities.
- 3.23. Accessibility to services and facilities is a particular issue for this area, with local residents having to travel significant distances for many facilities. The larger villages provide a range of local facilities and play an important role in providing services to their local communities. For higher order facilities such as employment, shopping, secondary

schools and leisure facilities, the area mainly depends on larger settlements outside the plan area, principally Billingshurst and Haslemere, and further afield Guildford, Horsham and Crawley. Public transport serving the area is also currently very limited.

- 3.24. Previously, given the present constraints on development in the area, the Local Plan has provided for only limited growth, focused on enabling these communities to continue to sustain their local facilities and contribute towards meeting locally generated housing needs, as well as support for the rural economy, in line with the settlement hierarchy. However, due to the constraints on the A27 in the south of the plan area, this Plan has had to provide a moderate level of growth in the north to help to make up the overall shortfall of dwellings. Higher levels of growth were considered at Kirdford, Wisborough Green and Plaistow and Ifold, but ruled out due to the need to conserve the rural character of the area and its high-quality landscape and minimise the impact on the historic environment.
- 3.25. The following locations, which are all service villages have been identified as being capable of accommodating lower growth to come forward through the neighbourhood planning process:
- Kirdford – 50 dwellings
 - Wisborough Green – 75 dwellings
 - Plaistow and Ifold – 25 dwellings
- 3.26. Opportunities should also be explored to improve the accessibility of these communities to local facilities, larger settlements outside the plan area and links into the South Downs National Park with the recreational and leisure opportunities that it can provide. In this context, the proposed development of Dunsfold Park Garden Village in Waverley Borough (approximately 3 miles north of the plan area boundary) presents an opportunity to explore the longer term potential to improve public transport provision in this area, particularly for Loxwood.
- 3.27. Loxwood is the least constrained settlement in the north of the plan area, and benefits from the most services and facilities, including healthcare. Therefore, a moderate amount of growth is appropriate for Loxwood of 220 dwellings, to come forward through the neighbourhood planning process.
- 3.28. In the rest of plan area, the Local Plan aims to continue to protect the countryside, but also recognises the social and economic needs of rural communities. As such, new development in the countryside will be generally limited to the appropriate diversification of traditional rural industries; small-scale housing that addresses local needs, and replacement dwellings/buildings.
- 3.29. Policy S1 sets out the principles for the location of new residential development in the plan area so that strategic issues such as infrastructure needs can be considered at an early stage.

Policy S1 Spatial Development Strategy

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

1. Focusing the majority of planned sustainable growth at Chichester city and within the east-west corridor;
2. Reinforcing the role of Manhood Peninsula as a home to existing communities, tourism and agricultural enterprise; and
3. Supporting the villages and rural communities in the North of the Plan Area.

To help achieve sustainable growth the council will:

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

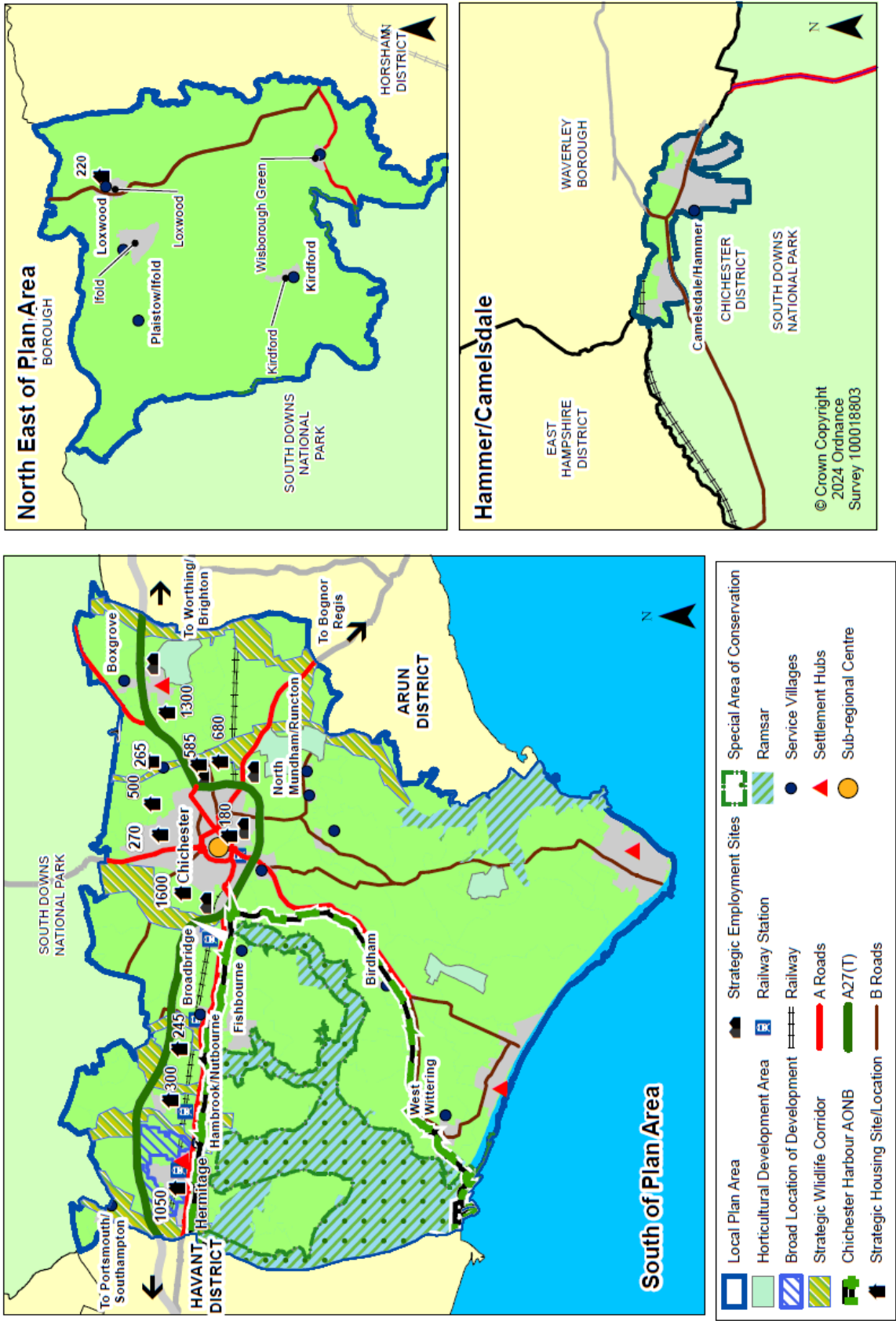
	Strategic Development Location
Within or adjacent to the sub-regional centre of Chichester city	Shopwyke (Policy A7) West of Chichester (Policy A6) Westhampnett (Policy A9 and Policy A10) East of Chichester (Policy A8) Southern Gateway (Policy A4 and Policy A5) Chichester City (Policy A2) Land South of Bognor Road (Employment) (Policy A20)
At the following settlement hubs	Southbourne (Policy A13) Tangmere (Policy A14)
At the following service villages	Bosham (Policy A11) Hambrook / Nutbourne (Policy A12) Loxwood (Policy A15)

5. Non-strategic provision is made for the following forms of development in the settlement hubs of Selsey and East Wittering:
 - a) Retail development and local community facilities of an appropriate scale to promote the vitality and viability of the town centres;
 - b) Employment, tourism or leisure proposals of a suitable scale and nature for the characteristics of the area.
6. Non-strategic provision is made for the following forms of development in service villages:
 - a) Small-scale housing developments consistent with the indicative housing numbers set out in Policy H3;
 - b) Local community facilities, including village shops, that meet identified needs within the village, neighbouring villages and surrounding smaller communities, and will help make the settlement more self-sufficient; and
 - c) Small-scale employment, tourism or leisure proposals.

Provision for the above is made through this Local Plan, the extant Site Allocation Development Plan Document 2014-2029 (or subsequent Site Allocation DPD) and through neighbourhood plans.

Additional housing allocations, if required, will be made through the Site Allocation DPD (or review of the Local Plan).

Key Diagram



Settlement Hierarchy

- 3.30. The Local Plan identifies a settlement hierarchy across the plan area. It is a useful tool for informing the spatial distribution across the plan area, taking into account the role of each settlement.
- 3.31. The NPPF encourages housing delivery where it will enhance or maintain the vitality of rural communities. The Local Plan focuses and encourages development in locations where people can access services and facilities and where there is a choice of transport modes (including walking, cycling and public transport) recognising that in some of the more rural parts of the plan area opportunities for sustainable transport may be more limited but that some development may, nevertheless, help to sustain communities.
- 3.32. The overall objective of the settlement hierarchy is to deliver development that supports the needs of individual communities, enabling them to prosper in the long term. Generally, the larger settlements have better provision of day-to-day facilities and are able to accommodate higher levels of growth without adversely impacting the character of the settlement, although it is recognised that Selsey and East Wittering have more constraints than other settlements.
- 3.33. Each category within the settlement hierarchy will contribute towards future growth in the plan area, with the largest levels of growth expected in the sub-regional centre, settlement hubs outside the Manhood Peninsula and service villages and more limited development coming forward in the rural settlements and on the Manhood Peninsula.
- 3.34. Where new allocations or locations for development are identified in some of the settlements in the hierarchy this is to provide certainty in respect of the location of future growth.
- 3.35. The settlement hierarchy has been defined in relation to the presence of certain services and facilities. The list of services and facilities considered included:
- Convenience stores;
 - Primary schools;
 - Village halls/community centres;
 - Play areas;
 - Medical facilities; and
 - Public transport.

Policy S2 Settlement Hierarchy

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

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

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

Settlement Boundaries

There is a presumption in favour of sustainable development within the settlement boundaries which will be reviewed through the preparation of development plan documents and/or neighbourhood plans, reflecting the following general approach:

1. Respecting the setting, form and character of the settlement;
2. Avoiding actual or perceived coalescence of settlements; and
3. Ensuring good accessibility to local services and facilities.

Rest of the Plan Area: Small villages, hamlets, scattered development and countryside

Development in the rest of the Plan area outside the settlements listed above is restricted to that which requires a countryside location or meets an essential local rural need or supports rural diversification in accordance with Policy NE11.

Chapter 4: Climate Change and the Natural Environment

Stand-alone Renewable Energy

Background

- 4.1. National policy promotes increasing energy efficiency, the minimisation of energy consumption and the development of renewable energy sources. This Plan is supportive of renewable energy schemes provided these can be delivered with any significant adverse impacts appropriately mitigated. The council acknowledges that there may be instances where the benefits of a scheme outweigh the adverse impact. The council also recognises that in many cases, the development site can be returned to its original use if changes in renewable technology mean that the scheme is no longer required. The council's Climate Emergency Detailed Action Plan and its Annual Progress Report provide details of the council's plans in relation to renewable energy generation within the district including annual progress made in relation to planned actions. The council continues to work collaboratively with other district councils and West Sussex County Council in relation to climate action.
- 4.2. Parts of the plan area's landscape features and resources mean that they may be suitable for the development of renewable and low carbon energy schemes. These schemes must, however, be appropriately sited and not conflict with existing landscape character or uses. Proposals should therefore be accompanied by a landscape assessment appropriate to the nature and scale of the proposal and its setting, especially near the South Downs National Park and designated areas, such as the Chichester Harbour AONB.
- 4.3. Some renewable energy projects provide significant opportunities to enhance biodiversity as part of the overall proposal, and the council is seeking an ambitious approach in this regard. In particular, solar farms for example constitute an important opportunity to incorporate wildflower meadows, and ultimately there is the potential for a well-managed solar farm to become a nature reserve for its operational lifetime, resulting in significant benefits for wildlife and biodiversity.
- 4.4. Further guidance is available in the NPPF, and national PPG - renewable and low carbon energy.

Policy NE1 Stand-alone Renewable Energy

Planning permission will be granted for stand-alone renewable energy schemes, where it has been demonstrated that there is no significant adverse impact upon:

1. Landscape or townscape character, views into and from the South Downs National Park and Chichester Harbour AONB, ecology and wildlife, water environment, heritage assets whether designated or not, or upon areas or features of historic or local significance;
2. Local amenity, outlook through unacceptable visual intrusion or upon general health and quality of life as a result of noise, odour, emissions to atmosphere, electronic interference, or traffic generation; and
3. Highway safety or aircraft safety.

Where relevant, necessary and material to the application in question, all development proposals must be accompanied by a landscape assessment, and a cumulative assessment of any impacts identified in criteria 1 above, as well as mitigation measures, as appropriate to minimise any environmental impacts associated with the scheme.

All development proposals should take the opportunities available to provide for new or enhanced habitats to meet Biodiversity Net Gain requirements.

All development proposals for a renewable energy generation scheme should, as far as is practicable, provide for the site to be reinstated to its former condition should the development cease to be operational, though having regard to any new habitats created on the site in the interim.

Natural Landscape

Background

- 4.5. Protecting and enhancing the natural landscape of the plan area is a key objective for the Local Plan and due to its coastal nature, safeguarding the coast and views is also important. The natural landscape provides social, environmental and economic benefits which, when appropriately managed, can contribute towards long-term sustainable growth, making space for nature recovery.
- 4.6. The natural landscape is however, under significant pressure to accommodate a range of demands. This includes modern farming practices which have an influence on the evolving landscape and biodiversity of our countryside, as well as new housing to address local needs, including provision of adequate open space, sport and recreation facilities to facilitate economic growth and health and well-being. In planning for this development, the Local Plan takes account of and seeks to avoid and reduce the impact of development on the plan area's natural landscape, safeguarding areas for climate change adaptation and providing nature-based solutions which protect the natural landscape.
- 4.7. The plan area includes parts of four national landscape areas: Low Weald, Wealden Greensand, South Downs and South Coast Plain. A Strategy for the West Sussex Landscape has been developed by West Sussex County Council (WSCC), which sets out a vision for each of these character areas as well as providing landscape guidelines relating to development. The Chichester Harbour Management Plan (the Management Plan) prepared by Chichester Harbour Conservancy on behalf of Local Authorities; Chichester Harbour AONB Landscape Character Assessment; as well as the council's adopted Chichester Harbour AONB Joint Supplementary Planning Document (SPD) all provide important guidance for development proposals in the Chichester Harbour AONB. The Management Plan and SPD are material planning considerations in the assessment of development proposals for land within the Chichester Harbour AONB. Other studies commissioned as part of developing the Local Plan, such as the Landscape Capacity Study, are important sources of evidence for landscape value and potential impact from development. Natural England also provides important guidance on carrying out landscape character assessments where a planning proposal is likely to impact the natural landscape.
- 4.8. Much of the agricultural land within the plan area also falls within Grades 1, 2 and 3a of the Agricultural Land Classification⁽¹⁴⁾, with the unique landscape of the Chichester Harbour AONB characterised by flat rural countryside comprising many areas of productive farmland as well as woodlands and hedgerows. In seeking to reconcile the demands on the plan area's natural landscape, the council will only support proposals that safeguard the richness of the landscape and take opportunities to conserve and enhance its value. The council will seek to protect the best and most versatile agricultural land from large scale, inappropriate or unsustainable non-agricultural development proposals that are not in accordance with the Development Plan. For

¹⁴ (see paragraph 001 of national planning practice guidance 'Natural Environment')

proposals not in accordance with the Development Plan, that will result in the loss or likely cumulative loss of 20 hectares or more of best and most versatile agricultural land, the council will in accordance with Section 18 and Schedule 4(y) of the Town and Country Planning (Development Management Procedure) (England) Order 2015, consult with Natural England and have regard to “Natural England’s Guide to assessing development proposals on agricultural land (2021)” and any subsequent guidance.

- 4.9. Development proposals must also take account of national and local designations. Chichester Harbour AONB is afforded the highest status of protection under the NPPF, where major development will not usually be permitted unless exceptional development tests can be met, and the development is in the public interest. Exceptions will only be made where no reasonable alternatives are available. In this event, proposals must provide mitigation measures in respect of their potential impact on the local character and setting of the protected landscape which should include appropriate design principles and visual screening as referred to in relevant guidance.

Policy NE2 Natural Landscape

The impact of all development proposals will be carefully assessed to ensure the protection, conservation and enhancement of the plan area's natural landscape. Planning permission will be granted where it can be demonstrated that all the following criteria have been addressed:

1. There is no adverse impact on the openness of the views in and around the coast, designated environmental areas, including the setting of the Chichester Harbour AONB and South Downs National Park as well as the rural character of the plan area generally;
2. Development proposals in the plan area are designed to respect, and enhance nationally designated sites, distinctive local landscape character, and public amenity whilst sensitively contributing to their settings;
3. Development proposals maintain the identity of settlements and ensure the integrity of predominantly open and undeveloped land between settlements is not undermined;
4. Development of poorer quality agricultural land is fully considered in preference to best and most versatile land (Grades 1, 2 and 3a). Where proposals would result in the loss of best and most versatile agricultural land, proposals will need to consider the economic impacts and the impacts on soil, air, water or noise pollution, or land instability;
5. Development proposals within the setting of Chichester Harbour AONB and the South Downs National Park should recognise their status as landscape of the highest quality and should be designed to reflect this with the scale and extent of development limited, sensitively located and designed to avoid or minimise adverse impacts on the AONB and SDNP. Development proposals should have regard to the Chichester Harbour AONB Management Plan, the Chichester Harbour AONB Joint SPD and South Downs Partnership Management Plan and South Downs Local Plan.

For large-scale proposals, Landscape and Visual Impact Assessments (LVIAs) may be required. The LVIA should be used to identify, describe and assess the likely significant effects of a project on the landscape (including the direct and indirect change to the landscape's sensitivity, character and condition) as well as the visual amenity and visual receptors. LVIAs may also be required for small-scale development proposed within the setting of the Chichester Harbour AONB or South Downs National Park. Further guidance should be sought from the relevant Strategy, Management Plan or SPD and/or general national guidance.

Landscape gaps between settlements

Background

- 4.10. As Chichester has expanded there is a need to ensure that nearby settlements retain their character and identity. Equally in many parts of the plan area villages are located relatively close together. This is particularly the case along the A259 towards the west of Chichester. Retaining the separate identity of each settlement is recognised as a key consideration of any development strategy and this approach is highly valued by local people. Landscape gaps can help guide where new development should be built and ensure the maintenance of open land between settlements. They prevent settlements merging into one and losing their character and identity. It is recognised that the merging of villages comes about through a gradual process, so while one development of a particular site may not in itself result in merger, it may be a contributory factor.
- 4.11. The Landscape Gap Assessment (May 2019) explored areas that may be appropriate for local gaps in principle, but this list was not exhaustive and other relevant areas may be identified in due course. The precise boundaries of any gaps will be defined in either a Site Allocation Development Plan Document (DPD) or through neighbourhood plans. The study includes criteria for determining what constitutes the size of the gap necessary to prevent coalescence and maintain the separate identity of settlements.
- 4.12. A clear break between settlements helps to maintain a “sense of place” for residents of, and visitors to, the communities on either side of the gaps. When passing from place to place (by all forms of transport) these gaps give a recognisable structure to a group of settlements, establishing in travellers’ minds that they have left one settlement before they arrive somewhere else. They help shape the patterns of development.
- 4.13. Small-scale developments, such as agricultural buildings and stables, that are in keeping with the landscape nature of the gaps, are not ruled out, providing they are appropriately sited and designed to minimise impact on the openness of the gap and subject to other planning policies. Gaps have the additional benefit in that the open land adjacent to built-up areas can be used for recreation and other green infrastructure purposes.

Policy NE3 Landscape Gaps between settlements

In order to prevent coalescence of built-up areas, maintain the individual identity of settlements, actual or perceived, and ensure the integrity of predominantly open and undeveloped land between settlements is not undermined, the generally open and undeveloped nature of landscape gaps between settlements will be protected. Including by taking account of the landscape character, the precise boundaries of landscape gaps will be defined in either a Site Allocation DPD or through neighbourhood plans.

Development will only be permitted within landscape gaps, where these have been defined as set out above, provided:

- a) It would not diminish the physical, visual and/or perceived openness of the gap; and
- b) Individually or cumulatively, it would not result in the actual or perceived coalescence of settlements.

Strategic Wildlife Corridors

Background

- 4.14. Wildlife corridors allow the movement of species between areas of habitat by linking wildlife sites and reducing the risk of small, isolated populations becoming unsustainable and dying out. Wildlife corridors are important features that should be protected, enhanced and created, to protect and promote biodiversity and prevent fragmentation and isolation of species and habitats.
- 4.15. Strategic wildlife corridors are important for providing connectivity and passageways for wildlife through the landscape, often adjacent to urban areas and proposed development. They provide an essential function in allowing the movement of species, preventing isolation of populations and degradation of designated sites. They also function as green infrastructure.
- 4.16. The council has commissioned and undertaken significant habitat surveys, data collection and evidence gathering to enable the mapping of the proposed corridors. This has enabled the council to identify hedgerows, treelines, woodland, chalk streams, ditches and rifes which are used as ecological corridors by species of bats, birds and water voles. The ecological networks, in addition to high concentrations of species records and the location of priority habitats and designated sites, has enabled the council to identify seven strategic wildlife corridors which connect Chichester and Pagham Harbours with the South Downs National Park (as shown on the policies map). These corridors do not stop at the plan area boundaries.
- 4.17. The council has published a strategic wildlife corridors background paper, which should be read in conjunction with this policy, setting out the methodology and evidence used to inform the approach. Regard should also be had to the Sussex Bat Special Area of Conservation Planning and Landscape Scale Enhancement Protocol (2018) or any subsequent updated guidance.
- 4.18. The council will apply an additional layer of planning restraint to the countryside protection policies within these strategic wildlife corridors to ensure that connectivity between the South Downs National Park and the Chichester Harbour AONB and Pagham Harbour is maintained in the long term. The boundaries of the strategic wildlife corridors are identified on the Policies map and will only be amended through a review of the Local Plan. Within and outside the corridors it will be necessary to demonstrate that the development will not have an adverse impact on the integrity of the corridor. In instances where land is part of a green infrastructure network that may include, for example, a wildlife corridor in a neighbourhood plan made prior to adoption of the Local Plan, and that land is also subject to this policy, should conflict arise between the policy in the made neighbourhood plan and this strategic policy, the strategic policy will take precedence.
- 4.19. An assessment of the impact of development will be undertaken on a case-by-case basis, as the quantity and quality of habitat present will differ across sites and the impact will be different according to the type and scale of development proposed.

- 4.20. For applicants, this will mean that an assessment of habitat features within the site will need to be undertaken, to establish what features are present (for example, treelines, hedgerows, ditches, watercourses), how features can be retained, protected and enhanced to ensure that connectivity for wildlife can be facilitated across the site. Applicants will need to have regard to the connectivity of the corridor as a whole; whilst it is not within the ability of an applicant to enhance features on land not within their control, the wider connectivity and integrity of a corridor is essential to its functionality.

Policy NE4 Strategic Wildlife Corridors

Development proposals will only be permitted where they can demonstrate they would not lead to an adverse effect upon the ecological value, function, integrity and connectivity of the strategic wildlife corridors, and protects and enhances its features and habitats.

All proposals for new development (with the exception of householder applications) within or in close proximity to wildlife corridors should take opportunities available in order to extend and enhance those corridors.

Biodiversity

Background

- 4.21. The plan area contains a rich and varied ecological network, comprising international, national and locally designated sites, priority habitats, wildlife corridors and the stepping-stones that connect them. Protecting and enhancing the biodiversity features which make up this network are key components of sustainable development. The Local Plan presents a key opportunity to identify nature recovery networks and deliver a measurable net gain in biodiversity.
- 4.22. This policy seeks to protect locally wildlife rich habitats, wider ecological networks and the hierarchy of international, national and locally designated sites of importance to biodiversity. In order to avoid adverse impacts, appropriate mitigation will be required in accordance with the NPPF mitigation hierarchy⁽¹⁵⁾ and biodiversity net gain must be delivered in addition to this. In exceptional circumstances, where a development proposal would result in harm to biodiversity and geological interests that cannot be prevented or mitigated, appropriate compensation will be sought. Development will also be expected to make a positive contribution to the ecological network, providing biodiversity net gain on site and, where this is not achievable, locally off-site.
- 4.23. Opportunities should be taken to incorporate features which enhance biodiversity within developments and link features and habitats as part of a green network to reconnect isolated sites and facilitate species movement. This will ensure development is delivered in a way which will help restore any biodiversity loss and help deliver thriving natural spaces; also contributing to positive health and well-being outcomes for local communities and enabling species to become more resilient to adapt to pressures such as climate change. Net biodiversity gain should be provided on-site in the first instance, and then locally off-site where it should contribute towards strategic networks such as green infrastructure, wildlife corridors or nature recovery networks. Only as an absolute last resort, and with the agreement of the local planning authority, will applicants be required to purchase statutory biodiversity credits under the national biodiversity credit scheme.
- 4.24. All new development must demonstrate how it takes account of existing biodiversity features and incorporates enhancements as part of the initial design stage. Measures could include integral bat and bird boxes, hedgehog accessible fencing and wildlife corridors across or around the site. An Environmental Masterplanning approach ensures that features are integral to the design of the site from the out-set and not an “add-on” at the end of the design process. Multifunctional sustainable drainage systems (SuDS) should be included as a key standard feature.
- 4.25. The council will consider whether there has been the deliberate clearing of valuable habitats before applying a biodiversity metric to a proposed development site. Any

¹⁵ The mitigation hierarchy requires that if significant harm to biodiversity resulting from development cannot be avoided, adequately mitigated, or as a last resort compensated for, then planning permission should be refused. Avoidance of adverse impacts to biodiversity as a direct or indirect result of development must be the first consideration. Avoidance measures may include either locating development on an alternative site with less harmful impact, or locating development within the site to avoid damaging a particular habitat feature. Compensation will only be considered after all other options have been explored and strictly as a last resort.

evidence of pre-emptive clearance occurring on site before ecological surveys have been carried out (such as removal of vegetation, including trees, or loss of other habitat features such as hedgerows or ponds) should be described and the cause explained. Unless evidence is presented that can be used to determine what the site supported in terms of habitats and their condition before such changes occurred, a worst-case scenario will be adopted by the council. Under this scenario it will be expected key habitat types in good condition will be entered into the biodiversity metric to represent any habitats lost ahead of planning permission being determined⁽¹⁶⁾.

- 4.26. Conserving biodiversity is not just about protecting rare species and designated sites. It also encompasses the conservation and enhancement of more common and widespread species and habitats, which if managed appropriately, can make a significant contribution to the ecological network. Where appropriate, applicants will be expected to build on existing initiatives and work with the council and partners to implement the aims and proposals of the Chichester Local Biodiversity Action Plan.

¹⁶ The planning authority may require that an earlier baseline is applied where activity, other than that permitted by a planning permission (for example an earlier development), has reduced the on-site biodiversity value since 30 January 2020.

Policy NE5 Biodiversity and Biodiversity Net Gain

All development shall ensure the conservation, protection, enhancement and restoration of biodiversity, avoiding any adverse impact on the condition and recovery of all types of nature conservation sites, habitats and species within their ecological networks including:

- Internationally designated sites (SPA, SAC, Ramsar)
- Irreplaceable habitats, including ancient woodland and ancient or veteran trees
- Nationally designated sites, such as Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) and Marine Conservation Zones (MCZ)
- Riverine and Marine Habitats
- Protected and Priority Habitats and Species
- Biodiversity Opportunity Areas (BOA)/Nature Recovery Networks (NRN)
- Locally designated sites, such as local wildlife sites and Local Nature Reserves
- Wildlife corridors and stepping-stones

Opportunities to conserve, protect, enhance and recover biodiversity and contribute to wildlife and habitats connectivity will be undertaken, including the preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species populations. Regard will be had to the Local Nature Recovery Strategy to inform opportunities for nature recovery.

Unless exempt, development proposals will be permitted subject to the following criteria being met:

1. Development proposals adhere to the NPPF mitigation hierarchy, and in addition, demonstrate that proposals provide a minimum of 10% net gain in biodiversity against a pre-development baseline:
 - a) For major development of 10 or more dwellings or on sites of 0.5 hectares or more, the most recent national Biodiversity Metric will be used to calculate biodiversity net gain;
 - b) For minor development of 1 – 9 dwellings or on sites of less than 0.5 hectares the Small Sites Metric (or future equivalent) can be applied;
 - c) Net gain should be provided on-site in the first instance, and then locally off-site (as close as possible to the development site, or if that is not possible, elsewhere within the Chichester plan area) where it should contribute towards strategic networks such as green infrastructure, wildlife corridors or nature recovery networks;
 - d) Where agreed appropriate, off-site provision outside but neighbouring the plan area may be permitted provided land is deliverable in areas of strategic significance for biodiversity such as those identified within Local Nature Recovery Strategies;
 - e) As a last resort, and with the agreement of the local planning authority that on or off-site provision is not possible, applicants will be required to purchase credits for biodiversity gain through the national biodiversity credit scheme;
 - f) Development proposals will provide for the long-term management and maintenance of biodiversity features retained, enhanced or created within the site or for those features created or enhanced off-site, for a minimum period of 30 years through planning obligations; and

- g) Losses to designated sites and irreplaceable habitats are not calculated within net gain metrics as they are irreplaceable. Proposals which may impact these sites will be required to satisfy the legislative tests as set out in Section 3 below.
2. Development proposals should be accompanied by a biodiversity appraisal that assesses the level of existing ecological value of the site through adequate and proportionate information, and demonstrates that any adverse impacts are avoided or reduced in line with the mitigation hierarchy through an avoidance or mitigation plan:
 - a) Where an adverse impact on biodiversity is unavoidable, and no other option is available, this will only be supported where it has been demonstrated that the impact has been minimised as far as possible and, as a last resort, appropriate compensation provided for any remaining adverse impacts;
 - b) Opportunities to conserve, protect and enhance biodiversity and contribute to wildlife and habitats connectivity should be undertaken, including the preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species populations.
 3. Development proposals that will have an impact on international, national, locally designated and irreplaceable habitats will be required to meet the following requirements:
 - a) Internationally Protected Sites (as shown on the policies map), including SPAs, SACs and Ramsar sites, or candidate and formally proposed versions of these designations:
 - i. Development proposals with the potential to impact on one or more international site(s) will be subject to a HRA to determine the potential for likely significant effects. Where likely significant effects may occur, development proposals will be subject to Appropriate Assessment.
 - b) Nationally Protected Sites (as shown on the policies map), including SSSIs, NNRs, MCZs:
 - i. Development proposals considered likely to have a significant effect on nationally protected sites will be required to assess the impact by means of an EIA;
 - ii. Development proposals should avoid impacts on these nationally protected sites. Development proposals where any adverse effect on the site's notified special interest is likely and which cannot be either avoided or adequately mitigated will be refused, unless the benefits of the development at this site clearly outweigh the likely impact to the notified features of the site and any broader impacts on the network of nationally protected sites.
 - c) Irreplaceable habitats including ancient woodland (as shown on the policies map), and ancient or veteran trees:
 - i. Development proposals which result in the loss or deterioration of irreplaceable habitats, including ancient woodland and ancient or veteran trees, will be refused unless there are wholly exceptional reasons and a suitable compensation strategy exists.

- d) Locally protected sites, including local wildlife sites, and Local Nature Reserves (as shown on the policies map):
 - i. Development proposals considered likely to have a significant impact on local sites will be required to assess the impact by means of an Ecological Impact Assessment;
 - ii. Development proposals that will result in any adverse effect on the integrity of any local site which cannot be either avoided or adequately mitigated, will be refused, unless exceptional circumstances outweighing the adverse impacts are clearly demonstrated.
- e) Outside of designated sites:
 - i. Development proposals should identify and incorporate opportunities to conserve, restore and recreate priority habitats and ecological networks. Development proposals should take opportunities to contribute and deliver on the aims and objectives of the relevant biodiversity strategies.

Chichester's Internationally and European Designated Habitats

Background

- 4.27. The Chichester plan area is renowned for the quality of its natural environment, with a number of sites designated under international and national law for their habitats, and a large number of locally important areas for biodiversity and nature conservation.
- 4.28. New development in the plan area can place additional urbanising impacts upon Chichester and the surrounding area's sensitive habitats, which has the potential to cause an adverse effect. The council is under a legal duty to protect designated habitats, by ensuring that new development does not have an adverse impact on important areas of nature conservation, and by requiring mitigation to negate the harm caused.
- 4.29. The purpose of this policy is to set specific strategic requirements relating to the Mens, Ebernoe Common and Singleton & Cocking Tunnels SACs, the Arun Valley SAC, SPA, and RAMSAR and the Solent Maritime SAC and Solent Coast SPAs (Chichester Harbour, Langstone Harbour, Pagham Harbour, Solent and Dorset Coast, and Medmerry Compensatory Habitat). Where relevant, this policy should be read in conjunction with the corresponding policy specific to each habitat, namely Policy NE17 (Water Management and Water Quality), Policy NE20 (Nutrient Neutrality), and Policy NE8 (Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast SPAs and Medmerry Compensatory Habitat).

Solent Coast SPAs

- 4.30. Evidence demonstrates that there are particular pressures on these harbours: nitrate pollution, loss of intertidal habitat due to inappropriate coastal management, and recreational disturbances impacting upon the designated bird populations.
- 4.31. Nitrogen discharging into the harbours (from a variety of sources) causes algal growth which is harmful to wildlife. The proportion originating from new development is very low; however overall, nitrogen pollution is having a significant harmful impact upon the Harbour. It is essential that all relevant developments within the catchment of Chichester and Langstone Harbours demonstrate that they are nutrient neutral, either by their own means or through contributions to an agreed nutrient mitigation scheme, for the lifetime of the development. Natural England has produced maps of the catchments affected by nutrient neutrality, which are available on the council's website.
- 4.32. Recreational pressures from increased activity along the coastline can adversely impact bird populations. New development for overnight accommodation within the Zones of Influence for Chichester Harbour SPA and Solent and Dorset Coast SPAs; and the Pagham Harbour SPA and Medmerry Compensatory Habitat will need to provide for a package of avoidance and mitigation measures, in line with the Bird Aware Solent Strategy.

Arun Valley SPA and SAC

- 4.33. The Arun Valley SPA, SAC and Ramsar site lies within the Sussex North Water Resource Zone which is partly served by supplies from groundwater abstraction at

Pulborough. Natural England have advised that there is a significant threat to the Arun Valley SPA, SAC and Ramsar site arising from this groundwater abstraction, and that water neutrality is one way to ensure that no further adverse effect is produced, and for sufficient water to be available to the region.

The Mens, Ebernoe Common and Singleton & Cocking Tunnels SACs

- 4.34. The Mens, Ebernoe Common and Singleton & Cocking Tunnels SACs are designated habitats for their Bechstein's and barbastelle bat populations. Applicants intending to submit proposals for development within the functionally linked conservation zones, as specified in the policy, should have regard to the Draft Sussex Bat Special Area of Conservation Planning and Landscape Scale Enhancement Protocol (Natural England, 2018), or any subsequent equivalent document.

Policy NE6 Chichester's Internationally and European Designated Habitats

Development will only be permitted where it would not lead to an adverse effect upon the integrity, either alone or in-combination, directly or indirectly, on internationally and, European protected habitat sites, including:

1. Water Neutrality in the Sussex North Water Resource Zone – Arun Valley SPA, SAC and Ramsar

Development proposals within the Sussex North Water Resource Zone will provide mitigation for any net per capita increase in water consumption, as defined in a water budget, in accordance with Policy NE18 (Water Neutrality).

2. Nutrient Neutrality in Chichester and Langstone Harbours SPA

Development proposals for any net increase in overnight accommodation that drain to Chichester or Langstone Harbours must demonstrate that they will be nutrient neutral for the lifetime of the development, either by their own means or through the provision of appropriate mitigation in accordance with Policy NE20 (Nutrient Neutrality).

3. Coastal Squeeze in Chichester and Langstone Harbours SPA and Ramsar, Solent Maritime SAC and Pagham Harbour SPA and Ramsar

Development proposals on the coast at Chichester and Langstone Harbours and Pagham Harbour, including those relating to the shoreline management of harbour-fronting properties, have the potential to adversely impact the integrity of intertidal habitats as a result of coastal squeeze, and are therefore required to provide appropriate avoidance or mitigation measures in accordance with Policy NE13 (Development around the Coast).

4. Recreational Disturbance in Chichester and Langstone Harbours SPA, Solent and Dorset Coast SPAs, Pagham Harbour SPA and Medmerry Compensatory Habitat

Development proposals for any net increase in overnight accommodation within the Zones of Influence for Chichester and Langstone Harbours SPA, and Solent and Dorset Coast SPAs, and/or Pagham Harbour SPA and Medmerry Compensatory Habitat will be required to provide appropriate avoidance/mitigation measures in accordance with Policy NE8 (Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast SPAs and Medmerry Compensatory Habitat).

5. The Mens SAC, Ebernoe Common SAC and Singleton & Cocking Tunnels SAC

Development proposals on greenfield sites and sites that support, or are in close proximity to, suitable commuting and foraging habitats (including mature vegetative linear features such as woodlands, hedgerows, riverine and wetland habitats) within the following ranges (as shown on the policies map) should have due regard to the possibility that barbastelle and Bechstein's bats will be utilising the site. Such proposals will be required to incorporate necessary surveys and ensure that key features (foraging

habitat and commuting routes) are retained, in addition to a suitable buffer to safeguard against disturbance:

- a) Key Conservation Area – 6.5km: all impacts to bats must be considered given that habitats within this zone are considered critical for sustaining the populations of bats within the SACs; and
- b) Wider Conservation Area – 12km: significant impacts on severance to flight lines to be considered.

The scale of the buffer will need to be determined on a case-by-case basis, informed by bat activity survey work and would take account of the species involved and their sensitivity to disturbance/artificial lighting and the natural screening provided by existing surrounding vegetation.

Regard should be had to the Sussex Bat Special Area of Conservation Planning and Landscape Scale Enhancement Protocol (2018), or any subsequent equivalent document.

The Mens SAC and Air Quality

Background

- 4.35. In combination with future development in Horsham and agricultural emissions, there is potential for a small proportion (2%) of The Mens Special Area of Conservation (SAC) to exceed 1% of the critical level for atmospheric ammonia concentrations for beech woodland in The Mens supporting lichens and bryophytes. This 'in combination' breach of the 1% of the critical level threshold is not expected to occur until late in the plan period, between 2032 and 2035, depending on how quickly development comes forward.
- 4.36. The Horsham and Chichester Local Plans Outline Air Quality Strategy (AECOM - September 2024) includes a number of specific measures to mitigate combined impacts arising from strategic local plan allocations in both local plan areas, and sets out how they could be delivered to ensure that there would be no adverse effect on the integrity of The Mens SAC in relation to atmospheric pollution specifically the levels of ammonia. However, the Inspector examining the Horsham Local Plan has recommended the plan be withdrawn and a new plan commence preparation. If deemed necessary, Chichester District Council will undertake Automatic Number Plate Recognition (ANPR) monitoring on the A272 to determine the uptake of ultra-low emission vehicles (ULEVs)⁽¹⁷⁾ over time. In the event that Horsham District Council produces a Development Plan Document which allocates strategic development sites, and subject to evidence supporting this, such monitoring will be undertaken jointly. The outcome of this monitoring (if required) will determine whether and when Policy NE7 is engaged. The councils will also continue to work with Natural England and other stakeholders to explore additional options for mitigation.
- 4.37. This approach will enable the councils to intervene if conversion from petrol and hybrid cars and vans to ULEVs were to fall behind what is required to ensure that the combined impact of development does not exceed the tolerance threshold for increased ammonia. This means additional requirements would be placed on development by way of a failsafe measure.

¹⁷ A general term for all vehicles that do not operate using combustion engine technology and thus have no exhaust emissions, particularly electric vehicles.

Policy NE7 The Mens SAC and Air Quality

1. The council will undertake monitoring of traffic and the proportion of petrol and hybrid vehicles and ULEVs on the A272, passing The Mens SAC, if required, as part of a review of the Plan within 5 years of adoption or any earlier review.
2. If the outcome of monitoring (in 1.) identifies that the trajectory of the combined petrol and hybrid vehicle trips on the A272 passing The Mens SAC is likely to be higher than 14% of total trips by March 2039, then any development proposals in the North of the Plan Area for a net increase in housing/dwellings must demonstrate they will not, from the outcome of the monitoring onwards, contribute to any cumulative increase in ammonia arising in The Mens SAC that would result in an in-combination effect above the 1% critical level threshold from the base date of 2022. In such cases planning permission will only be granted where a suitable mitigation strategy can be identified and secured (through planning obligations or such other appropriate and enforceable planning mechanisms) to avoid an in-combination effect of ammonia deposition on The Mens SAC above the 1% critical level threshold from development.

Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast Special Protection Areas and Medmerry Compensatory Habitat

Background

- 4.38. Chichester and Langstone Harbours (SAC, SPA and Ramsar), and Pagham Harbour (SPA and Ramsar) are both designated as internationally important wildlife sites. The council is under a legal duty to protect their designated bird populations and supporting habitats. Under the Conservation of Habitats and Species Regulations (2017) (as amended) the council must consider whether development may have a “likely significant effect” on these wildlife sites including the Solent and Dorset Coast SPA. In addition, the Medmerry Compensatory Habitat (created through managed realignment) is a compensatory habitat for previous losses of internationally important SAC and SPA habitat in the Solent and, therefore, must be assessed in the same way.
- 4.39. If the impact of development is likely to adversely affect the integrity of a SAC or SPA - either by itself or in combination with other developments - and this cannot be avoided or mitigated effectively, then the council is likely to refuse planning permission. Evidence collected during the Solent Disturbance and Mitigation Project indicates that overwintering bird species in Chichester and Langstone Harbours SPA are being adversely affected by disturbance from human recreational activities ([Condition review of Chichester Harbour sites: intertidal, subtidal and bird features - NERR090](#)).
- 4.40. Designated wildlife sites can be adversely impacted in a number of ways by development, including through cumulative impacts of developments such as recreational pressure. For Chichester and Langstone Harbours SPA, Natural England advise that considered in-combination with other housing around the Solent, any increase in the number of dwellings would be likely to have a significant effect within 5.6km of the SPA boundary. Therefore, new housing developments within this zone of influence will need to provide for a package of avoidance and mitigation measures. The planning authorities across the Solent have drawn up a strategic package of mitigations measures, the Bird Aware Solent strategy (<https://solent.birdaware.org/strategy>). This provides avoidance and mitigation measures sufficient to avoid an ‘adverse effect’ on the integrity of the European sites from new residential development and is funded in perpetuity. Developments that result in a net increase in dwellings, including holiday and student accommodation, can opt to contribute to the scheme through s106 Agreements (including Unilateral Undertakings). There is currently a scale of contributions, calculated according to the number of bedrooms in each dwelling. Details of the contribution figures are regularly updated and published each year on the council’s website.
- 4.41. Applicants for development leading to a net increase in dwellings can also opt to provide their own mitigation schemes as an alternative to a payment to Bird Aware Solent. Such schemes will be subject to assessment under the Habitats Regulations as to their suitability and effectiveness and will need to provide mitigation that is funded in perpetuity. Such stand-alone schemes should not rely solely on measures put in place within the development but are very likely to have to provide measures to address disturbance on the coast.

- 4.42. For Pagham Harbour SPA, an impact from recreational disturbance is also considered to be likely under the precautionary principle, given the similarity of the habitat to the Solent SPAs. At Pagham there is also the issue of potential disturbance in summer to ground nesting birds, for which the SPA is designated, in addition to overwintering bird populations. Evidence from visitor surveys suggests that the majority of visitors to the Sidlesham/Church Norton side of Pagham Harbour come from within 3.5km of the site. Within this zone of influence, net increase in residential development should provide for mitigation measures to avoid any impact or be subject to an Appropriate Assessment under the Habitats Regulations to show that any impact (either alone or in-combination with other developments including developments within Arun District) does not cause an adverse impact on the integrity of the site.
- 4.43. For Pagham Harbour SPA, Chichester and Arun District Councils have put in place a Strategic Scheme of Access Management and Mitigation or SAMM (delivered through the RSPB as site managers). This is similar in principle to the Bird Aware scheme in that it is funded in-perpetuity through s106 contributions and is delivered through wardens within the SPA and a wider programme of education and awareness-raising. Details of the contribution figures are regularly updated and published each year on the council's website.
- 4.44. For both Chichester and Pagham Harbours some of the bird species for which they are designated, Brent Geese in particular, use functionally linked supporting habitats around the SPA for feeding and roosting. All development (not just residential or tourism related) on or adjacent to these areas could potentially impact the SPAs, separate and in addition to the impact of recreational disturbance. For Chichester and Langstone Harbours SPA, the Solent Waders and Brent Goose Strategy ([The Strategy – Solent Waders & Brent Goose Strategy](#)) identifies the areas of supporting habitat and grades them into four categories: core areas, primary support areas, secondary support areas and low use areas. Guidance on offsetting and mitigation requirements has been produced⁽¹⁸⁾, and will be updated as necessary. For Pagham Harbour SPA, a case-by-case approach will be adopted and applicants may be asked to provide bird survey data sufficient for an Appropriate Assessment to be carried out.
- 4.45. Under the NPPF, Medmerry Compensatory Habitat is treated by the planning system as if it were a designated internationally protected site. This is to ensure that habitats of equivalent size and quality to those being lost due to coastal defences elsewhere in the Solent Maritime SAC can be provided as compensation and so that the populations of over-wintering birds that depend on these habitats are not adversely affected. The unified management of Medmerry Compensatory Habitat and Pagham Harbour under the RSPB currently ensures that the Pagham SAMM can mitigate for the impacts of recreational disturbance. However, schemes that could impact on functionally linked habitat for waders and Brent geese, and those whose proximity to Medmerry Compensatory Habitat means that other mechanisms of impact cannot be ruled out, will be required to provide the information necessary to undertake a site-specific Appropriate Assessment.

¹⁸ <https://solentwbgs.wordpress.com/wp-content/uploads/2025/04/swbgs-mitigation-guidance-2024.pdf>

Policy NE8 Development and Disturbance of Birds in Chichester and Langstone Harbours, Pagham Harbour, Solent and Dorset Coast Special Protection Areas and Medmerry Compensatory Habitat

1. Development and Disturbance of Birds in Chichester and Langstone Harbours and Solent and Dorset Coast Special Protection Areas

Recreational disturbance

All net increases in residential development, either alone or in combination with other developments, within the 5.6km zone of influence are likely to have a significant effect on the Chichester and Langstone Harbours SPA by means of recreational disturbance affecting bird species and will need to be subject to the provisions of Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended). In the absence of appropriate avoidance and/or mitigation measures that will enable the planning authority to ascertain that the development would not adversely affect the integrity of the SPA, planning permission will not be granted because the tests for derogations in Regulation 64 are unlikely to be met. Furthermore, such development would not have the benefit of the presumption in favour of sustainable development in the NPPF.

Appropriate avoidance/mitigation measures that are likely to allow the planning authority to ascertain that there will be no adverse effect on the integrity of the SPA will comprise:

- a) A contribution in accordance with the joint mitigation strategy outlined in the Bird Aware Solent Strategy; or
- b) A developer provided package of measures associated with the proposed development designed to avoid any significant effect on the SPA, provided and funded in-perpetuity; or
- c) A combination of measures in (a) and (b) above.

Avoidance/mitigation measures will need to be phased with development and shall be maintained in perpetuity. All mitigation measures in b. and c. above must be agreed to be appropriate by Natural England through the Habitats Regulations Assessment process. They should also have regard to the Chichester Harbour Management Plan.

Loss or degradation of functionally linked habitats

The provisions of this policy do not exclude the possibility that any development scheme either within or outside the zone of influence may require further assessment under the Habitats Regulations. For example, large schemes, schemes proposing bespoke or alternative avoidance/mitigation measures, or schemes that impinge on the supporting habitats identified by the Solent Waders and Brent Goose Strategy. Such schemes will be assessed on their own merits under Regulation 63 (Appropriate Assessment), and, subject to advice from Natural England. Where mitigation for any impact upon functionally linked habitats is required this should follow the guidance given in the Solent Waders and Brent Goose Strategy.

2. Development and Disturbance of Birds in Pagham Harbour Special Protection Area and Medmerry Compensatory Habitat

Recreational disturbance

Net increases in residential development, either alone or in combination with other development, within the 3.5km zone of influence are likely to have a significant effect on the Pagham Harbour SPA by means of recreational disturbance affecting bird species and will need to be subject to the provisions of Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended). In the absence of appropriate avoidance and/or mitigation measures that will enable the planning authority to ascertain that the development would not adversely affect the integrity of the SPA, planning permission will not be granted because the tests for derogations in Regulation 64 are unlikely to be met. Furthermore, such development would not have the benefit of the presumption in favour of sustainable development in the National Planning Policy Framework.

Appropriate avoidance/mitigation measures that are likely to allow the planning authority to ascertain that there will be no adverse effect on the integrity of the SPA will comprise:

- a) A contribution towards the appropriate management of the Pagham Harbour Local Nature Reserve through the joint Chichester and Arun Scheme of Mitigation; or
- b) A developer provided package of measures associated with the proposed development designed to avoid any significant effect on the SPA; or
- c) A combination of measures in (a) and (b) above.

Avoidance/mitigation measures will need to be phased with development and shall be maintained in perpetuity. All mitigation measures in a, b and c. above must be agreed to be appropriate by Natural England in consultation with owners and managers of the land within the SPA.

Other considerations

The provisions of this policy do not exclude the possibility that any development scheme either within or outside the zone of influence may require further assessment under the Habitats Regulations. For example, large schemes, schemes proposing bespoke or alternative avoidance/mitigation measures, or schemes proposing an alternative approach to the protection of the SPA and/or the Compensatory Habitat where there is survey or other evidence that the site is used as functionally linked habitats by SPA species, including Brent Geese. Such schemes will be assessed on their own merits, under Regulation 63 (Appropriate Assessment), and subject to advice from Natural England.

Trees, Hedgerows and Woodlands

Background

- 4.46. Trees, woodlands and hedgerows are essential features of the plan area's landscape, enhancing its visual amenity, the quality of the environment and providing habitats for a range of wildlife. They provide key linear corridors for rare species, such as the barbastelle bat species, which are notified features of the Mens SAC and Ebernoe Common SAC. They can also provide important corridors or stepping-stones between habitats, are essential components of nature recovery and are important for carbon sequestration, reducing flood risk and climate change adaptation. The council will seek to ensure the management, including conservation and enhancement, of existing valued and protected trees, woodlands and hedgerows, and to ensure that opportunities for restoration and new planting are realised. A "valued" tree should be determined using the criteria contained in British Standard 5837 which deems trees over 75 mm in stem diameter and over 1.5 m above ground level as significant for inclusion in any assessment. Trees worthy of retention are classified according to their arboricultural, landscape and cultural values.
- 4.47. Hedgerows and some types of woodland are identified as a priority habitat. Priority habitats and species are of particular importance for nature conservation and are included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Ancient woodland is also recognised as an irreplaceable habitat. The criteria for management of hedgerows are contained in The Hedgerows Regulations (1997) whilst guidance for development proposals affecting ancient woodland is detailed in the Forestry Commission and Natural England guidance 'Ancient woodland, ancient trees and veteran trees: advice for making planning decisions'. Where new development is proposed, the preference will always be to incorporate natural features into the development and development should be designed from this first principle. Where the loss of trees or hedgerows is unavoidable, suitable replacement provision should be secured. All development must be undertaken in accordance with the British Standard 5837 (2012) (as amended) and all tree works must be carried out in accordance with British Standard 3998 (2010) (as amended).

Policy NE9 Trees, Hedgerows and Woodlands

Development proposals will be granted where it can be demonstrated that all the following criteria have been met:

1. Proposals conserve and, where appropriate, enhance existing valued and protected trees, hedgerows and woodlands;
2. Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused unless there are wholly exceptional reasons and a suitable compensation strategy in accordance with relevant legislation, policy and guidelines;
3. Loss or damage of woodland and hedgerows that are priority habitats and non-protected but valued trees, woodland, community orchards, and all hedgerows should be avoided, and if demonstrated as being unavoidable, appropriate mitigation measures provided;
4. Proposals should maximise opportunities for planting of new trees, woodlands and hedgerows to contribute to biodiversity net gain, green infrastructure and nature recovery strategies and networks. In addition, proposals will be required to plant two trees for each one lost through development; provide new planting to thicken existing hedgerows, and fill in all gaps in all hedgerows;
5. Proposals should have a minimum buffer zone of 15 metres from the boundary of ancient woodland or veteran trees to avoid root damage (known as the root protection area). Where assessment shows other impacts are likely to extend beyond this distance, the proposal is likely to need a larger buffer zone;
6. All major development proposals will be required to provide street tree planting unless there are clear, justifiable and compelling reasons why this would be inappropriate;
7. Development proposals must demonstrate that appropriate protection measures are in place prior to any work on site and throughout the development process as part of a tree protection plan;
8. Suitable opportunities for the restoration, enhancement or planting of trees, woodland, and hedgerows are identified and incorporated into a comprehensive landscaping plan; and
9. Where appropriate, the council will seek minimum five-year maintenance and management plans to accompany the soft landscaping proposals.
10. Trees proposed for landscaping and replacement planting should be selected from a diverse range and variety of native species, cultivars and near native species to help provide long-term resilience to pests, diseases and climate change.

The council will consider development proposals against the requirements and standards contained in legislation as well as current local and national guidance and practice.

Canals

Background

- 4.48. The Chichester Ship Canal linked Chichester city with the Harbour and, together with the Portsmouth and Arundel Canal, fed into the River Arun at Ford. In conjunction with the Wey and Arun Canal, this created an inland water route from Portsmouth to London via the River Wey. Through navigation along this route is currently not possible as a result of road culverts, development or abandonment.
- 4.49. The Wey and Arun Canal Trust Limited and The Chichester Ship Canal Trust are working to restore their respective sections. There remains a further significant length of the former Portsmouth and Arundel Canal within the plan area (between Hunston and the plan area boundary east of Colworth) where there are no proposals for restoration. Nevertheless, much of this alignment forms the route of a public right of way which extends eastwards into Arun District.
- 4.50. These remnants are important early 19th Century historic features (road bridges, swing bridges, canal bed and towpaths) in the landscape of the coastal plain which warrant protection and, where feasible, enhancement to facilitate the cultural and historic understanding of the area.
- 4.51. The benefits of enhancements to the plan area's canals include increased recreation, leisure pursuits and economic activity, in line with objectives and aspirations set out in local Green Infrastructure and walking and cycling policies as well as national policy and guidance. Enhancements to waterside towpaths and footpaths which improve access for pedestrians and cyclists are encouraged.
- 4.52. Whilst the council is not introducing proposals in the Local Plan to reinterpret or re-align the canals, historical alignments will be safeguarded and their re-establishment encouraged. Any proposals for reinstatement of canal features will need to demonstrate that the culture, history and natural environment will be protected and enhanced. In addition, such proposals must assess and take into account their impact upon local biodiversity, landscape, and the amenity of occupiers of land and water nearby. Proposals for development may need to include an ecological study and a transport assessment to identify how proposals will avoid or mitigate any potential impact.

Policy NE10 Canals

Development proposals that make provision for through navigation or enhancement of the Chichester Ship Canal and/or the Wey and Arun Canal will be supported where they meet environmental, ecological, historical and transport considerations.

Development proposals will be permitted where they preserve and enhance the remaining line and configuration of the Portsmouth and Arundel Canal and the features within it, with no overall adverse effect. Where no such line and configuration remains, proposals to reinterpret the alignment within new development proposals will be supported where they protect and enhance the culture, history and natural environment and consideration is given to local impacts.

The Countryside

Background

- 4.53. Settlement boundaries distinguish between built-up areas and areas of countryside. These boundaries have been reviewed through the preparation of the Local Plan unless this was undertaken through preparation of a neighbourhood plan or subsequent development plan document. Settlement boundaries are as defined on the Local Plan policies map.
- 4.54. The methodology for determining the boundaries is set out in the Settlement Boundary Review Background Paper, which forms part of the Local Plan evidence base. Within the settlement boundary, the principle of further development is established subject to other policies in this Plan.
- 4.55. Areas outside settlement boundaries are defined as ‘countryside’ which includes villages, hamlets, farms and other buildings as well as undeveloped open land. In order to protect the landscape, character, quality and tranquillity of the countryside it is essential to prevent inappropriate development. However, it is also important to recognise the social and economic needs of rural communities and to provide support to enable those who manage, live and work in the countryside to continue to do so.
- 4.56. The plan area’s countryside is an important and diminishing resource. It is valued for many reasons, including agriculture and community food production, its landscape qualities including the special qualities of Chichester Harbour and character of Pagham Harbour, the setting it provides for Chichester city and other towns and villages and the opportunities it provides for recreation and biodiversity. The countryside in the plan area will be protected from the urbanising impacts of development which can arise from the impact of buildings, structures, lighting, traffic and other activities. The character and appearance of the countryside, biodiversity and the amenities and opportunities that it offers will be enhanced.
- 4.57. To support a prosperous and diverse rural economy, some limited and carefully planned development outside settlement boundaries may be acceptable to enable the countryside and local rural communities to evolve and thrive. Support will be given to the local delivery of services and community facilities such as the retention of local shops, meeting places, sports venues, open space, cultural buildings, places of worship and pubs. Where such development is adjacent to or beyond existing settlements, or in a location that is not well served by public transport, it will be essential for development to be sensitive to its surroundings, not have an unacceptable impact on local roads and exploit opportunities to make the location more sustainable (for example by improving access by foot, cycle or public transport).
- 4.58. In parts of the countryside, there is a shortage of sites suitable to meet local social, community and economic development needs. The council will support the conversion of existing buildings and the re-use of previously developed sites for rural affordable housing, local community facilities and/or small-scale employment generating uses which are accessible, well designed and well related to existing development and require a countryside location.

- 4.59. Where development is proposed in the countryside, the council will seek the beneficial management of the countryside. This will include encouragement of proposals that enhance the woodlands and recreational links to, and within, this area.
- 4.60. The designation of the South Downs as a National Park recognises the special qualities of the landscape and recreational opportunities available. The Park represents a significant asset for the plan area in this regard and it will be important to ensure that connectivity between these two areas is protected and enhanced, with new recreational opportunities explored further as they arise.
- 4.61. Where essential development in the countryside is proposed to meet a demonstrable need, the following preferences for development should be applied:
- Conversion of existing buildings worthy of retention; or
 - Redevelopment of sustainably located previously developed sites; or
 - If no appropriately located and deliverable previously developed sites exist in the local area, greenfield sites within or immediately adjacent to existing settlements may be considered.
- 4.62. Rural economic development should be encouraged where it provides good quality long-term employment, expands or diversifies existing rural businesses, improves local skills and services and contributes towards sustaining a high-quality environment and well-being of the local community.
- 4.63. Applications for retail extensions on existing sites in the countryside will be considered where it has been demonstrated that the applicant has undertaken appropriate sequential and impact assessments and given consideration to the development's impact upon the rural character of the area.
- 4.64. Parts of the countryside are underlain with mineral deposits. As the minerals planning authority, West Sussex County Council seeks to avoid the sterilisation of such resources by permanent development. Areas safeguarded because they contain minerals are identified by the county council in the West Sussex Joint Minerals Local Plan and the implications are further explained in the Minerals and Waste Safeguarding Guidance. Areas where minerals safeguarding policies apply are shown on the Local Plan policies map.

Policy NE11 Development in the Countryside

1. Outside settlement boundaries as defined on the policies map, planning permission will be granted for sustainable development in the countryside where it can be demonstrated that all the following criteria have been met:
 - a) The sustainability of the site is enhanced by improving or creating any opportunities to access the site by walking, cycling and public transport;
 - b) The scale, form, bulk, siting, design and materials proposed are appropriate to their countryside location and will not cause unacceptable harm to their rural setting;
 - c) Proposals conserve and enhance the key features and qualities of the rural and landscape character of the countryside setting including biodiversity whilst avoiding any adverse impact upon Nature Recovery Networks;
 - d) The proposal is well related to an existing farmstead or group of buildings or located close to an established settlement;
 - e) The proposal is complementary to or compatible with its countryside location and does not prejudice any viable agricultural operations or other existing viable uses.
2. In addition to meeting the above criteria, proposals for alterations, change of use and/or re-use of existing buildings in the countryside will be permitted where it can be demonstrated that the following relevant criteria have been met:
 - a) The building is structurally sound and is capable of conversion without the need for significant extension, alteration or rebuilding;
 - b) It has been demonstrated that economic and community uses have been considered before residential, with residential uses only permitted if economic and community uses are shown to be inappropriate and unviable;
 - c) Subject to meeting criteria 2a and 2b, proposals for the conversion of existing buildings will be permitted where they support sustainability in rural areas.

Development/conversions that would create new isolated homes in the countryside will be avoided unless there are special circumstances as outlined in Government policy.

Applications for retail development in the countryside will be considered where it has been demonstrated that the appropriate sequential and/or impact assessments have been undertaken.

Local/small-scale farm shops will be permitted provided they sell goods that have predominantly been produced on the farm.

The Coast

Background

- 4.65. The plan area's coastline stretches from the Rivers Ems at Hermitage in the west to Pagham Harbour in the east, providing important habitats for wildlife, leisure and employment opportunities associated with the marine environment and an extensive public rights of way network providing public access to the majority of the plan area's coastline. The England Coast Path, which will provide a continuous pathway around the English coast, is currently being finalised. The landscape of the coastline is characterised by its relatively flat topography that, on occasion, serves to provide important scenic views from the water across to the South Downs National Park which should be conserved.
- 4.66. Significant areas of actively farmed arable land remain along the coast, punctuated by mature woodland and settlements. There are also a number of marine related activities, including both commercial and recreational uses.
- 4.67. The importance of the landscape of Chichester Harbour, including its coastline, has been recognised by its designation as an Area of Outstanding Natural Beauty. In recognition of its natural habitat and the species it supports, particularly internationally important numbers of migratory, over-wintering and breeding bird populations, much of the harbour also is designated as a Site of Special Scientific Interest, Special Area of Conservation, Special Protection Area and Ramsar site, with these designations extending beyond the harbour to the adjacent open coast. Medmerry Compensatory Habitat is a habitat compensation site, created to address the loss of internationally important habitat and under the NPPF is considered as equivalent to an Internationally designated site with regard to planning. At the eastern end is Pagham Harbour, which is also a SSSI, internationally important SPA and Ramsar site, Marine Conservation Zone and Local Nature Reserve. The entire coastline and near offshore is designated as an internationally important area (SPA) for foraging tern species. There are also Sites of Special Scientific Interest along the coast and a Marine Conservation Zone from Medmerry Compensatory Habitat to Selsey.
- 4.68. In June 2022 the council joined Coastal Partners, a partnership of local authorities set up to manage coastal flood and erosion risk. The council also works closely with a number of organisations and authorities to effectively manage and promote the coastal environment and its waterways. For Chichester Harbour this includes joint work with Havant Borough Council, Hampshire County Council, West Sussex County Council and Chichester Harbour Conservancy, who manage Chichester Harbour for landscape, the occupation of leisure and recreation, and the conservation of nature.
- 4.69. In February 2021, Natural England published a condition review of the intertidal, subtidal and bird features of the Chichester Harbour SSSI and European sites (SAC, SPA, Ramsar).
- 4.70. Since designation, almost half (46%) of the saltmarsh has been lost, with the remainder of poor quality. Much of this loss is due to hard coastal defences that constrain natural processes, habitats moving landward as sea levels increase, particularly in response to

climate change - this is known as coastal squeeze. There have been dramatic declines in many over-wintering and breeding bird species due in part to habitat loss and disturbance and an increase in opportunistic macroalgae in the inner parts of the harbour covering mudflat habitat, indicating high nutrient enrichment levels affecting water quality.

- 4.71. A number of remedies to address these issues were identified in the report, including natural restoration and creation of saltmarsh habitat; identifying opportunities to remove barriers to coastal change; reducing diffuse and point source nutrients from entering the harbour catchment; creating new habitat for nesting birds; and naturally restoring the sediment supply within the system. Natural England is working with a number of partners including Chichester Harbour Conservancy, the Environment Agency, the council and Southern Water to implement these actions, many of which are outside of the planning system and as such not dependent on Local Plan policies.
- 4.72. The council also works with Arun District Council with regard to Pagham Harbour (SSSI, SPA, Ramsar). The RSPB manages Medmerry Compensatory Habitat and Pagham from a nature conservation perspective. Natural England is currently reviewing the condition of Pagham Harbour.
- 4.73. Two Shoreline Management Plans (SMPs) set the strategic framework for managing the future of the coastline in a sustainable way. Strategies and projects will be established and delivered by a range of other organisations and groups in the context of the relevant SMP subject to necessary permissions and assessments, including environmental. These SMPs are non-statutory and implementation is subject to funding.
- 4.74. Across the Solent, the Habitat Compensation and Restoration Programme (HCRP), led by the Environment Agency in partnership with Natural England, Coastal Partners, local authorities and other organisations, strategically delivers the creation of new coastal and wetland habitats to replace those damaged or lost by flood or coastal defence works and sea level rise.
- 4.75. Chichester Harbour Conservancy is working with partners including the council, on a nature recovery project for Chichester Harbour called CHaPRoN (Chichester Harbour Protection and Recovery of Nature) which will include undertaking further work to identify which sites are suitable for habitat restoration or creation. The Environment Agency and Natural England are also working to identify suitable habitat creation locations through the REACH (Restoring Estuarine and Coastal Habitats) project which is a local delivery of the national ReMeMaRe (Restoring Meadows, Marsh and Reef) project which has maps of potential for restoration of saltmarsh, seagrass and oyster reefs. Once specific schemes are identified they will be included in the Infrastructure Business Plan and Nature Recovery Strategies.
- 4.76. The Integrated Coastal Zone Management Plan for the Manhood Peninsula is discussed in Policy NE15 of this Plan.
- 4.77. The Local Plan covers the area up to but not including the sea. The [South Marine Plan](#) must be used for all planning decisions for the sea, coast, estuaries and tidal waters,

as well as developments that impact these areas. More specifically the marine plan covers:

- the area from the mean high water spring tide to 12 nautical miles offshore
- any area submerged at mean high water spring tide
- the waters of any estuary, river or channel, so far as the tide flows at mean high water spring tide
- waters in any area which is closed (permanently or intermittently) by a lock or other artificial means against the regular action of the tide, but into and from which seawater is caused or permitted to flow (continuously or occasionally).

Policy NE12 The Coast

The council will continue to work with partner organisations and authorities to protect and enhance the Plan's coastal areas, including around Chichester Harbour, Pagham Harbour, Medmerry Compensatory Habitat and the open coast, whilst ensuring they continue to provide an important recreational, economic and environmental resource. Undeveloped areas of low lying land around Chichester Harbour are prioritised for opportunities that actively restore coastal habitats or work with natural processes to address climate impacts and loss of biodiversity.

The council will support:

- ongoing habitat protection, restoration, enhancement and creation, including both compensatory and new coastal and wetland habitats to help meet the 30 by 30 targets set out in the Environmental Improvement Plan 2023¹⁹; and opportunities to connect coastal and freshwater habitats and floodplain habitats at a catchment scale to facilitate wider nature recovery;
- 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;
- appropriate leisure and recreational uses, including water-based activities, and marine employment uses, including those which require direct access to water; where these uses avoid adverse environmental impacts.

Specific schemes to deliver new or improved saltmarsh and other coastal habitat will be identified through partner projects such as Nature Recovery Strategies, the Habitat Compensation and Restoration Programme and the Chichester Harbour Protection and Recovery of Nature project (CHaPRoN) and once identified will be included in the Infrastructure Business Plan.

When considering development proposals, the opportunities for coastal/wetland habitat protection, restoration, creation and enhancement, and where relevant, the compatibility with identified habitat schemes, must be considered. Other relevant plans including Shoreline Management Plans, the South Marine Plan, the Chichester Harbour Management Plan, River Basin Management Plans, Flood Risk Management Plans and Catchment Plans for the Arun and Western Streams should also be taken into account.

¹⁹ <https://www.gov.uk/government/publications/environmental-improvement-plan>

Development Around the Coast

Background

- 4.78. The particular character of the plan area's coast, small coastal villages and hamlets should be protected and enhanced. Policy NE11 (Development in the Countryside) also relates to development outside of settlement boundaries. Policies E8 and E9 set out additional requirements for Built Tourist and Leisure Development and Caravan and Camping Sites.
- 4.79. Easy access for plant and vehicles from the highway to the sea wall/beach is essential to the efficient and effective maintenance and repair of storm damage to coast protection and sea defence works. The Environmental Permitting Regulations 2016 require the consent of the Environment Agency to be obtained for any works between low water mark and a line 16 metres from the landward side of any sea defences. A 16-metre strip of land is required for access for maintenance, emergency works and/or future improvement and the council will ensure the land is safeguarded from obstruction. This may be done by a condition on an approval removing permitted development rights, such as where the land is part of an existing garden or if necessary, by refusal of an application for safety and access relating to coastal defence.
- 4.80. Development close to the sea can be damaged by wave and wind-borne sand, grit and shingle and chemical degradation of materials from saltwater and spray. The council therefore requires new buildings to be set back at least 25 metres to safeguard the building and its users, unless the development is a marine based business with a clear functional need to be closer to the water. No new residential uses would be appropriate within this zone. This additional distance on top of that required for access is to provide protection against overtopping shingle around the open coast.
- 4.81. Reference must be made to the relevant Shoreline Management Plan and Coastal Defence Strategy to ensure that any proposed development is not affected by a coastal management policy or "managed realignment" or "no active intervention". Even in areas where the policy is "hold the line" there is no guarantee of future funding, and it is anticipated that all coastal protection schemes will require a degree of contribution in order to secure government grant. Although no coastal change management areas are proposed in this plan, the use of a 25m buffer around the coast allows for a degree of coastal change. The National Coastal Risk Management work of the Environment Agency⁽²⁰⁾ is also a consideration, particularly around Chichester Harbour where setting back development can make space for nature and floodable areas.
- 4.82. The coast also accommodates an active marine economy, including boatyards and marina sites. These contribute to the economy of the wider area and are important for tourism and recreation. It is considered important these are retained in this use, whilst being able to evolve and change to accommodate and develop new technology, provided they do not have an adverse impact on the sensitive environment of the coast.

²⁰ [National Coastal Erosion Risk Mapping \(NCERM\) - National \(2024\)](#)

- 4.83. Exceptionally it may be necessary for a small part of a marina or boatyard to be used for alternative uses in order to ensure the viability of the remainder of the site.
- 4.84. For avoidance of doubt, references to the coast include areas around Chichester and Pagham Harbours and Medmerry Compensatory Habitat as well as areas bordering the open sea.

Policy NE13 Development around the Coast

Planning permission will be granted for development on the coast where it can be demonstrated that:

1. There are no harmful effects on or net loss of nature conservation or areas of geological importance, within the Chichester and Pagham Harbours and Medmerry Compensatory Habitat (including no adverse effects on the integrity of European sites);
2. Development would not result in or exacerbate coastal squeeze of any coastal designated European site or prevent managed realignment necessary to protect the sites;
3. Development does not adversely affect the character, environment and appearance of the coast and Chichester Harbour Area of Outstanding Natural Beauty;
4. A high quality and inclusive design of new buildings in coastal locations has been achieved in accordance with other relevant design and historic environment policies;
5. There are measures in place to mitigate any detrimental effects including where appropriate the improvement of existing landscapes relating to the proposal;
6. Where appropriate, opportunities have been taken to upgrade existing footpaths and cyclepaths, enhance the England Coast Path and ensure that public access is retained and provided to connect existing paths along the waterfront;
7. Where relevant, the development would result in improvements to or redistribution of moorings, marine berths or launch on demand facilities (dry berths) in the harbours, whilst also ensuring that any small scale loss of intertidal habitat within the designated sites is compensated for;
8. The development would not be detrimental to infrastructure for, and quality of, water-based recreation, or to the safety of navigation;
9. The development can demonstrate consideration of and adaptation to future climate scenarios and their potential impacts, including, but not limited to, shading, surface water flooding, erosion, wind blown sand, wave driven shingle; and
10. The development does not hinder coastal processes with regard to designated sites.

A strip of land of at least 16 meters immediately behind the landward edge of any existing or proposed sea defence or coast protection works should be kept clear to allow access for maintenance or repair.

Around Chichester Harbour and Pagham Harbour, new and replacement buildings should be setback in line with expected property lifetime and estimated undefended erosion rates (based on National Coastal Erosion Risk Mapping (NCERM)) and at least 25 metres from the highest astronomical tide to account for erosion and make space for nature, including floodable areas which could be returned to saltmarsh.

Around the open coast, development should be set back at least 25m from the landward edge of the existing or proposed sea defence or coast protection works in order to prevent storm damage to buildings.

Development for non-residential uses with a functional need to be closer to the water should be accompanied by an assessment of the development's vulnerability to coastal change to

ensure any risk is suitably mitigated and managed and that the proposals do not hinder any coastal defence or management scheme.

At boatyard and marina sites within the coastal area the council will permit water compatible development associated with boat building, and the fitting out, maintenance and repair of boats and ancillary uses, provided that it does not:

- a) Jeopardise the safety and ease of navigation on the water or have a detrimental impact on the regime of any river;
- b) Harm nature conservation (particularly in relation to loss of intertidal habitat), landscape or heritage interests; or
- c) Damage water quality.

Exceptionally, development or redevelopment incorporating a modest amount of floorspace for non-boat related uses may be permitted where it has been demonstrated that such a use is appropriate to and needed to secure the future of a boatyard or marina, and the development will complement the use of the site and/or the enjoyment of the water.

Chichester Harbour AONB

Background

- 4.85. Chichester Harbour AONB is a unique landscape of sheltered open water areas with contrasting narrow channels. The movement of the tide exposes bare mudflat and saltmarsh creating a wide, open and remote wilderness. The undeveloped character of the harbour is unique on the South Coast and its status as a Ramsar wetland, a Special Protection Area, a Special Area of Conservation and a Site of Special Scientific Interest reflects its importance to nature conservation. The largely flat hinterland includes highly productive farmland, as well as woodlands and hedgerows that contribute to the rural character of the area. The flatness of the landscape makes the AONB particularly vulnerable to visual intrusion from urbanisation, both within or adjacent to the boundary, which can often be seen from significant distances across inlets, the main harbour channels, or open countryside. The council will have particular regard to these characteristics in determining development proposals affecting the AONB.
- 4.86. Chichester Harbour Conservancy has published an AONB Management Plan on behalf of the constituent Authorities (Havant Borough Council, Chichester District Council, West Sussex County Council and Hampshire County Council). The Management Plan sets out an Integrated Coastal Zone Management Strategy for the Trust Port and AONB, identifies the special qualities of the landscape and provides the framework for the management and ongoing spatial planning of Chichester Harbour AONB. The council adopted the latest Chichester Harbour Management Plan 2019-2024 in March 2019, with the exception of the 19 Planning Principles which are written for the specific use of Chichester Harbour Conservancy. The Conservancy has also produced an AONB Landscape Character Assessment, and Sustainable Shorelines: General Guidance (to help advise on sea defences). In 2017 the council adopted the Joint Chichester Harbour AONB Supplementary Planning Document (SPD). The SPD provides guidance for development proposals and expands on the vision, objectives and policies of the adopted development plan documents for Chichester District Council and Havant Borough Council.
- 4.87. Applicants should seek pre-application advice from Chichester Harbour Conservancy for proposed development, particularly intertidal structures including coastal defence, jetties and pontoons, reclamation and dredging, increases in the resident fleet or moorings and dry berth transfers.
- 4.88. Communities within the AONB have minimum development needs which should be met. These include the need for affordable homes, employment, a choice of transport modes, community facilities, and a population sufficient to enable rural facilities and services to remain viable. However, the NPPF sets out that great weight should be given to conserving and enhancing landscape and scenic beauty in protected areas including AONBs, meaning the scale and extent of such development should be limited. Where development is likely to have an adverse impact, there may be a requirement to demonstrate which alternatives have been considered and that developing the proposed site outweighs the landscape value of the area.

Policy NE14 Chichester Harbour Area of Outstanding Natural Beauty

The impact of individual proposals and their cumulative effect on Chichester Harbour AONB and its setting will be carefully assessed. Planning permission will be granted where it can be demonstrated that:

1. The natural beauty and locally distinctive features of the AONB are conserved and enhanced;
2. Proposals reinforce and respond to, rather than detract from, the distinctive character and special qualities of the AONB;
3. Either individually or cumulatively, development does not lead to actual or perceived coalescence of settlements or undermine the integrity or predominantly open and undeveloped, rural character of the AONB and its setting, including views into and from the South Downs National Park;
4. The development is appropriate to the economic, social and environmental well-being of the area or is desirable for the understanding and enjoyment of the area;
5. The development is consistent with the policy aims of the Chichester Harbour Management Plan and Joint Chichester Harbour AONB SPD.

Proposals for major development⁽²¹⁾ will be refused other than in exceptional circumstances, and where it can be demonstrated to be in the public interest, as set out in the National Planning Policy Framework.

²¹ For this purpose, the NPPF sets out that whether a proposal is 'major development' is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined

Integrated Coastal Zone Management for the Manhood Peninsula

Background

4.89. The Manhood Peninsula covers the southernmost part of the plan area (see Appendix A), extending from just south of Chichester city to the coast. The Peninsula has been settled for centuries and contains several historic conservation areas and a diverse range of listed buildings and historical features. The area has a distinctive character, experiencing excellent light quality, sunshine hours and dark night skies and faces a specific set of planning challenges. These issues include:

- Significant areas at risk from coastal erosion and flooding which is further accentuated by a high-water table and poor land drainage. These issues need to be managed and mitigated in the face of climate change. The Medmerry Managed Realignment Scheme, which was permitted in 2011, involved moving back the line of coastal defence to a more sustainable position inland to mitigate flood and erosion risk. The realignment subsequently created a new inter-tidal zone and compensatory habitat to replace habitat losses elsewhere on the South Coast.
- Environmental designations cover, or impact on, most of the Peninsula, including the Chichester and Langstone Harbours SPA/Ramsar site, Pagham Harbour SPA/Ramsar site and Marine Conservation Zone, Solent and Dorset Coast SPA, Solent Maritime SAC, Selsey Bill and The Hounds MCZ, the Chichester Harbour AONB, the Medmerry Compensatory Habitat and the Chichester Canal. The Manhood Peninsula Partnership and Manhood Wildlife Heritage Group have also been designated by Natural England and DEFRA as Nature Recovery Network Delivery Partners.
- Poor road accessibility and problems of traffic congestion result from the limited road connections to the north, the junctions on the A27 Chichester Bypass, and increased traffic during the summer holidays and major events in the district. There are reasonably regular bus services serving Selsey, East Wittering and the other main settlements on the Peninsula, however, these are more limited in terms of evening and weekend services. Direct off-road cycle paths and pedestrian routes are also lacking. These problems of accessibility are further accentuated by the fact that the Peninsula relies strongly on Chichester city for employment, shopping, entertainment and other key facilities, which increases the need to travel.
- The local economy is heavily dependent on tourism, agriculture and horticulture, resulting in a relative lack of employment opportunities with many local jobs seasonal and poorly paid. The development of green tourism could extend the season and increase the viability of the tourism economy.
- The Peninsula has an above-average proportion of older people and is a popular retirement area. Many of the coastal areas also have very high numbers of second homes which may be responsible for fewer people in village centres out of season.

4.90. Across the Peninsula, there is a need to adapt to the potential impacts of climate change and sea level rise and address the economic, social and transport/accessibility issues

facing the area, whilst protecting its unique character. The Plan continues to provide for moderate growth in the Peninsula to reflect these circumstances, specifically the limited infrastructure and significant environmental considerations.

- 4.91. In delivering this growth, the council continues to work with other public bodies and local communities to develop a coordinated approach known as Integrated Coastal Zone Management (ICZM). This process integrates the different policies affecting the coast. There is a strong focus upon partnership working and informed collaboration between all relevant stakeholders.
- 4.92. The Manhood Peninsula Partnership prepared a document entitled 'Towards Integrated Coastal Zone Management (ICZM) on the Manhood Peninsula' in 2011, which identifies management options for the coastal zone including resilience to climate change. It is an aspirational plan that reflects the views and objectives of the communities on the Peninsula. The document has been subject to public consultation and has been approved by the council as capable of being a material consideration in the determination of planning applications. 'Climate Resilience and Adaptation – ICZM 2021 and beyond' has since been written by the Manhood Peninsula Partnership to provide parishes, communities and environmental groups on the Manhood Peninsula with information and practical ideas about climate change issues affecting the Peninsula.
- 4.93. The ICZM provides a framework for an integrated approach to meet the particular challenges facing the Manhood Peninsula. The council will continue to work with other relevant stakeholders to implement the community aspirations and objectives set out in the 'Towards ICZM' document.
- 4.94. The council will prepare plans, strategies, projects and other measures, in partnership with other organisations and local communities, to ensure that the Manhood Peninsula is planned for in a coordinated and integrated manner, whilst recognising the individual needs of the communities within the area and the risks presented by climate change.
- 4.95. Applicants are strongly encouraged to address proposals for the coastline and coastal communities as set out in Coastal Defence, Flood Defence and Climate Change Strategies and Guidance; Shoreline Management Plans and Catchment Flood Management Plans; the South Marine Plan; relevant Marine Conservation Zone Designation Orders; and Surface Water and Drainage Management Plans.

Policy NE15 Integrated Coastal Zone Management for the Manhood Peninsula

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

1. Facilitate the economic, environmental and social well-being of the area;
2. Increase resilience to climate change by 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;
3. All development proposals should seek to enhance the distinctive character of the Manhood Peninsula, having particular regard to the ecology (including the potential to contribute to any nature recovery networks), landscape and heritage of the area;
4. Due to high groundwater levels and the low-lying nature of the Peninsula, any development and associated Sustainable Drainage System (SuDS) must not negatively affect the hydrological conditions or flood risk of neighbouring land or buildings and should contribute to the flood resilience and biodiversity of the Peninsula. Open SuDS that support biodiversity should be encouraged where possible;
5. Improve infrastructure to support sustainable modes of transport, especially direct cycle routes, bridleways and footpaths, including the canal towpath and National Coastal Footpath; and
6. Provide the means of supporting regeneration which allows for climate change resilience and adaptation and nature recovery for the Manhood Peninsula, whilst aiding growth of existing local economy employment areas.

Flood Risk and Water Management

Background

- 4.96. Parts of the plan area will be at increased risk from coastal erosion, groundwater, fluvial and/or tidal flooding in the future due to increased severe rainfall, sea level rise and storm surges. Maintenance of all hard defences will not be feasible or affordable in the long term, so development needs to be avoided in areas at risk of flooding and erosion, whilst ensuring that existing towns and villages are protected to appropriate standards by sustainable means that make space for water in suitable areas. Development must take account of the relevant shoreline management plan.
- 4.97. There are serious concerns about the impacts of flooding, both in respect of current properties at risk but also the long-term management of the area. These issues are key factors in determining the scale and location of development. It is important that inappropriate development is avoided in areas currently at risk from flooding, or likely to be at risk as a result of climate change, or in areas where development is likely to increase flooding elsewhere.
- 4.98. Any development in the plan area must therefore have regard to flood and erosion risk, now and in the future, by way of location and specific measures, such as additional flood alleviation, which will protect people, properties and vulnerable habitats from flooding. Recent changes to national guidance highlight the importance of considering flood risk from all sources, and this is particularly significant for the plan area as large parts of it are at risk from groundwater flooding, which needs to be recognised in development decisions alongside the well-established risks in relation to tidal, fluvial and surface water flooding. Appropriate mapping of all sources of flood risks is still evolving, and is likely to develop further over the plan period.
- 4.99. Any risk must be assessed by using the council's Strategic Flood Risk Assessment (SFRA) alongside any more recent information from the Environment Agency and Local Lead Flood Authority. A Level 1 Strategic Flood Risk Assessment for the Chichester plan area has been carried out in accordance with the NPPF and its accompanying PPG. This is supplemented by a Level 2 version, which focuses on particular sites. The Local Plan has also been informed by the sequential test and the Plan follows the sequential approach set out in national policy.
- 4.100. Built development can lead to increased surface water run-off; therefore, new development should incorporate mitigation techniques in its design, such as permeable surfaces and Sustainable Drainage Systems (SuDS). Where appropriate, SuDS should be used as part of the linked green infrastructure network to provide multiple functions and benefits to landscape quality, recreation and biodiversity. This can be achieved through habitat creation, new open spaces and good design. SuDS should be designed to help cope with intense rainfall events and to overcome any deterioration in water quality status. In determining the suitability of SuDS for individual development sites, developers should refer to guidance published by the Lead Local Flood Authority (LLFA)⁽²²⁾ and if necessary, seek further advice from the LLFA. In preparing appropriate

²² West Sussex LLFA [SuDs design guidance](#)

SuDS proposals consideration must be given to the potential cumulative effects of run-off from development, particularly in circumstances where there are existing communities affected by flooding from surface water and drainage.

- 4.101. The NPPF, along with national level guidance, sets out the requirement for site-specific flood risk assessment. Currently this requirement applies to development in Flood Zones 2 and 3, sites of 1 hectare or more in Flood Zone 1, land identified by the Environment Agency as having critical drainage problems, land identified in a SFRA as at increased flood risk in future, or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.
- 4.102. Environment Agency consent is required for any works within 16 m of tidal waters and 8m of fluvial watercourses in line with the Environmental Permitting Regulations 2016. This strip is required for access. The policy includes a setback requirement to ensure this access strip is not obstructed.

Policy NE16 Flood Risk and Water Management

Flood and erosion risk will be taken into account at all stages of the planning process to avoid inappropriate development in areas at current or future risk of flooding, from any source. Development will be directed to areas of lowest flood risk applying the sequential test and the exception test where relevant. The starting point for application of the sequential test will be the latest Chichester Strategic Flood Risk Assessment (SFRA) (which includes a sequential test methodology).

Development should not increase the risk of flooding elsewhere, taking into account the cumulative effects of other development, and should seek to achieve a reduction in flood risk for existing communities on and off site.

Where development is necessary in a location at risk of flooding, and has passed the sequential test, then the exception test must also be passed.

Around the coast, including the harbours, new buildings should be set back at least 25 metres in line with Policy NE13 (Development Around the Coast).

Elsewhere, new development should be set back at least 8m from fluvial watercourses (including when within culverts) and 16 m from tidal watercourses to allow easy access for maintenance and repair.

All development proposals must demonstrate that:

1. New site drainage systems are designed to cope with residual flood risks, such as by considering flood flow routing and using temporary storage areas;
2. There is no increase in the rate of surface water run-off leaving the site. Where development is on a brownfield site, run off rates should be reduced to match greenfield rates wherever possible; and
3. Development would not result in or exacerbate coastal squeeze of any European site or prevent managed realignment necessary to protect the European sites;
4. For vulnerable development, finished floor levels should be a minimum of whichever is higher of 300mm above the:
 - average ground level of the site
 - the adjacent road level to the building
 - predicted significant fluvial/tidal flood level (Fluvial 1 in 100 year/Tidal 1 in 200 year plus latest climate change allowances) for the lifetime of the development.

Construction materials that have low permeability up to at least the same height as finished floor levels should be used. If it is not practical to raise floor levels to those specified above, consultation with the Environment Agency will be required to determine alternative approaches. This includes replacement dwellings.

Sustainable Drainage Systems should be designed into the landscape of all major development, and all development that needs a site-specific flood risk assessment; in order to reduce surface water flow, to provide flood mitigation and improve water quality. Clear and funded management arrangements must be in place for the lifetime of the development. The use of SuDs on smaller sites is encouraged.

Site-specific flood risk assessments will be required for all relevant proposals as set out in the NPPF and the Planning Practice Guidance and/or relevant guidance issued by the Environment Agency and LLFA. Development will only be allowed in flood risk affected areas where, in light of this assessment, and the sequential and exception tests as applicable, it is clear that:

- a) The proposal addresses the specific requirements of the site, including adaptation and mitigation measures to reduce flood risk, locating the most vulnerable uses in the area of the site with lowest flood risk, and where a residual flood risk remains, incorporates protection, resilience and resistance measures which are appropriate to the character and biodiversity of the area;
- b) The development will be safe, including access and egress, without increasing the flood risk elsewhere, and where possible, will reduce flood risk overall. A site-specific flood warning and evacuation plan will be required where residual flood risk remains;
- c) In the event of a flood the development could be quickly brought back into use without significant refurbishment;
- d) The development would not constrain the natural function of the flood plain, either by impeding flood flow or reducing storage capacity, and that consideration has been given to opportunities for natural flood management;
- e) Where strategic flood defence or adaptation measures are necessary within the site, these are designed as an intrinsic part of the scheme; and
- f) Where applicable, any loss of flood storage from any source of flooding in the fluvial floodplain should be compensated for on a level-for-level basis, ideally on-site. Compensation should be hydraulically and hydrologically linked to the floodplain, but not within it.

All development proposals must take account of relevant Strategic Flood Risk Assessments, Surface and Foul Water Drainage SPD, relevant Surface Water Management Plans, South East River Basin Management Plan, Catchment Flood Management Plans, Shoreline Management Plans, The Marine Plan South, Coastal Defence Strategies, Flood Risk Management Plans and any other related flood defence plans and strategies as well as national guidance.

Water Management and Water Quality

Background

4.103. For most of the plan area, water is supplied by Portsmouth Water and wastewater is dealt with by Southern Water, who also supply water in part of the north of the plan area known as the Sussex North Water Supply Zone. A small area to the north of the plan area near Haslemere is served by Thames Water.

Water supply and the efficient use of water

4.104. Water efficiency is regulated by Part G of the Building Regulations which require (section G2) that reasonable provision must be made, by the installation of fittings and fixed appliances that use water efficiently, for the prevention of undue consumption of water. For new dwellings, daily water use per person must not exceed 125 litres per person per day, with an optional tighter target of 110 litres per person per day where there is a clear local need. The Environment Agency has identified the areas supplied by Portsmouth Water and Southern Water as at serious water stress⁽²³⁾ and so the tighter target applies to the Chichester plan area. The Waterwise UK Water Efficiency Strategy⁽²⁴⁾ to 2030 provides additional guidance on delivering water efficiency in the UK by 2030.

4.105. Given the area is at serious water stress it is important that the water used by non-residential uses is also minimised. A new reservoir known as Havant Thicket is planned to be completed by 2029 in nearby Havant. The reservoir will support the future water supply needs in the Portsmouth Water catchment and Southern Water via bulk supply in Hampshire.

4.106. In the north of the plan area, properties within Southern Water's Sussex North Water Resource Zone (WRZ) are supplied with water from a groundwater abstraction at Pulborough which is currently subject to environmental investigations to ensure there is no adverse impact on environmentally designated sites in the Arun Valley. This may impact on the available supply and alternative sources may need to be considered by Southern Water. Natural England published a position statement in September 2021 requiring developments within the Sussex North Supply WRZ to be water neutral – this means that the use of water in the supply area after the development is the same or lower than before. A Water Neutrality Strategy has been prepared jointly with other affected authorities. Natural England's Position Statement sets out an interim approach based on minimising water use in new builds and offsetting the water that is used.

Treating wastewater:

4.107. Ten wastewater treatment works (WwTW) currently serve the plan area. A Water Quality Assessment was prepared in 2018 to help understand the capacity of existing WwTW to accommodate proposed development. This has been supplemented and

²³ <https://www.gov.uk/government/publications/water-stressed-areas-2021-classification>

²⁴ [Water Efficiency Strategy for the UK \(2017\) – Database WW \(Waterwise.org\)](#)

updated by ongoing discussions with Southern Water and the Environment Agency, published in the form of Statements of Common Ground.

- 4.108. It is clear that upgrades to wastewater infrastructure will be necessary to manage the increased wastewater from housing growth over the plan period whilst maintaining and improving the water quality of receiving waters.
- 4.109. Southern Water's Drainage and Wastewater Management Plan (DWMP) for the Arun and Western Streams is a 25 year plan that looks holistically at a range of issues in the catchment and strategic options for addressing them; such as pollution, combined sewer overflow performance, growth, water quality improvements, maintenance requirements, infiltration and sewer flooding. Chichester District Council officers have been fully engaged in the preparation of the DWMP which was published in May 2023, to ensure that proposals emerging in the Local Plan were taken into account. The DWMP feeds into OFWAT's Price Review process (PR24) which informs investment for the 2025-30 Asset Management Plan period (AMP8). DWMPs, which are now statutory, will be reviewed every 5 years to inform water company business plans for future AMP periods, allowing an iterative approach to planning for growth. More information is available on Southern Water's DWMP webpages.
- 4.110. The Surface Water and Foul Drainage SPD provides guidance for applicants on how to address relevant water management issues in the context of the capacity of existing wastewater treatment infrastructure when considering any potential new development. The SPD is a material consideration when assessing planning applications and will be updated.
- 4.111. This policy helps to reduce the flow going to WwTW by requiring that all new dwellings achieve the tighter building regulations water consumption target. It is noted that both Portsmouth Water and Southern Water have targets to reduce water consumption to 100 litres per person per day (lppd) by 2040, a lower figure than the current most stringent Building Regulation target of 110 lppd. Portsmouth Water currently offer an incentive of a 50% discount on the infrastructure charge where developments demonstrate achieving high standards of water efficiency of no more than 100lppd. Portsmouth Water will be installing smart metres from 2025 onwards whilst Southern Water's roll-out of smart meters has already begun.
- 4.112. The Water Management and Water Quality policy applies additional restrictions to development in the Apuldram (Chichester) Wastewater Treatment Catchment in order to protect the water environment of Chichester Harbour. The catchment is affected by a high level of groundwater infiltration to the sewer network which has historically led to high winter flows to the treatments works, meaning the storm overflow has been in operation for significant periods of time. The Environment Agency and Southern Water agreed a joint position statement in December 2018, which is a material consideration in determining planning applications in the catchment.
- 4.113. A position statement to manage development in the Thornham Wastewater Treatment Catchment where headroom is environmentally constrained was agreed in November 2021 and is relevant to determining planning applications in the catchment.

Policy NE17 Water Management and Water Quality**1. Water Supply**

Development proposals will be permitted that demonstrate:

- a) Sufficient water supplies can be provided prior to occupation to serve the development; and
- b) Provision of a water supply is not considered detrimental to existing abstractions, river flows, water quality, fisheries, amenity or nature conservation.

2. Water Efficiency

All new residential proposals must demonstrate that a maximum water consumption of 110 litres per person per day including external water use will be achieved, and lower water use will be encouraged. A tighter target applies to development in the Sussex North Water Resource Zone as set out in Policy NE18.

- a) Water efficiency of non-residential uses will be assessed using the Building Research Establishment Environmental Assessment Method (BREEAM) New Construction Standard and should achieve at least 3 credits.
- b) In addition to improving water efficiency, water neutrality will be required for all development in the Sussex North Water Resource Zone in line with Policy NE18 and encouraged elsewhere in the plan area. This is likely to require offsetting of water use.

3. Water Quality and Wastewater

Development proposals will be permitted that demonstrate:

- a) the development has no adverse impact on the quality of water bodies and groundwater, nor will it prevent future attainment of favourable conservation status, taking into account agreed mitigation measures where necessary;
- b) the development contributes positively to the water environment and its ecology and does not adversely affect surface and ground water quality;
- c) no surface water from new development will be discharged to the public foul or combined sewer system;
- d) development is phased to align with the delivery and operation of new or improved wastewater infrastructure where this is required;
- e) the provision of water infrastructure is not considered detrimental to the water environment, including existing abstractions, river flows, water quality, fisheries, amenity and nature conservation; and
- f) that foul water from the development will be discharged to the public foul sewer. Alternatives will only be considered if it is demonstrated that all options for connection to the public foul sewer have been explored and that such connection is not possible.

4. Residential development within the catchment of the Apuldram (Chichester) Wastewater Treatment Works

- a) New development outside of the settlement boundaries of Chichester, Fishbourne and Stockbridge will not drain to the Apuldram WwTW.

- b) Major development (10+ dwellings) within the settlement boundaries of Chichester, Fishbourne and Stockbridge will result in no net increase in flows to the sewer network of the Apuldrum WwTW. This should be demonstrated in a drainage impact assessment.
- c) Minor development (1-9 dwellings) within the settlement boundaries of Chichester, Fishbourne and Stockbridge, may be able to connect but should seek to achieve no net increase in flows wherever possible.

Water Neutrality

Background

- 4.114. Part of the Chichester plan area in the northeast of the district lies within the [Sussex North Water Resource Zone](#) (WRZ). This WRZ is supplied by the Pulborough groundwater abstraction site abstracting from the Folkstone beds of the Lower greensand/Wealden greensand semi-confined aquifer. As well as covering part of the Chichester plan area, the WRZ includes areas within Crawley Borough, Horsham District and the South Downs National Park. Within the WRZ, water is mains-distributed by Southern Water.
- 4.115. The abstraction site is located on the River Arun close to a group of nature conservation sites, known as the Arun Valley Sites, that are nationally or internationally designated as Special Areas of Conservation, a Special Protection Area and Ramsar Site for their rare and protected habitats. On 14 September 2021, local planning authorities covered by the WRZ received a position statement from Natural England. This explained it could not be concluded that extraction was not having an impact on the Arun Valley Sites and that development must not add to this impact. Given the high level of regulatory protection afforded to the Arun Valley Sites as a result of their designation, this requires local planning authorities to demonstrate that development plan documents and planning decisions will not have an adverse effect on the sites. The most feasible method to achieve this, is to require that development must be water neutral (i.e. not increase the demand for water above current rates of abstraction).
- 4.116. In order to ensure that water supplies can be maintained and the environment protected, the affected local authorities have worked with consultants, Natural England, Southern Water, the Environment Agency and others to produce a Water Neutrality Strategy. To deliver new development, the Strategy outlines why and how all new development must be highly water efficient to contribute to achieving water neutrality. This means that all development will need to be designed to achieve water efficiency standards above the requirements set by the optional requirements in Building Regulations – new residential development will be required to use no more than 85 litres per day and non-residential buildings required to achieve 3 credits within the BREEAM water issue category. Achieving these higher levels of efficiency will enable the strategy to provide necessary offsetting more effectively, thereby reducing offsetting costs and ensuring viability for development within the WRZ. This may include incorporating a range of measures, such as greywater recycling and rainwater harvesting into the design of new development, and fitting water saving fixtures such as flow regulators, low flush toilets, low volume baths, aerated taps and water efficient appliances (in particular, washing machines and dishwashers).
- 4.117. The Water Neutrality Strategy shows that water efficient design will not be sufficient alone to achieve water neutrality, as new development would still increase the demand for water above existing levels. As a consequence, this additional demand will need to be offset against existing supplies. It is envisaged this will be achieved through demand management savings identified in Southern Water's Water Resource Management Plan, together with measures to be identified in a joint local authority and South Downs

National Park Authority-led Offsetting Implementation Scheme (OIS) being prepared. Achieving high levels of water efficiency will enable the OIS to provide necessary offsetting more effectively, thereby reducing offsetting costs and ensuring viability for all development within the WRZ. Those using the OIS to offset water, will 'buy in' to the scheme at a level to ensure their development achieves water neutrality. Offsetting is expected to be provided prior to the occupation of new developments and this shall be secured through the development management process.

- 4.118. The Water Neutrality Strategy provides evidence that the amount of development proposed in the affected area in this Local Plan, and in Local Plans of the other affected authorities, would not increase abstraction at Pulborough and, thus, would not negatively impact on the Arun Valley Sites. Recognising that the capacity of water offsetting the OIS can provide may be limited at particular points in time during the plan period, the authorities will have to monitor use across the WRZ and manage access to the OIS to ensure sufficient water capacity exists to ensure water neutrality is achieved when permissions are granted. Offsetting capacity in the OIS is not limitless and access will be managed by the local authorities and the SDNPA to ensure there is sufficient capacity in the OIS to demonstrate water neutrality in schemes that are approved. The authorities will publish, and keep regularly updated, a Scheme Access Prioritisation Protocol (SAPP) to show how access to the offsetting in the OIS will be managed. Infrastructure necessary to support planned growth, such as schools, will be prioritised in the SAPP.
- 4.119. Applicants will have to demonstrate their scheme is water neutral within a water neutrality statement submitted as part of any application within the WRZ. Should applicants not seek to utilise the OIS, certainty of delivery of alternative offsetting will need to be demonstrated. The Water Neutrality Statement should also provide full details of the offsetting scheme that their development would rely upon. Similarly, certainty of alternative supply will need to be demonstrated in the Water Neutrality Statement. For connection to an alternative water company, this could be achieved by confirming that the alternative water company has sufficient capacity and will take on supply to the development. For a private supply borehole or other source of supply, this will require evidence that sufficient water supply is available to meet demand arising from the proposed development, and demonstrating with certainty that the alternative supply source does not impact upon the Arun Valley sites. Applicants may need to seek a permit from the Environment Agency to implement this strategy. To provide the necessary certainty, measures to deliver water neutrality will need to be secured through the development management process. The council will seek to provide additional guidance to further assist applicants with water neutrality statements. Offsetting schemes can occur in any part of the WRZ, with the exception of the Bramber/Upper Beeding area in Horsham District identified on the [WRZ Map](#) – unless the development is also proposed in that area. This is on the basis water in this part of the WRZ is usually provided by a water source other than the Pulborough abstraction site.

Policy NE18 Water Neutrality

1. All development within the Sussex North Water Resource Zone (WRZ) will need to demonstrate water neutrality through water efficient design and offsetting of any net additional water use of the development. This is to be achieved by ensuring that:

Water Efficient Design

- a) New residential development is designed to utilise no more than 85 litres of mains supplied water per person per day;
- b) New non-domestic buildings to achieve a score of 3 credits within the water (WAT01 Water Consumption) issue category for the BREEAM Standard or an equivalent standard set out in any future update;

And

Offsetting Water Use

- c) Development proposals must demonstrate that having achieved water efficient design, any remaining mains-supplied water use from the development is offset such that there is no net increase in mains-supplied water use within the WRZ compared with pre-development levels.

Water Neutrality Statement

2. A water neutrality statement will be required to demonstrate how policy requirements have been met in relation to water supply, water efficient design and offsetting. The statement shall provide, as a minimum, the following:
 - a) baseline information relating to existing water use within a development site;
 - b) full calculations relating to expected water use within a proposed development; and
 - c) full details of how any remaining water use will be offset

Offsetting Schemes

3. A local authority and South Downs National Park Authority (SDNPA)-led water offsetting scheme will be introduced to bring forward development and infrastructure supported by Local and Neighbourhood Plans. The authorities will manage access to the offsetting scheme to ensure that sufficient water capacity exists to accommodate planned growth within the plan period.
4. Development proposals are not required to utilise the local authority and SDNPA-led offsetting scheme and may bring forward their own offsetting schemes. Any such development proposals will need to have regard to the local authority and SDNPA-led offsetting scheme and associated documents.
5. Offsetting schemes can be located within any part of the WRZ, with the exception that offsetting will not be accepted within the Bramber/Upper Beeding area identified on the [WRZ map](#), unless the application site is located within the Bramber/Upper Beeding area.

Alternative Water Supply

6. Where an alternative water supply is to be provided, the Water Neutrality Statement will need to demonstrate that no water is utilised from sources that supply the Sussex North WRZ. The wider acceptability and certainty of delivery for alternative water supplies will be considered on a case-by-case basis.

Area of Serious Water Stress

7. Should the need to demonstrate water neutrality no longer be required, new residential development must be designed to utilise no more than 110 litres of mains supplied water per person per day, as per the Building Regulations optional requirement for tighter water efficiency. For non-domestic buildings, the minimum standards for BREEAM 'Excellent' within the Water category will apply. Should tighter national standards be introduced during the Local Plan period applicable for areas of serious water stress, they will be applied.

Source Protection Zones

Background

- 4.120. Public water sources for the south of the plan area are reliant on the chalk aquifer of the South Downs which is designated as a Principal Aquifer providing groundwater resources for public water supply and the environment.
- 4.121. Chalk aquifers can easily be polluted from a number of sources including:
- Industry and agriculture
 - The disposal of effluent in soakaways
 - The disturbance of contaminated sites
 - Inappropriate storage of oil and chemicals during and post constructions
 - Development near to solution features in the chalk (e.g. swallow holes) increasing groundwater turbidity
 - Piling and inappropriate foundation design
 - Inappropriate drainage systems (for example, infiltration drainage into the aquifer or bore hole soakaways)
- 4.122. Policy NE19 is designed to assist in the protection of groundwater and controlled waters by ensuring the risk to water within source protection zones is managed and where appropriate mitigated. This complements the powers and duties of the Environment Agency, the statutory body responsible for the protection of groundwater in England, and the catchment management approach being taken by water companies. This approach aims to address pollution at its origin in the catchment to prevent deterioration and improve the quality of water in the chalk aquifer, supporting abstraction for public water supply.
- 4.123. Areas of aquifer vulnerability are defined by the Environment Agency as source protection zones (SPZs). These zones show the risk of contamination from any activities that might cause pollution in the area. Within the Chichester plan area, the SPZs primarily affect the south of the plan area – with the most sensitive Zones 1 and 1c around the west of Chichester, with smaller areas in locations along the A27 to the west on the edge of the SDNP, and close to Tangmere in the east. Zone 1 is defined as the 50 day travel time from any point below the water table to the source. Zone 1c refers to subsurface activity only and extends Zone 1 to where the aquifer is confined and may be impacted by deep drilling activities. The extent of Zones 1 and 1c is shown on the policies map.
- 4.124. The Environment Agency and Portsmouth Water will be consulted at the earliest opportunity on any application for new development in Zones 1 and 1c. In most cases it will be possible to protect groundwater and public water supply through appropriate planning conditions. However, where development is proposed in areas of extreme vulnerability, such as where solution features are present, it may be appropriate to apply exclusion zones around such features.
- 4.125. The policy requires a Conceptual Site Model (CSM) and risk assessment for all proposals likely to affect Zones 1 and 1c of a SPZ. The CSM can take a phased

approach, starting with a desk top study and literature review to identify potential source, pathway and receptor linkages. The findings of this will inform whether an intrusive investigation is needed to establish the risk of contamination in the hydrological setting. Once the risk is established then options can be assessed to ensure that development removes or adequately minimises the risk to groundwater. Portsmouth Water have produced [Groundwater Protection Guidance Notes](#) to assist applicants when considering development on the Principal Chalk Aquifer and in Aquifer Source Protection Zones.

Policy NE19 Source Protection Zones

Where development is proposed in a location likely to affect Zones 1 and 1c of a Source Protection Zone identified on the policies map a Conceptual Site Model and risk assessment must be provided covering the following key risks:

- Contaminated land;
- Importation and use of soils;
- Drainage and Sustainable Drainage Systems;
- Piling and foundation design;
- Activities that include large scale ground disturbance such as excavations;
- Storage of chemicals and polluting materials; and
- Waste disposal.

Where a risk is identified, development proposals must:

- a) Provide appropriate mitigation to minimise the risk to groundwater which may include requirements for groundwater monitoring; and
- b) Ensure the ongoing management and maintenance of any mitigation measures.

Nutrient Neutrality in Chichester Harbour

Background

- 4.126. In February 2018 the Chichester Harbour designated Site of Special Scientific Interest (SSSI) was downgraded from ‘Unfavourable – recovering’ to ‘Unfavourable – no change’. Further assessment during 2019/20 found that more than 3000ha of the intertidal parts of Chichester Harbour were now ‘Unfavourable – declining’. A specific policy is therefore required to address this issue. Nitrates finding their way into the Harbour (from a variety of sources) cause algal growth which is harmful to wildlife. Although the proportion of total nitrogen originating from new development is very small, it is important that this source is addressed whilst other measures, such as catchment management, are undertaken to reduce other inputs and recover wildlife.
- 4.127. To ensure there is no net increase and where possible a net reduction in nutrients to the Harbour, all relevant developments within the Solent catchment, which includes Chichester and Langstone Harbours SPA/Ramsar, will need to demonstrate that they are nutrient neutral, either by their own means or through contributions to an agreed nutrient mitigation scheme, for the lifetime of the development. This requirement applies to residential development, tourist attractions and other development involving an overnight stay. Where other types of development have an impact on water quality this can be considered under Policy NE17. The relevant catchments are identified in advice published by Natural England. This advice, together with other information and guidance, including a Solent nutrient budget calculator which should be used to prepare a nitrogen budget to accompany applications, and Natural England’s Framework Approach for Responding to Wetland Mitigation Proposals; is available on the council’s [Nutrient Neutrality webpage](#). Natural England is due to complete a condition assessment for Pagham Harbour in 2025. Any guidance they produce as a result will be considered a material consideration at that stage, together with Policy NE17 on Water Management and Water Quality.
- 4.128. Relevant policies of the [South Marine Plan](#) should also be considered. Policy S-WQ-1 of the South Marine Plan requires that:
- Proposals that may have significant adverse impacts upon water environment, including upon habitats and species that can be of benefit to water quality must demonstrate that they will, in order of preference:*
- a) *Avoid;*
 - b) *Minimise;*
 - c) *Mitigate significant adverse impacts.*

Policy NE20 Nutrient Neutrality

Development involving an overnight stay (including in dwellings and all forms of holiday accommodation) that discharges into Chichester and Langstone Harbour SPA/Ramsar (either surface water, non mains drainage development or through wastewater treatment works) will be required to demonstrate that it will be nutrient neutral for the lifetime of the development, either by its own means or by means of agreed mitigation measures.

Where wetlands are used as mitigation they should be designed having regard to the Framework Approach for Responding to Wetland Mitigation Proposals.

Pollution

4.129. Policies in this section contain detail on the council's strategy for reducing pollution from and on new development. These policies should be used alongside the criteria/standards contained in relevant legislation and national/local guidance and objectives.

Background

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

4.131. Some forms of development can result in pollutants but are necessary to meet the economic and social needs of the plan area. These may include industrial and commercial land uses and new transport routes. Local Plan policies concerning water quality; nutrient mitigation; contaminated land, light, air and noise pollution all detail the council's strategy for reducing the impact of pollution from/on new development.

4.132. Development proposals must be accompanied by robust and appropriate evidence to enable assessment of whether there is a likely significant adverse effect on health and quality of life. Mitigation measures must be included in proposals where evidence suggests a likely significant adverse effect.

Policy NE21 Pollution

Development proposals must be designed to protect, and where possible, improve upon the amenities of existing and future residents, occupiers of buildings and the environment generally.

Development proposals will need to address the criteria contained in, but not limited to, the policies concerning water quality; flood risk and water management; nutrient mitigation; lighting; air quality; noise; and contaminated land.

Where development is likely to generate significant adverse impacts by reason of pollution, the council will require that the impacts are minimised and/or mitigated to an acceptable level.

During construction activities, pollution prevention measures should be taken on a development site including but not limited to: appropriate storage of hazardous substances; suitable management of surface water to prevent pollutants reaching watercourses and provision of equipment for containing spills.

Lighting

Background

- 4.133. Light pollution caused by excessive brightness can lead to annoyance, disturbance and impact wildlife, notably nocturnal animals. The design of lighting schemes should be carefully considered in development proposals to prevent light spillage and glare.
- 4.134. Dark skies are important for the conservation of natural habitats, cultural heritage and astronomy. The plan area includes three 'Dark Sky Discovery Sites', all located within the Chichester Harbour AONB; Eames Farm on Thorney Island, Maybush Copse in Chidham and north of the John Q Davis footpath in West Itchenor. Development within or directly impacting these areas will be subject to particular scrutiny in terms of their impact on dark skies. The entire SDNP area is also declared as an International Dark Sky Reserve. Development directly impacting this area will be subject to similar scrutiny.

Policy NE22 Lighting

Where development involves an outdoor lighting scheme and where relevant an indoor lighting scheme (supermarkets, glasshouses etc.), proposals will be permitted where it can be demonstrated that all of the following criteria have been addressed:

1. The detailed lighting scheme has been prepared in line with relevant British Standards and the latest national design guidance;
2. The design minimises unnecessary glare and spillage;
3. There is no significant adverse impact on neighbouring development, nature conservation and biodiversity or the wider landscape;
4. Light levels are the minimum required for safety, operational and security purposes, taking account of the existing location and character of the area; and
5. A lighting assessment will be required in sensitive locations such as the Chichester Harbour AONB and its setting, strategic wildlife corridors and in some other areas occupied and used by wildlife including light sensitive bat species. Such assessment will need to demonstrate how the policy criteria will be met and set out any proposed mitigation in a lighting strategy.

Proposals in, adjacent, or near to areas defined as Dark Sky Discovery Sites or the SDNP's International Dark Sky Reserve must also demonstrate that there will be no significant adverse effects on the visibility of the night sky. Where appropriate, the council will seek to control the times and intensity of illumination.

Air Quality

Background

- 4.135. The council has a duty to review and assess air quality within the district, including both the plan area and that part of the South Downs National Park within its administrative boundary.
- 4.136. The council's Air Quality Action Plan and the West Sussex Transport Plan 2022-2036 both refer to the air quality issues faced by Chichester. There is currently one Air Quality Management Area (AQMA) in the plan area, located at St Pancras, Chichester. AQMAs are designated where air quality exceeds, or is likely to exceed, national air quality standards and objectives. Development within or impacting these areas, or that likely to cause the declaration of any further AQMAs, will be subject to an air quality assessment by the applicant. Similarly, where proposals have potential to cause impact through dust, particulates, polluting gases or odour or introduce sensitive uses adjacent to existing sources of such pollution, then an air quality assessment will be required. Air quality impact assessments are also required for development proposals that would generate an increase in air pollution and are likely to have a significant adverse impact on biodiversity.
- 4.137. Along with all local authorities in West Sussex, the council is a member of the Sussex Air Quality Partnership which seeks to ensure that a consistent approach is taken towards dealing with air pollution. Air Quality and Emissions Mitigation Guidance for Sussex (2021) sets out guidance on when an emissions mitigation assessment or air quality assessment is likely to be required and gives examples of appropriate mitigation. The Guidance is used in tandem with the Institute of Air Quality Management's Guidance on Land-Use Planning and Development Control: Planning for Air Quality. Applicants for development which may require either assessment are advised to contact the council for further advice.
- 4.138. There are a number of measures mentioned in the Plan's transport and accessibility and design policies (including the cycling and walking policy) which seek to encourage a reduction in car use and increase low emission transport. These measures include: cycling and walking infrastructure; electric vehicle charge points; car clubs; and behavioural change initiatives.

Policy NE23 Air Quality

Development proposals will be permitted where it can be demonstrated that all the following criteria have been addressed:

1. Development is located and designed to minimise traffic generation and congestion through access to sustainable transport modes, including maximising access to public transport routes and provision of pedestrian and cycle networks;
2. Development that creates or results in pollution including particulates, dust, smoke, pollutant gases or odour is designed to minimise and mitigate impact on the amenities of users of the site and surrounding environment including wildlife habitats to an appropriate level;
3. Where development is close to an existing use that has potential to impact on the amenity of the proposed development through dust, particulates, pollutant gases and/or odour then an air quality assessment will be required to identify the potential impact on the area and detail the mitigation measures required;
4. Where development is likely to have a negative impact on an Air Quality Management Area, or other areas of poor air quality and/or has the potential to cause an AQMA or poor air quality, then an air quality assessment will be required. The air quality assessment will need to identify the potential impact on the area and detail the mitigation measures required to avoid, reduce and where appropriate, offset the identified impact.

Noise

Background

- 4.139. It is recognised that noise exposure can cause annoyance and disturbance, impacting on the quality of life of humans and wildlife. The [Noise Policy Statement for England](#)⁽²⁵⁾ and [Planning Noise Advice Document for Sussex](#)⁽²⁶⁾ provide guidance on addressing noise issues in planning applications and where possible, improving health and quality of life through the pro-active management of noise.
- 4.140. Residential and other noise sensitive development proposals located in close proximity to noise sources, including transport, leisure, commercial and industrial operations, should be accompanied by a noise impact assessment to determine the suitability of the site for the development proposed. Development proposals, where acceptable in principle, should demonstrate good acoustic design incorporated within the scheme, informed by relevant guidance.
- 4.141. For new noise generating development proposals such as industrial and commercial uses, sites should be located an appropriate distance away from noise sensitive receptors, in accordance with the minimum considerations contained in the Planning Noise Advice Document for Sussex. When acceptable in principle, then distance and appropriate design will be important considerations in achieving an acceptable noise environment.

²⁵ Noise Policy Statement for England (NPSE) March 2010 (produced by Department for Environment Food and Rural Affairs) (gov.uk)

²⁶ Planning Noise Advice Document: Sussex November 2023 (produced by Sussex Local and Regional Authorities) (chichester.gov.uk)

Policy NE24 Noise

Planning permission will be granted where it can be demonstrated that the following criteria have been addressed:

1. Where noise sensitive development is proposed, a high-quality living environment is provided with acceptable levels of amenity for future occupiers by seeking to avoid noise that gives rise to significant adverse impacts on health and quality of life as well as no significant adverse impact on the operation of nearby noise generating uses. Where the noise sensitive development is likely to experience noise disturbance, a noise assessment will be required setting out appropriate mitigation measures.
2. Where noise generating development is proposed, any potential significant impact on the amenity and tranquillity of users of the site, by reason of noise disturbance and annoyance on the surrounding area or environment, including wildlife habitats, will be adequately mitigated or minimised to an acceptable level with details provided in a noise assessment.

For development proposed in the vicinity of Goodwood Airfield and Goodwood Motor Circuit, refer to Policy A17 for additional guidance.

Contaminated Land

Background

- 4.142. Re-use of land affected by contamination can reduce pressure on greenfield sites and make efficient use of previously developed land. Contaminated land may occur through previous use as a landfill site or due to industrial, commercial or residential use. Sites on or adjacent to land previously used for industrial or similar activities will be assumed to be potentially contaminated.
- 4.143. All potentially contaminated land should be investigated and remediated prior to development and/or during construction to a standard suitable for the proposed use. A risk assessment of the site will be required to ascertain whether there is potentially unacceptable risk to human health and the environment and to identify if proposed remedial measures to mitigate and monitor the risk are necessary. Investigations should be carried out in accordance with relevant guidance and standards.
- 4.144. Developers are encouraged to enter pre-application discussions with the council to establish the level of information required for sites before submission of a formal planning application. For some sites, the council will not determine an application until the relevant site investigation and risk assessment documentation has been considered by the council.

Policy NE25 Contaminated Land

Development proposals requiring the remediation of contaminated land will be supported where it is demonstrated that the following criteria have been addressed:

1. An appropriate site investigation has been completed to identify and quantify potential sources of contamination within the site; and
2. A risk assessment of the site investigation data has been undertaken and used to inform any necessary remediation measures so as to achieve an acceptable level of risk of contamination for future users of the site, the surrounding area and the environment.

Chapter 5: Housing

Meeting Housing Needs

Background

- 5.1. The local housing need for the plan area is 638 dwellings per annum⁽²⁷⁾ (dpa), which is a starting point for determining the housing requirement. This excludes any unmet need arising from the Chichester District part of the South Downs National Park. The plan period is from 2021/22 – 2038/39 giving a total requirement of a minimum of 11,484 dwellings. From the start of the plan period (1 April 2021) to 31 March 2024 there have been 2,326 completions, leaving a residual need of 9,158 dwellings to be delivered.
- 5.2. The housing requirement is stepped, with an annualised requirement for the years 2021/22 to 2029/30 of 575 dpa, stepping up to 701 dpa for the years 2030/31 to 2038/39.
- 5.3. In order to meet the requirements of the duty to cooperate the council has liaised with neighbouring authorities during the preparation of the Plan.
- 5.4. The council will continue to work with other local authorities in the West Sussex and Greater Brighton Strategic Planning Board to address the objectively assessed need for housing and other development needs arising in this area.

²⁷ Housing and Economic Development Needs Assessment (April 2022)

Policy H1 Meeting Housing Needs

The housing requirement for the plan area is to provide for at least 11,484 dwellings (638 dwellings per annum) to be delivered in the period 2021/22 – 2038/39 stepped as follows:

575 dpa for the years 2021/22 to 2029/30

701 dpa for the years 2030/31 to 2038/39.

- 5.5. The Plan period runs from 2021/22 – 2038/39. To ensure a continuous supply of housing over the plan period, a number of sources of supply have been identified. These include new strategic allocations made in this Plan, allocations from the adopted Local Plan 2014-2029 (brought forward into this Plan), existing commitments, sites to be identified at a parish level through neighbourhood plans, sites to be identified through a Site Allocation DPD/review of the Local Plan, land to be identified through the Southbourne Allocation DPD and sites not yet identified that are likely to come forward through the development management process in accordance with the policies of this Plan ('windfalls'). The number of completions above or below the housing requirement, since the base date of the plan, will be taken into account when calculating the council's 5 year housing land supply position on an annual basis.

Table 5.1 Housing Supply

Housing supply
Part of the housing requirement will be met through: • 2,326 completions since 1 April 2021; and • 5,257 commitments as at 31 January 2025. This includes planning permissions, allocations brought forward from the 2015 Local Plan, and extant allocations from the Site Allocation DPD 2014-2029 and 'made' Neighbourhood Plan allocations. This leaves a residual of 3,901 dwellings which will be met through new strategic site allocations in Policy H2, windfall sites and from subsequent development plan documents: • Southbourne Allocation DPD in accordance with Policy A13; • sites allocated through neighbourhood plans or a future Site Allocation DPD in accordance with Policies H3, A2, A12, and A15; and • sites allocated through the Site Allocation DPD or a review of the Local Plan (whichever is sooner).

Strategic Locations/Allocations

- 5.6. In order to achieve the levels of housing supply required to meet the housing requirement, it is necessary to make provision for larger scale development in the plan area. In total the Plan provides for at least 7,500 dwellings to come forward from such sites, including allocations carried forward from the 2015 Local Plan. These strategic locations and allocations are summarised below with the detail for each site in Chapter 10.
- 5.7. Developments of 5 or more dwellings will be counted against the parish housing requirements. Developments of less than 5 dwellings will not count against the parish housing requirements as they are already taken into consideration in an allowance made for future delivery from windfall small sites.
- 5.8. Policy H2 sets out the gross dwelling numbers for each strategic location/ allocation. Details of any extant permissions are set out in the supporting text of relevant policies in Chapter 10, including any implications these have for dwelling numbers. Note: some large-scale strategic development is currently expected to be provided for through neighbourhood plans.

Policy H2 Strategic Locations/ Allocations 2021 - 2039

Strategic site allocations carried forward from the 2015 Local Plan:

Reference	Location	Dwellings
A7	Land at Shopwyke	585
A9	Land at Westhampnett/ North East Chichester	500
A14	Tangmere Strategic Development Location (Land West of Tangmere)	1,300 ⁽²⁸⁾
A6	Land West of Chichester	1,600

The following new strategic sites are allocated:

Reference	Location	Dwellings
A11	Land at Highgrove Farm, Bosham	245 ⁽²⁹⁾
A8	Land East of Chichester	680
A10	Land at Maudlin Farm, Westhampnett	265
A4 and A5	Southern Gateway	180

A broad location for development (BLD) is identified as follows, with the allocation of a site within the BLD to be identified through the Southbourne Allocation DPD:

Reference	Location	Dwellings
A13	Southbourne Broad Location for Development	1,050

The following strategic locations have been identified where neighbourhood plans, or a Site Allocation DPD/review of the Local Plan, will be prepared to identify the sites required:

Reference	Location	Dwellings
A2	Chichester city	270
A12	Nutbourne and Hambrook (Chidham and Hambrook Parish)	300
A15	Loxwood	220

In order to demonstrate delivery of the housing requirement, in instances where work on a neighbourhood plan stalls, the plan is turned down by the community at the referendum stage, or the parish council hands back the allocation of housing to the council, sites will be identified and a review of settlement boundaries will be undertaken by the council in the Site Allocation DPD or review of the Local Plan (whichever is sooner).

²⁸ Additional 300 over previous allocation of 1,000.

²⁹ An additional 245 to the 50 allocated in the Policy BO1 Site Allocation DPD 2014 – 2029 (total of 295)

Non-strategic Parish Housing Requirements

- 5.9. The responsibility for identifying sites suitable for housing is assumed at a parish level in order to address the needs of local communities. In accordance with the Local Plan settlement hierarchy, it is intended that such new housing should generally be directed primarily towards the larger, more sustainable settlements.
- 5.10. The gross housing requirement for each parish is set out in the policy below. Some flexibility may be allowed for minor amendments to housing numbers for individual parishes subject to the detailed investigation and assessment of potential sites through neighbourhood plans and in the subsequent Site Allocation DPD. Paragraph 5.7 also applies to Parish Housing Requirements.
- 5.11. Extant permissions for 5 dwellings or more within each parish since 1 April 2021 are deducted from the requirement. The net number for each parish, as at 31 January 2025, is set out in table 5.2.

Policy H3 Non-Strategic Parish Housing Requirements 2021 - 2039

Housing allocations will be identified to help provide for the needs of local communities in accordance with the parish housing requirements minus extant permissions for 5 dwellings or more within the parish since 1 April 2021. Suitable sites will be identified either through neighbourhood plans or a subsequent development plan document.

Parish	Housing Figure
Boxgrove	50
Fishbourne	30
Kirdford	50
North Mundham	50
Plaistow and Ifold	25
Westbourne	30
Wisborough Green	75
Total	310

In order to demonstrate delivery of the housing requirement, in instances where work on a neighbourhood plan stalls, the plan is turned down by the community at the referendum stage, or the parish council hands back the allocation of housing to the council, sites will be identified and a review of settlement boundaries will be undertaken by the council in the Site Allocation DPD or review of the Local Plan (whichever is sooner).

Table 5.2 – Parish Housing Requirements – Gross and Net Figures as at 31st January 2025

Parish	Housing Requirement (gross)	Extant Permissions as at 31 st January 2025	Housing requirement (net) as at 31 st January 2025
Boxgrove	50	26	24
Fishbourne	30	0	30
Kirdford	50	0	50
North Mundham	50	105	0
Plaistow and Ifold	25	0	25
Westbourne	30	12	18
Wisborough Green	75	8	67

- 5.12. Suitable sites and locations for development will be identified meeting the criteria set in Policy S1 and Policy S2 (Spatial Development Strategy and Settlement Hierarchy) and other policies in the Plan. It is intended that the identification of sites and phasing of delivery will be determined by local communities through neighbourhood planning in consultation with the council. In areas where parish councils do not wish to prepare their own neighbourhood plan, the council will work with the parishes to identify sites in a subsequent development plan document. Housing sites for Chichester city will be allocated through the preparation of a subsequent development plan document and may include sites adjoining the Chichester city settlement boundary in neighbouring parishes (including sites separated from the settlement boundary by the A27).

Longer Term Growth Requirements

- 5.13. This Plan considers the development needs of the plan area up to 2039. Beyond the Plan period additional planned provision for housing will be required. During the course of preparing this Plan, it has become apparent that it may not be appropriate in the longer term to continue to rely completely on similar sources of supply such as urban extensions and urban intensification given their cumulative environmental, infrastructure, landscape and historic character impacts.
- 5.14. In order to be in a position to update this Local Plan the council will need to consider future population and household growth. At the same time, the requirement for sufficient homes to house a local workforce without relying on excessive in-commuting to the District's workplaces will need to be considered. The continual evolution of National Planning Policy also presents challenges. Plans for Devolution and Local Government Reorganisation will change the strategic planning context in which any future reviews of this plan may be undertaken.
- 5.15. As indicated at paragraph 5.4, the West Sussex and Greater Brighton Strategic Planning Board has been commissioned to prepare the evidence base for the Local Strategic Statement 3 (LSS) for the longer term period 2030-2050. This work will, if progressed, involve neighbouring authorities, which may provide a strategic context in which to plan for the district's future after 2039 and present one option for dealing with future housing growth. Similarly, the council will continue to work bilaterally with neighbouring authorities in seeking to find cross boundary strategic solutions to future growth requirements.
- 5.16. In addition to the investigation of strategic solutions to address the longer-term development needs, in order to facilitate the identification of possible new development specifically within the Chichester plan area, the following considerations are set out to guide potential discussions leading up to the preparation of a future review of this Plan:
- Sufficient scale to support potential long-term development needs arising and support the provision of key infrastructure and community facilities;
 - Comprehensively planned in consultation with existing communities and key stakeholders;
 - Sustainable, inclusive and cohesive communities promoting self-sufficiency and with high levels of sustainable transport connectivity;

- Inclusion of on-site measures to avoid and mitigate any significant adverse impacts on nearby protected habitats;
- Provision of a mix of uses to meet longer term development needs
- Maintain the plan area's distinctive identity;
- A layout and form of development that avoids coalescence with existing settlements within and adjacent to the plan area and does not undermine their separate identity; and
- Respects the historic and landscape character and conserves and where possible enhances the character, significance and setting of heritage assets.

Affordable Housing

Background

- 5.17. Improving the provision of and access to suitable housing is one of five key priorities identified in the council's Corporate Plan. The council is the strategic housing authority for the whole of the district and through its Housing Strategy, seeks to address a range of statutory responsibilities, including the prevention of homelessness and the management of housing need.
- 5.18. House prices and rents in the plan area continue to grow and remain high compared to average household incomes – the Housing and Economic Development Needs Assessment (HEDNA) 2022 confirms that house prices are 14 times average earnings for those working in the district. Rental costs are slightly lower than the regional average but notably higher than the national average. This means housing is unaffordable to many people in the plan area.
- 5.19. The HEDNA 2022 identifies a need for approximately 200 social and affordable rented houses per annum for the plan area (to 2039). To help meet this need, the provision of affordable housing will be required as set out in Policy H4.
- 5.20. Affordable housing should be indistinguishable from market housing in terms of the location, external appearance, design, standards and build quality and should meet all requirements of the design policies and national design guidance.
- 5.21. Neighbourhood Plans can set out higher requirements for affordable housing provision (in terms of the amount of units to be delivered on sites), where local evidence of need and viability supports this.

Tenure

- 5.22. In accordance with national policy, 25% of the affordable housing provision will be made up of first homes. First homes must be discounted by a minimum of 30% against market value, the first sale price must be no higher than £250,000 and the First Home must be sold to a person who meets the eligibility criteria. A S106 agreement will be entered into to secure the necessary restrictions on the use and sale of the property.
- 5.23. The remaining 75% of affordable housing provision will be made up of an appropriate mix of affordable rent/social rent and shared ownership. Other forms of affordable home ownership products will also be considered, although this should not be at the expense of social rent. The HEDNA demonstrates the importance of providing affordable rented properties, especially social rent. In order to provide clarity, the required tenure mix has been set out in the policy. However, this can be negotiated on a case-by-case basis where necessary, subject to appropriate justification, in liaison with the council's Housing Department.

Policy H4 Affordable Housing

Provision of affordable housing will be required as set out in criteria 1 to 4 below and in accordance with the type, mix and tenure requirements set out in Policy H5 (Housing Mix).

1. On-site affordable housing provision will be required on sites of 10 dwellings or more, or sites of 0.5 hectares or more at the following percentages:
 - a) North of the Plan Area – 40% on greenfield sites, 30% on previously developed land.
 - b) South of the Plan Area – 30% on greenfield sites, 20% on previously developed land.

Strategic Locations/Allocations will make provision as per the requirements set out above unless otherwise stated in the site-specific allocation policy.

2. On sites of 6 to 9 dwellings, in areas designated as rural areas as shown in Appendix B, the council will seek an equivalent financial contribution for the provision of affordable dwellings as a commuted sum.⁽³⁰⁾
3. Where the affordable housing calculation results in fractions of homes, the fraction will be sought as an equivalent commuted sum.
4. Where the affordable housing requirement causes a proposal to be financially unviable, developers must assess the below options in order of preference:
 - a) Establish if any public subsidy is available to deliver a policy compliant mix;
 - b) Alter the tenure mix within the affordable housing percentage required by the policy;
 - c) Reduce the overall percentage of housing provided as affordable units;
 - d) Provide a financial contribution for affordable housing to be delivered off-site.

Commuted sums will only be accepted in very exceptional circumstances if supported by evidence, including, where appropriate, viability evidence. If it can be demonstrated that affordable housing on site is not appropriate, development of affordable dwellings on another site may be considered. If this is not achievable, the council will seek a financial contribution to enable provision of affordable homes elsewhere in the plan area, this is to be calculated in accordance with the latest information on the council's website. The council will expect the requirements of criterion 4 to be demonstrated through an 'open book' process. An independent valuer appointed by the council, at the developer's cost, will provide an independent viability assessment.

Tenure

25% of the affordable housing provision will be made up of first homes, which will be available to first-time buyers at a minimum of 30% discount from market value and accord with other national policy requirements concerning first homes.

The tenure split of affordable housing should be as follows:

- 25% first homes

³⁰ See website for information about calculation of commuted sum.

- 35% social rent
- 22% affordable rent
- 18% shared ownership

Planning permission can be granted for an alternative tenure split provided that robust evidence demonstrates that a different split is more suitable, for example where it is appropriate in order to meet local needs.

Opportunities should be taken to include a proportion of affordable older persons accommodation as part of the affordable housing provision, particularly involving care provision.

Other forms of affordable home ownership will be considered if a suitable justification can be provided, though this should not be at the expense of the social rented component of the tenure mix set out above.

Sub-division of sites

Where a site has been sub-divided or is not being developed to its full potential so as to fall under the affordable housing threshold, the council will seek a level of affordable housing to reflect the provision that would have been achieved on the site as a whole had it come forward as a single scheme for the allocated or identified site.

Housing Mix

Background

- 5.24. The council will seek to ensure that new housing reflects the need and demand of the plan area's existing and future communities and provides an improvement to the quality and mix of new market and affordable housing in the plan area.
- 5.25. The mix of dwellings on all development sites is expected to reflect the recommendations of the most recent Chichester Housing and Economic Development Needs Assessment (HEDNA). The HEDNA provides a detailed assessment of housing need; referring to housing size and type by tenure, for the long-term needs of the plan area, although it is recognised that these may change over time.
- 5.26. In relation to market dwellings, the HEDNA (2022) sets out that the parameters for housing mix should be as follows:
- 1-bedroom: 5-10%
 - 2-bedrooms: 30-40%
 - 3-bedrooms: 35-45%
 - 4+-bedrooms: 15-20%
- 5.27. In terms of affordable housing, the HEDNA provides important background information and should heavily inform the size and type of the affordable units provided. However, it will also be important to have due regard to the housing register, especially as this is particularly pertinent in relation to the current affordable housing need, and at the time of the adoption of the plan the greatest need is for 1-bedroom units. The specific mix of affordable units should be agreed with the council's Housing Department, who can also provide details of the current level of affordable housing need.
- 5.28. It is acknowledged that in applying the recommended housing mix to individual development sites, regard should be had to the nature of the development site, the character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level. The figures in the HEDNA should therefore be used as a monitoring tool to ensure that future delivery is not unbalanced. Where an alternative mix is proposed, applicants will be expected to provide justification as part of the planning application process.
- 5.29. Changing demographics are expected to be a key influence over the plan period. Occupancy patterns show that a high percentage of owner-occupied properties have more bedrooms than they require. There are likely to be opportunities to provide types and sizes of dwellings which will be attractive to older residents and encourage downsizing, consequently enabling some larger homes to be potentially released for families to occupy.

Policy H5 Housing Mix

1. For new market and affordable residential development, homes must be delivered of an appropriate type and size, consistent with the most up to date HEDNA or a parish local housing need study, to address identified local needs and market demand.
2. The mix of affordable units provided should also pay due regard to the current Housing Register.
3. Planning permission can be granted for an alternative mix provided that:
 - a) robust evidence of local housing need demonstrates that a different mix of dwellings is required to meet local needs and demand for specific types, tenures and sizes of housing to contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists; or
 - b) it addresses need and demand for affordable, market housing including self-build and custom-build housing, older person and specialised housing.

Where a development site has been divided into parts, or is being delivered in phases, the area to be used for determining whether this policy applies will be the whole original site.

Self Build and Custom Homes

Background

- 5.30. The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) requires the council to keep a register of individuals and associations of individuals who are seeking to acquire serviced plots of land in the authority's area. The council must grant permission for enough suitable serviced plots of land in order to meet the demand within 3 years of the end of each base period.
- 5.31. In order to ensure that needs are met a variety of approaches will be pursued:
- Provision of plots at new Strategic Allocations (Policies A8, A10, A11 and A13), this will make provision for current need which focuses on Chichester and the surrounding parishes.
 - Requiring future strategic scale housing sites (200 dwellings or more) not included above to make provision for self and custom build dwellings in order to ensure a pipeline of future supply. The scale of the requirement in such instances is reflective of the current level of need in order to ensure a consistent approach.
 - By encouraging provision through the neighbourhood plan process, as it is considered that the neighbourhood planning process is well placed to identify needs at the local level and respond to that either via specific allocations or bespoke local level policies.
 - There will also be opportunities for future provision via the future Site Allocations DPD, which will be underpinned by a call for sites process.

Policy H6 Custom and/or Self Build Homes

New sites over 200 units which are allocated in the Local Plan will be required to provide self and custom build serviced plots as set out in the relevant site-specific allocation policies.

In the event that any housing sites come forward for development that are strategic in scale (over 200 residential units), and that are not allocated in this Plan, 5% of market units provided should be self/custom build.

Self and custom build serviced plots will also be encouraged as part of other residential development sites, though there is no requirement for a specific number of plots.

Plots/units must be extensively marketed at a reasonable value for at least 12 months. For the first two months of this marketing period, the plots will be prioritised to individuals and associations of individuals on the council's self-build register. Where the council agrees that the plots have been appropriately marketed (for a period of not less than 12 months) and have not sold within this time period these plots may be built out as conventional market housing (this option is not available for plots granted via the exception sites criteria referred to below).

The provision of custom and self-build plots via the neighbourhood planning process is encouraged, particularly where a need can be demonstrated via the council's Custom and Self-Build Register, or via evidence gathered as part of the neighbourhood planning process.

A serviced plot of land is a plot of land that either has access to a public highway and has connections for electricity, water and wastewater, or, in the opinion of a relevant authority, can be provided with access to those things within the duration of a development permission granted in relation to that land.

Affordable Housing on Exception Sites

Background

- 5.32. Exception sites allow homes to be built on sites which are not allocated for development in the Local Plan. Exception sites meet a specific, local need and are located outside the existing settlement boundary. Policy H7 applies to first homes exception sites and rural exception sites, and each element of the policy addresses the specific issues and requirements pertaining to such sites.
- 5.33. Exception sites are offered at below market value to provide affordable homes for local people. Proposals for exception sites (as defined in the NPPF) must meet an identified local housing need in the parish in which they are proposed. For both first homes and rural exception sites, occupiers will need to demonstrate a local connection, which may be as a result of residency, having family or employment in the local area. For the purposes of rural exception sites, a 'local connection' is set out in the rural allocations policy contained in the council's allocations scheme⁽³¹⁾. For first homes exceptions sites, guidance on First Homes is available from the council's Housing team⁽³²⁾.
- 5.34. Applications must be accompanied by appropriate evidence to demonstrate that the scale and mix of housing proposed will meet a local need. This should be based on information from the council's housing register or an up-to-date parish housing needs survey that has been approved by the council as housing authority.
- 5.35. Homes built on exception sites must remain available for their intended use in perpetuity. This requirement will be secured through a legal agreement as part of the planning application process.
- 5.36. First homes exception sites can come forward on unallocated land outside of a local or neighbourhood plan. First homes exception sites will not be permitted in 'designated rural areas', this means Areas of Outstanding Natural Beauty and National Parks and other areas designated as 'rural' under Section 157 of the Housing Act 1985 (as shown at Appendix B). In contrast, rural exception sites can be located in a National Park or an AONB. National policy sets out that First homes exception sites need to be 'primarily' for First homes and hence can include a small market housing component where it can be demonstrated it is necessary to ensure overall viability. The inclusion of a market housing component will need to be robustly justified, taking into account the requirements set out in this regard in national policy and guidance.
- 5.37. To ensure deliverability, applicants must also demonstrate that the proposal is economically viable. Due to their location, rural exception sites must be owned and managed by an approved Registered Provider or incorporated Community Land Trust. Rural exception sites must provide affordable housing for local households in perpetuity; consequently, the homes must be secured through a s106 agreement with an accompanying Nomination Agreement with the Registered Provider that provides the nomination criteria for the homes.

³¹ <https://www.chichester.gov.uk/applyhousingregister>

³² <https://www.chichester.gov.uk/housingtobuy#firsthomes>

- 5.38. In assessing the suitability of proposed affordable housing exception sites, consideration will be given to the existing and potential supply of affordable housing from other sites within the settlement. Where the area has a defined settlement boundary, proposals must demonstrate that there are no alternative sites available within the settlement. Priority should be given to sites located adjacent to the settlement boundary and in all circumstances, sites should be well related to the settlement, local services and facilities. Where suitable sites are unavailable, the local housing need may be met in another settlement within 5 miles or their local sub-area.
- 5.39. Outside settlement boundaries, schemes will only be permitted if the council is satisfied that the existing affordable housing stock will not meet the current local housing need, and where the scheme can be considered to be well-integrated with the settlement. Proposals for affordable housing exception sites will not be permitted in scattered or isolated locations.
- 5.40. The scale of the development should be proportionate to the size of the settlement. Proportionate should be determined with regard to the form, scale and established pattern of the settlement. However, sites will be unlikely to be considered proportionate in size if they would lead to an increase in the number of homes in a settlement by more than 5%, or if they would have an area exceeding 1ha. In assessing this, account will also be taken of extant unimplemented permissions in the settlement. Proposals should be of a high standard of design and environmental sustainability, and respect the form, scale and character of the surrounding settlements and countryside.

Policy H7 Rural and First Homes Exception Sites

1. Proposals for affordable housing on rural exception sites will be supported where all of the following criteria are met:
 - a) There is an identified local housing need which cannot be met by existing, allocated or permitted affordable housing provision;
 - b) The number, size, type and tenure of affordable homes should be based on robust and up to date evidence of local need;
 - c) Occupiers can demonstrate a local connection;
 - d) The homes will remain affordable in perpetuity;
 - e) The site is located adjacent or as close as possible to the existing settlement boundary and does not result in scattered or isolated development in rural areas; and
 - f) The scale of the proposal is proportionate to the existing settlement, reflects the landscape character of the area, and would be well related to the existing settlement.
2. Proposals for first homes exception sites, except in designated rural areas, will be supported where all of the following criteria are met:
 - a) The site delivers primarily first homes;
 - b) There is a need for first homes which is not being met elsewhere in the plan area;
 - c) The homes will remain first homes in perpetuity;
 - d) The first homes provided are occupied by first-time buyers who meet the local connection test;
 - e) The site is located adjacent or as close as possible to the existing settlement boundary and does not result in scattered or isolated development in rural areas; and
 - f) The scale of the proposal is proportionate to the size of the existing settlement to which it is adjacent, reflects the landscape character of the area and would be well related to the settlement.

Applications for exception sites that propose the inclusion of a small proportion of market housing will be expected to provide robust evidence that the site would be unviable without such housing being included.

Specialist Housing

Background

- 5.41. Specialist housing caters for people with specific accommodation needs. Specialist housing includes homes for older people, such as extra care housing, homes for those with disabilities or specialist support needs, residential institutions, houses of multiple occupation and hostels. The council will work with partners to identify and secure provision of suitable sites for specialist housing.

Housing for older people

- 5.42. The Housing and Economic Development Needs Assessment (HEDNA) 2022 estimates the greatest population increase in the district by 2039 to be those in age groups 75 and over. To support an ageing population there should be provision of suitable housing options for the differing needs of individuals, including:
- Sufficient adaptable and/or accessible market housing stock so that those wishing to remain in their own homes can do so as their needs change;
 - Smaller homes, for those wishing to downsize, and bungalows;
 - Extra care housing, for those able to live relatively independently but requiring on-site support;
 - Care homes, for those needing additional support.
- 5.43. Policy H10 (Accessible and Adaptable Homes) requires development to deliver adaptable and accessible dwellings, supporting delivery of more accessible long-term housing options.

Extra Care Housing

- 5.44. To help provide accommodation for those of different ages and with different support needs, West Sussex County Council supports the provision of extra-care housing rather than traditional care homes. The provision of extra-care accommodation on a mixed tenure basis will be encouraged, in Chichester city and settlement hubs (as defined in the Local Plan settlement hierarchy) to meet the needs of extra-care housing in the Chichester plan area.

Students

- 5.45. The student population of Chichester University was recorded at 4,400 full-time students in 2020⁽³³⁾. Students live at home, in purpose-built accommodation on campus, rent rooms in private shared houses or have alternative accommodation arrangements. Whilst students should have a choice of accommodation, this should be balanced with the housing needs of the general population.
- 5.46. The growth of students living in the private rented sector in Chichester has influenced the dynamics of the housing market in the city and the supply of entry-level market housing, increasing pressure on the private rented sector. To minimise the pressure on the existing housing stock it is desirable that any significant increase in full time student

³³ Source: Chichester HEDNA April 2022

numbers is matched by the provision of purpose-built student accommodation, in appropriate and sustainable locations.

Houses in multiple occupation

- 5.47. Houses in multiple occupation (HMOs) are dwellings lived in by more than one family or groups of individuals who share facilities such as a kitchen or bathroom. They provide a valuable source of accommodation to meet the needs of some of our local population. They can offer a more affordable way to live, particularly for students, low paid workers and key workers who cannot afford to access housing on the open market.

Retention of specialist residential accommodation

- 5.48. It is evident that, alongside the need for additional specialist residential accommodation to be provided, the plan area experiences significant demands on its existing stock of specialist residential accommodation, for example the change of use of care homes to open market residential development. This can be attributed to a number of different factors including changes in the demographic profile of the plan area and increasing demands being placed on operators of specialised accommodation.
- 5.49. Taking account of the need to create and retain a mix of residential accommodation to provide for the different needs of communities within the plan area, the Local Plan sets out a presumption in favour of retaining this residential accommodation. However, there may be circumstances where an alternative use is acceptable. Further guidance is set out in Appendix C.

Policy H8 Specialist Housing

All housing sites over 200 units, including those allocated in this plan, will be required to provide specialist accommodation for older people to include a support or care component. The specific type and amount of accommodation required will depend on the size and location of the site.

Proposals for specialist housing, such as homes for older people, student, HMOs or essential worker accommodation⁽³⁴⁾, and other groups requiring specifically designed accommodation will be supported where the following criteria are met:

1. There is an identified need as set out in the most up to date HEDNA or a parish local housing need study;
2. It will not lead to a concentration of similar uses in an area that would be detrimental to the character or function of an area and/or residential amenity;
3. It is in close proximity to everyday services, connecting by safe and suitable walking/ cycling routes or public transport for the intended occupier;
4. It can be demonstrated that the development is designed to provide the most appropriate types of support for the target resident;
5. It can be demonstrated that revenue funding can be secured to maintain the long-term viability of the scheme (if relevant to the type of accommodation proposed); and
6. The scheme is supported by the relevant agencies (if relevant to the accommodation type to be provided).

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

³⁴ Those meeting the essential local worker definition as set out in the [NPPE](#)

Accommodation for Agricultural, Horticultural and other Rural Workers

Background

- 5.50. As a largely rural area there is often a need for accommodation for workers related to agriculture, horticulture, forestry, equestrian activities or other rural based enterprise. This accommodation may require a location in the countryside or within a Horticultural Development Area (HDA) where new residential development would not otherwise be permitted. In such cases, applications for new residential development, 'replacement dwellings', or the conversion of an existing building will be required to demonstrate an essential need for the accommodation. Whether this is essential in any particular case will depend on the needs of the enterprise concerned and not on the personal preferences or circumstances of any of the individuals involved. It must be proven that there is a clear need for the rural worker to live near or at their place of work in the countryside or HDA in order to perform their employment role.
- 5.51. Planning permission for new temporary, seasonal or permanent occupational accommodation in the countryside or HDA will be assessed thoroughly with the aim of detecting attempts to abuse (e.g. through speculative proposals) the concession that the planning system makes for such accommodation. In particular, it is important to establish whether the stated intentions to engage in farming, horticulture, forestry or any other rural based enterprise are genuine, are reasonably likely to materialise and are capable of being sustained for a reasonable period of time. The evidence required to be included is outlined in Appendix C.
- 5.52. The council will investigate the history of the holding to establish the recent pattern of land use and whether any dwellings or buildings suitable for conversion or occupation have recently been sold separately from the farmland. In order to retain the property for its intended use, a restrictive condition will be included on any such planning approval limiting its occupation to a person solely or mainly, or last working in agriculture, horticulture, forestry or a rural enterprise.
- 5.53. There may be circumstances where housing currently restricted to occupation by agricultural, horticultural or other rural workers is no longer required for its original purpose. In such circumstances, any application to remove a restrictive occupancy condition for any dwelling in the countryside will need to demonstrate that the need for which the dwelling was approved originally, no longer exists. Evidence as specified in Appendix C will be needed to support any application to vary or remove a restrictive occupancy condition.

Policy H9 Accommodation for Agricultural, Horticultural and other Rural Workers**1. New Accommodation**

Development proposals which are necessary to meet the temporary, seasonal or permanent accommodation needs of persons working solely or mainly in agriculture, horticulture, forestry or other businesses requiring a countryside or Horticultural Development Area location, will be granted where all the following criteria have been addressed:

- a) Provision of accommodation on-site or in the immediate vicinity of the rural business is essential for its effective operation;
- b) No suitable accommodation exists, could be made available in established buildings on the site or in the immediate vicinity, or has been disposed of within a reasonable period of time prior to the submission of the development proposal;
- c) Clear evidence is provided of the economic viability of the rural enterprise and the accommodation is essential for the continued viability of the business;
- d) The accommodation is of a size commensurate with the operational requirements of the business;
- e) The siting and landscaping of any new accommodation is well-related to the existing business building/s or other on-site dwellings and minimises the impact to the character and appearance of the countryside, ensuring no adverse impact on designated sites; and
- f) The supporting information as set out in Appendix C has been provided.

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

2. Existing Accommodation

Planning permission for the removal of a restrictive occupancy condition on accommodation for agricultural, horticultural or other rural workers will only be granted where it can be demonstrated that:

- a) That there is no longer a continued need for the accommodation or for the rural business; and
- b) The property has been marketed for an appropriate period at an appropriate price for its use as accommodation tied to a rural business and evidence of marketing can be produced in accordance with Appendix C.

Accessible and Adaptable Homes

Background

- 5.54. Housing should be adaptable to meet the needs of the population within the plan area. The Housing and Economic Development Needs Assessment (HEDNA) 2022 estimates a significant increase in the number of households containing someone with a long-term health problem or disability, living with dementia or with mobility problems. The council is seeking to maximise the provision of suitable housing in order to address this need. However, this does have viability implications, which moderates the level of provision which can be made. The Government have confirmed that following the consultation 'Raising accessibility standards in new homes' there will be a requirement for all new homes to meet Part M4(2) (Accessible and Adaptable dwellings) of the Building Regulations, to ensure they are suitable for a wide range of occupants.
- 5.55. The HEDNA 2022 estimates an increased need for wheelchair adapted housing. Again, viability consideration place limits on the extent to which this need can be met. To help meet this need, 5% of affordable dwellings will be required to meet Part M4(3) ((2)(b)) (Wheelchair Accessible) of the Building Regulations.
- 5.56. Wheelchair accessible homes to be delivered through affordable housing must only be provided where the council is able to nominate a person to live in the dwelling. This should be discussed with the council during the pre-application/application process.
- 5.57. It is recognised there may be applications with site-specific considerations such as site topography, which make the provision of homes designed to meet the enhanced accessible standards infeasible. In these cases, applicants are advised to seek pre-application advice in order to ascertain whether additional information is likely to be required as part of their application submission.
- 5.58. Applications for major development must include a schedule of accommodation identifying the specific standard under M4 of the Building Regulations that each dwelling will meet.
- 5.59. To ensure compliance with the standards, the council must be provided with plans certified for compliance and/or written confirmation from an appointed building control body that the specifications for each dwelling meet the relevant standard. Where necessary, this will be secured through a performance-based condition prior to occupation.

Policy H10 Accessible and Adaptable Homes

On all residential development sites:

- a) 5% of affordable housing must meet wheelchair accessibility standards M4(3)((2)(b)) where there is an identified need on the Housing Register and the council will have nomination rights;
- b) all remaining dwellings must meet accessibility and adaptability standards M4(2)⁽³⁵⁾

Where it is not possible to provide dwellings at M4(3) Building Standards on site, an equivalent off-site contribution should be provided⁽³⁶⁾.

³⁵ [Building Regulations 2010 Approved Document M - Access to and use of buildings \(or subsequent updates\)](#)

³⁶ See website for information about calculation of commuted sum (chichester.gov.uk).

Meeting Gypsies, Travellers and Travelling Showpeople's Needs

Background

- 5.60. Gypsies, travellers and travelling showpeople have specific accommodation needs. There are a large number of gypsies and travellers within the plan area, some of which constitute well established communities with extensive family ties within the plan area. However, the council has also experienced considerable amounts of in-migration. Traveller pitches have tended to become clustered in particular parishes, namely Birdham, Funtington, Sidlesham and Westbourne (including a considerable number of unauthorised pitches). There are also two large public sites located within the plan area at Easthampnett and Westbourne. There is also a large travelling showpeople site in Southbourne parish.
- 5.61. The Government's Planning Policy for Traveller Sites (PPTS 2024) requires councils to assess and meet gypsy, traveller and travelling showpeople's accommodation needs. Meeting this need has the same level of importance as every other housing need within the plan area. PPTS was updated in 2023 and then again in 2024, to the effect that the definition of travellers for planning purposes now includes again those gypsies and travellers who have ceased to travel permanently, and also all other persons with a cultural tradition of nomadism or of living in a caravan.

Meeting the Needs of Gypsies, Travellers and Travelling Showpeople

- 5.62. A new Gypsy and Traveller and Travelling Showpeople Accommodation Assessment was completed in 2022 (GTAA) in order to inform the new Local Plan, which builds on the previous joint study undertaken in 2018/19, which was produced on behalf of a group of Coastal West Sussex Authorities. The need requirement, as per the new GTAA is set out below. The latest GTAA is based on the definition of travellers as set out within PPTS 2015, as that was the relevant version at the time the GTAA 2022 was completed, however, the consultants who prepared it have subsequently updated the need figures to reflect the amendments made to PPTS in 2023. The amendments to PPTS in 2024 were not relevant for the purposes of the Examination and hence the Plan is not informed by those amendments.

Table 5.3 Additional pitch provision required in the plan area to accommodate gypsies and travellers

	2024 – 29 ⁽³⁷⁾	2029 – 34	2034 – 39	Total
Households who meet the PPTS 2023 definition ⁽³⁸⁾	95	17	18	130
Households whose status is unknown but may meet the PPTS 2023 definition	2	1	1	4
People living in caravans but established in the GTAA as not meeting the PPTS 2023 definition.	16	4	4	24

³⁷ This includes the figure from the base date of the GTAA, which is 2022, so this period is effectively a 7 year period.

³⁸ This category includes a proportion of the undetermined need (68%), as per the methodology used by the consultants who produced the GTAA.

Table 5.4 Additional plot provision required in the plan area to accommodate travelling showpeople

	2024 – 29	2029 – 34	2034 – 39	Total
Households who meet the PPTS 2023 definition	24	4	5	33
Households whose status is unknown but may meet the PPTS 2023 definition	2	2	3	7
Travelling showpeople established in the GTAA as not meeting the PPTS 2023 definition.	0	0	0	0

- 5.63. Given the high level of need within the plan area the council has had to utilise a wide range of options for meeting this need. This entails providing pitches on the strategic housing allocation sites, supporting increases in the density of pitches on existing authorised sites which have been assessed as being acceptable in principle for additional pitches, and allowing pitches to come forward on a case-by-case basis.
- 5.64. While a wide range of sites have been promoted for new allocations, and also considered for intensification, only a limited number have been considered to be acceptable. These sites are considered in the section below and assessed in detail as part of the evidence base.
- 5.65. The provision of pitches on the strategic housing allocations is considered to be an effective and sustainable mechanism for providing pitches, as it will ensure that the occupants will have good access to facilities and will ensure integration with the settled community. However, the council cannot rely heavily on that approach, as it will be less effective at meeting the short-term needs. The policy below sets out the framework for the delivery of traveller pitches on the strategic housing allocations. Traveller pitches should be planned for at the outset of the development, and must not be provided on public open space or other parts of the site safeguarded for other purposes. Pitches should be provided in small clusters of 3 – 4 pitches in order to ensure that travellers can live together as family units. However, larger clusters could be considered if they are provided as part of a high-quality, well-managed scheme, for example provided by a housing association.
- 5.66. In addition, sites for mixed residential and business uses will be considered where appropriate, and will be important for ensuring suitable provision is made for travelling showpeople (for example in order to ensure that space is afforded to store equipment). In particular, the Southbourne BLD is considered to be the main opportunity for providing additional travelling showpeople plots as it is in close proximity to the main showpeople site within the plan area. The BLD is also of a scale whereby incorporating travelling showpeople accommodation is most appropriate, as this is likely to require a relatively large area and will be mixed use in nature, as there is a need to incorporate a notable amount of storage space. The employment allocation at Bognor Road also includes a requirement to provide travelling showpeople plots, as there is need for more accommodation at a nearby site within an existing employment area.

- 5.67. To maintain a supply of land and associated accommodation, the council considers it important to ensure that existing permanent authorised sites for gypsies and travellers are retained. Permitted accommodation for sites within the rural area will not set a precedent for permanent built dwellings. In order to protect existing permitted sites from other forms of development, sites will be safeguarded.
- 5.68. The provision of pitches on strategic allocations should be considered from the outset as part of the masterplanning process, and pitches should be provided in parts of the site which would be suitable for any other form of housing i.e. they should not be pushed into areas such as noise buffers or areas of public open space. If there is an opportunity to provide pitches with their own vehicular access then this may be beneficial, but is not essential. Pitches should be seen as akin to self and custom build plots, and they should be provided as serviced plots, with access to a public highway or the local access road within the development, and have connections for electricity, water and wastewater. While pitch design can be left to individual applicants, developers may find it beneficial to agree a set of design principles for these as part of planning applications (which could be established by a condition), or even set out the specific design of the plots as part of reserved matter submissions or full applications. Conditions will also be imposed regulating the occupancy of the plots (i.e. requiring that the occupants meet the definition within PPTS). The marketing arrangements and cost of pitches will need to be addressed via conditions and/or the s.106 agreement.

Policy H11 Meeting Gypsies, Travellers and Travelling Showpeoples' Needs

The Gypsy, Traveller and Travelling Showpeople Accommodation Assessment identifies the potential need for permanent pitches and plots for the period 2024 to 2039 as:

- 130 additional permanent residential gypsy and traveller pitches (for those who meet the PPTS 2023 definition) of which 95 pitches are required before 2029;
- 40 additional plots for travelling showpeople, of which 26 are required before 2029.

The Local Plan provides for a range of mechanisms for making provision for gypsy and traveller and travelling showpeople accommodation including:

- Allocating pitches on suitable sites, including provision of pitches on new strategic housing allocations, as set out in the site-specific policies;
- Appropriate intensification of suitable existing authorised sites as set out in Policy H12; and
- Flexible release of sites on a case-by-case basis as per Policy H13.

All gypsy and traveller and travelling showpeople pitches/plots provided must comply with the site design policy (Policy H14).

Pitches consented in the plan area should be marketed initially for at least 12 months for travellers with a local connection.

Offsite accommodation in lieu of pitches required on strategic sites will only be acceptable where all of the following criteria are met:

- a) The alternative site provides for at least the same quantity of provision as required by the relevant allocation policy (unless it can be demonstrated that the need level for the district has been reduced);
- b) The alternative site is considered as sustainable with regards to access to services when compared with the site allocation for which it is a substitute; and
- c) The site can be developed within the same timeframe (or faster) as the housing allocation site being replaced.

In addition to the site allocations within this Local Plan, in the event of any non-allocated housing sites coming forward for development in the southern plan area, accommodation for gypsies and travellers (whether they meet the Planning Policy for Traveller Sites definition or not) should be provided on development sites of 200 homes or more whilst there remains an identified need in the plan area. 3 pitches should be provided for every 200 dwellings proposed. Off-site provision in lieu of the required pitches can be provided as an alternative, subject to compliance with the criteria set out above.

The council's annual monitoring process will help ensure provision is provided at the appropriate time.

Proposals for the loss of existing sites approved for gypsies, travellers and travelling showpeople, or sites last used for that purpose within the last two years, will be required to demonstrate that there is no longer a need for this type of accommodation in the plan area or that the site is no longer suitable for that use.

In all cases, proposals for gypsy, traveller and travelling showpeople's accommodation are expected to contribute to relevant access management strategies to mitigate recreational disturbance to SPAs in accordance with Policy NE6 (Chichester's Internationally and European Designated Habitats), and Policy NE8 (Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast SPAs, and Medmerry Compensatory Habitat).

Intensification of existing authorised pitches

- 5.69. An important opportunity for providing additional pitches is by increasing the density of existing authorised sites. This is often an appropriate approach for addressing identified needs as it allows existing family units to stay together on the same site.
- 5.70. However, intensification needs to be approached very carefully in order to ensure that sites do not become excessively large or become overly dense and hence undermine the standard of accommodation provided. In particular, the district contains a number of sites which are already very large, and generally these are likely to only be suitable for limited intensification. In addition, some sites are already used as efficiently as is considered suitable and hence it would not be appropriate to further raise the density of those sites.
- 5.71. The council has commissioned and produced extensive evidence in relation to existing sites, and the process has also been informed by a call for sites. Where sites have been established as being suitable for intensification, then the policy below establishes the principle of development in those instances, subject to meeting the requirements of the site design policy and other relevant policies within the Local Plan generally.
- 5.72. The sites and numbers of pitches considered acceptable on those sites is set out in the policy below, and supplemented by location plans within the Local Plan Appendix J.

Policy H12 Intensification sites

To meet the accommodation needs of gypsies and travellers, proposals for additional pitches on the sites, and for the numbers of pitches, set out in the list below, and shown on the inset maps in Appendix J will be permitted, subject to meeting the requirements set out in the traveller site design policy. The number of additional pitches specified is in addition to the number of pitches on the site which had been granted planning permission at the time of the Pitch Deliverability Capacity Assessment in December 2022.

- Land at Cherry West, 1 pitch
- Land at Lakeside Barn, 4 additional pitches
- Tower View Nurseries: North/South, 1 pitch, Connors/Scant Road East 1 pitch
- Greenacre, 4 pitches
- Sunrise, Southbourne, 1 pitch
- The Stables on Bracklesham Lane, 1 additional pitch (temporary or personal consents owing to future flood risk)
- Five Paddocks Farm, Bracklesham, 2 additional travelling showpeople plots (temporary or personal consent/s owing to future flood risk).

Additional caravans on existing authorised sites which have adequate facilities will also be supported where it meets identified accommodation needs associated with that site, provided this does not lead to overcrowding of sites and the infrastructure is available to meet the additional demand.

Windfall provision of new gypsy and traveller pitches

- 5.73. This policy sets out a criteria-based approach to assessing proposals which come forward on an ad-hoc basis for the provision of accommodation to meet the needs of gypsies, travellers and travelling showpeople. The policy provides flexibility to meet such needs on a case-by-case basis, and seeks to ensure that sites are provided in appropriate and sustainable locations, and which respect both the interests and cultures of both settled and traveller communities to promote a sustainable, balanced and integrated community.
- 5.74. As has been set out above, there are well-established gypsy, traveller and travelling showpeople communities with extensive family ties within the Local Plan area, particularly settled in a small number of the more rural parishes. The high concentration of pitches and plots in some of these parishes has led to local concerns that there is a dominance of this type of development in certain areas, which is resulting in perceived unbalanced communities. The council wishes to ensure that the development of communities is mixed and sustainable.
- 5.75. Sites should not be identified for gypsy, traveller and travelling showpeople use in locations that are inappropriate for bricks and mortar residential dwellings, unless exceptional circumstances apply.

Policy H13 Accommodation for Gypsies, Travellers and Travelling Showpeople

Proposals for new sites, or for the intensification or expansion of existing authorised sites, will be supported where it can be demonstrated that all of the following criteria have been met:

1. The site and proposal is well-related and appropriate in scale to the nearest settled community, having regard to factors such as the scale and form of existing gypsy and traveller sites/pitches and travelling showpeople plots in the area. It must be demonstrated that the number of pitches proposed, considered in relation to both the individual proposal, and the cumulative impact in relation to other existing encampments in the area, will not dominate the local settled community;
2. The site is suitable in terms of topography, and avoid locations where there are significant constraints to development including flood risk, or which are in the vicinity of incompatible uses such as sewage treatment works or contaminated land;
3. The proposal would avoid unacceptable harm to the character of the local area and amenity of neighbouring properties;
4. The site is not in a location whereby it would be in conflict with nationally designated areas of landscape, historic environment or nature conservation protection;
5. The site has safe access to the highway and public transport services and will not result in an unacceptable impact on the highway network;
6. For travelling showpeople sites, a site suitability assessment should be submitted with the proposal which takes account of the nature and scale of the showpeople's business in terms of the land required for storage and/or the exercising of animals; and
7. For proposals outside of settlement policy boundaries, it should be demonstrated that there is a need for the pitch or plot provision within the plan area, and that the proposal will help to meet the identified need for the plan area.

Sites covered by Policy H12 above are not required to comply with these requirements as they have already been deemed to meet the criteria in question.

Site design requirements for gypsy, traveller and travelling showpeople sites

- 5.76. The plan area contains a number of traveller sites which entail a very poor standard of amenity and have a detrimental impact on the character of the area. Conversely, there are a number of more attractive and/or spacious sites, which have a much more successful relationship with the character of the area, and create a much better environment for the site occupants.
- 5.77. In order to prevent the repetition of the unsatisfactory sites referred to above, and to ensure that the standards of the better sites are reflected in the additional pitches to be provided as part of the Local Plan, a site design policy is considered to be essential. This is especially important given the high number of pitches which are required to be provided.
- 5.78. It is difficult to set specific size requirements for traveller pitches, as this can often depend upon multiple factors, such as the shape of the site, and on issues such as whether on-site turning is required in order to make the site acceptable in highways terms. However, in order to meet the requirements set out in this policy it is considered likely that a pitch size of at least approximately 320 square metres will be required, this has been established as an appropriate size through the council's site assessment work.
- 5.79. The Designing Gypsy and Traveller Sites: good practice guide (2008), while noting that it is withdrawn, is still considered to constitute a useful document for informing design considerations as part of the development management process. However, given that this is no longer an adopted policy document it is considered vital to ensure that traveller site design requirements are clearly set out in policy as per the requirements below.
- 5.80. Likewise, it is considered that it remains best practice, as set out in the guide, to ensure that any new sites (including sites that are proposed for sub-division, intensification or expansion) are up to a maximum of 15 pitches in size. Applying this limit would seek to help provide a well-balanced site where amenity, security and management are achievable.
- 5.81. Travelling showpeople sites entail all of the amenity considerations associated with other traveller sites, however, they also require large areas for the storage and repair of equipment. These areas can vary considerably in terms of size. Analysis of the size of plots is set out in the council's Gypsy and Traveller and Travelling Showpeople background paper. This sets out that the average travelling showpeople plot size in the plan area is 1500 sq.m and consequently this provides an indication of the area which should be planned for when providing travelling showpeople plots. Sites will need to include suitable areas of hardstanding for the storage and repair of fairground equipment. Clearly, such large storage and maintenance areas have implications in terms of residential amenity and landscape impact, which will require very careful consideration when devising site layouts and assessing relevant applications.
- 5.82. Appropriate drainage is an essential component of well-designed gypsy and traveller sites. Ensuring that this is achieved will need to have due regard to the council's adopted Surface Water and Foul Drainage SPD, and the West Sussex Lead Local Flood

Authority Policy for the Management of Surface Water (or any subsequently updated versions of these documents).

Policy H14 Gypsy and Traveller, and Travelling Showpeople site design policy

New gypsy and traveller and travelling showpeople sites/pitches must meet the following requirements:

1. The site and all the accommodation provided benefits from suitable provision of essential services including water, power, sewerage, drainage and waste disposal, or it can be demonstrated that these will be successfully provided prior to the occupation of the site (and maintained as such thereafter). For drainage, this is to be demonstrated by a Drainage Strategy the preparation of which has regard to the council's adopted Surface Water and Foul Drainage SPD, and the West Sussex Lead Local Flood Authority Policy for the Management of Surface Water;
2. The site must be well landscaped, including through the provision of high-quality boundary treatments, such as timber post and rail fencing and native planting. Incongruous and/or imposing boundary treatment such as metal fencing will not be acceptable;
3. Proposals should ensure efficient use of land, whilst ensuring that a good standard of amenity is provided for the occupiers, and ensure that the site is not overcrowded;
4. Pitches will need to contain: sufficient amenity space, including an amenity building (which utilises sustainable design principles as set out in Policy P1 Design Principles), space for a static caravan, touring caravan and car parking;
5. The site layout must respond positively to the relevant site constraints and should have regard to how the layout can contribute to the promotion of health and well-being such as ensuring adequate landscaping and play areas for children and achieve a reasonable level of visual and acoustic privacy and amenity for people living on the site and for those living nearby;
6. The design should ensure that the site appears as an open community integrated with its surroundings; and
7. Any storage areas provided need to be designed and located in a manner which ensures that they are not visually prominent and do not have an unacceptable impact on the character of the area or neighbouring properties.

A site layout plan should be submitted as part of any planning application which demonstrates that the site is able to accommodate the number of pitches and/or plots sought in a manner which will accord with the requirements set out above.

Chapter 6: Place-making, Health and Well-being

Design

Background

- 6.1. The council is committed to securing a high-quality environment and wishes to secure design which is inspired by and reinforces the individual character of the settlements within the district. Irrespective of the approach to architectural style taken development of all scales should be attractive and interesting, enrich the locality and improve the quality of people's every day architectural experiences.
- 6.2. Achieving high standards of design is vital for ensuring that the district retains and enhances its character over time. Development needs to be designed to be successful over the long-term, whether that be in terms of being able to adapt to changing circumstances or only using appropriately durable materials. Securing good quality design is key to delivering sustainable development through the creation of successful places and civic pride. It raises the quality of our environment, can discourage crime, improves the quality of life and can help attract investment.
- 6.3. High-quality design is a positive investment for society as a whole. Any short term savings achieved through the provision of compromised design quality are likely to be hugely outweighed by the long-term negative impacts of the district's economic, social and environmental sustainability. Achieving good design, particularly for larger scale proposals, will require early engagement with relevant statutory bodies and wherever possible public involvement.
- 6.4. It is vital that all aspects of design are properly addressed, ranging from broader issues such as the layout, scale and massing of buildings, to more detailed aspects such as the architectural coherence and use of materials that are fundamental to achieving quality within the built environment. New development that fails to take the opportunity to improve the local character and distinctiveness, and quality of, an area and how it functions, will be refused.
- 6.5. Development proposals must seek to create safe and secure environments. Solutions should be integrated and not delivered in a way that reduces the attractiveness of places or increases the fear of crime. Negative design responses such as obscured glazing, solid roller shutters, high or solid gates and boundaries and external security bars often result in hostile environments and are approaches that will not usually be considered acceptable. Careful design which integrates crime prevention features into the overall design of a building or space rather than adding them on at the end can usually avoid the need for negative responses. Solutions such as good passive surveillance, well positioned entrances, good lighting, clear circulation routes, and secure boundaries will be considered appropriate.
- 6.6. The use of the council's pre-application advice service is recommended to provide input at an early stage to evaluate design proposals and provide advice and observations to help improve and add value to schemes. More detailed guidance on design issues is

provided in the council's supplementary planning documents. Further advice can also be found in publications produced by other external organisations.

Policy P1 Design Principles

All development shall achieve a high design quality, which reflects the National Design Guide (as amended or replaced with any subsequent version). The ten characteristics of the National Design Guide can be summarised as follows:

- Context: enhances the surroundings
- Identity: attractive and distinctive
- Built form: a coherent pattern of development
- Movement: accessible and easy to move around
- Nature: enhanced and optimised
- Public spaces: safe, social and inclusive
- Uses: mixed and integrated
- Homes and Buildings: functional, healthy and sustainable
- Resources: efficient and resilient
- Lifespan: made to last

The council will progress a design code(s) for the plan area following the adoption of the Local Plan and is supportive of the production of area based, neighbourhood or site specific design codes.

1. Consistency must also be achieved with the following:
 - a) Development will be designed to make a positive contribution to creating a safe and secure environment by integrating measures for security and designing out the fear of crime and opportunities for crime and anti-social behaviour;
 - b) All Design and Access statements submitted in support of applications shall clearly explain how the proposed development reflects all relevant sections of the National Design Guide, and the other design-related policies of this plan. Where no Design and Access statement is required for the application type a Design Statement must be provided to demonstrate how the proposals comply.
2. Proposals for new residential and commercial development, including replacement dwellings must demonstrate, in a Sustainability Statement, that:
 - a) The proposals apply sound sustainable design, good environmental practices, sustainable building techniques and technology, including wherever possible the use of materials that reduce the embodied carbon of construction and make use of re-used or recycled materials;
 - b) The proposals include measures to adapt to climate change, such as the provision of green infrastructure, sustainable urban 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;
 - c) The reduction of the impacts associated with traffic or pollution (including air, water, noise and light pollution) will be achieved, including but not limited to the promotion of car clubs and facilities for charging electric vehicles.

Local Character and Distinctiveness

Background

- 6.7. No development site exists in isolation, it is important that proposals of all scales consider the wider context of their setting. The settlements and wider landscape within the district have considerable and unique character. It is important to maintain the separate distinct identity of different settlements and a clear transition between built up areas and the countryside. In order to retain and enhance distinctiveness, proposals should identify local characteristics at an early design stage and use these to inform the development of designs.
- 6.8. Developments should seek to work creatively with and respond to existing topographical character. To protect and enhance local character it will be expected that existing landscape, built features, materiality and view corridors are identified and that proposals seek to incorporate these alongside opportunities for the creation of new landmark buildings and vistas. Development will be expected to respect, preserve and enhance the significance of heritage assets and their setting, and where appropriate use Conservation Area Appraisals and other historic character tools to determine the appropriateness of designs. It is not the intention of the policy to require that new development conforms to certain architectural styles or creates a pastiche of historic designs. This policy supports innovative and contemporary approaches which respond to and complement the local context.
- 6.9. Lack of existing or distinctive character locally will not be considered justification for further non-descript or placeless development. In these locations new development will be expected to explore what can be done to start to give a place locally inspired identity. Within larger housing developments the provision of too many identical or similar house types should be avoided unless this provides benefit to the overall architectural integrity of the scheme through repetition. Larger scale development will be likely to benefit from a variety of densities, built form, street hierarchies and appearance or style of development to help create areas with different character and to aid way finding.

Policy P2 Local Character and Distinctiveness

Development will be expected to protect, enhance and reflect the positive characteristics and distinctiveness of the local area and contribute towards local identity. It shall be a positive addition to the surrounding area, being integrated within the built environment and landscape.

In particular it will be expected that development:

1. Respects and enhances the character of the site and makes a positive contribution to the sense of place, street scene, local character, and distinctiveness of an area;
2. Enhances the local environment by way of its appearance and impact on the street scene. Particular attention should be paid to the architectural form, context, proportion, height, massing, siting, layout, materials, density, scale, orientation, detailed design features, roofscapes, building typologies and silhouettes, topography and landscaping features;
3. Has regard to vertical and horizontal rhythms, for example created by window arrangements and architectural composition;
4. Reflects the pattern, size and arrangement of existing street blocks, plots and buildings, including building lines;
5. Respects, preserves and enhances heritage assets and historic features, their settings and views to and from them;
6. Retains existing boundary treatments where these contribute positively to the street scene. Proposed boundary treatments should be of a design which is characteristic of the area including height, materials, detailing and extent of enclosure;
7. Respects the existing natural features of the site, including landform, trees, hedges, and biodiversity;
8. Retains and where possible enhances or creates vistas, panoramas and views of natural and built landmarks and protected landscapes;
9. Contributes towards the creation of a distinctive, integrated and coherent place even in areas which lack discernible or well-developed local character.

Regardless of the character of the locality or whether a contemporary or traditional design approach is taken new buildings will be expected to achieve a consistent architectural style with individual elements adding up to a coherent whole. Buildings shall have a sufficient texture, depth and detailing to provide visual interest. This will be particularly important at street level where buildings will need to relate to a human scale and where appropriate contribute towards active frontages.

Where it is deemed that a well-considered and deliberate contrast to certain characteristics would benefit the design or relationship to its context the development will still be expected to relate to the points above and justify any non-compliant areas.

Density

Background

- 6.10. Land is a scarce resource and there are competing demands for its use within the district. A design led approach to achieving the optimal appropriate density for each site will be expected which considers the context and character of the site and local area, access points, the capacity of local infrastructure and characteristics of the surrounding area. The council will refuse applications which fail to make efficient use of land or propose a density that would be inappropriate for its context.
- 6.11. There is a need for development to make the most efficient use of land and to achieve higher densities than those found historically within much of the district. The expectation of a minimum of 35 dwellings per hectare is significantly greater than the densities currently seen more widely across the district and will as such require innovative design approaches and site-specific solutions to achieve this target whilst protecting the character of the local areas and delivering successful places. In well-connected more central sites higher densities will likely be possible however, this will also require innovation and well resolved site-specific design proposals to be achieved successfully.

Policy P3 Density

Development proposals must make the most efficient use of land. The optimum density of a development should result from a design-led approach to determine the capacity of the site based on the amount of land suitable for development once all constraints are taken account of. It will be expected that particular attention is given to:

1. The site context and character of the surrounding area in which it is located, including consideration of any nearby heritage assets or important landscape;
2. The use of appropriate innovative design solutions to achieve higher densities whilst achieving high-quality place making;
3. The desirability of achieving higher densities in urban areas;
4. Its current and future level of accessibility by walking, cycling and public transport;
5. The need to achieve high-quality design;
6. The need to minimise environmental impacts, including detrimental impacts on the amenities of adjoining occupiers; and
7. The capacity of surrounding infrastructure.

Layout and Access

Background

- 6.12. The careful layout of highways, public spaces, private spaces and buildings are vital components of high-quality design. All development should use layout and access to assist with integrating proposals into their surroundings rather than being separated from them or inward looking. Good layouts can help to promote walking, cycling and public transport use, and are easy, attractive and safe for people to find their way around. For larger scale developments the use of cul-de-sacs should generally be avoided and a connected network of spaces and streets with clear hierarchy created.
- 6.13. Development should be accessible to all, including people with disabilities, older people, people with visual or mobility constraints, and children. Communities value a connected network of Public Rights of Way, bridleways and access routes to the countryside and the wider South Downs National Park. Developments should provide pedestrian and cycle-priority environments which reinforce existing connections and make new ones where feasible for the benefit of both existing and new users.
- 6.14. Where development is proposed to be phased or is located adjacent to a site with development potential it will be expected that proposals give due regard to protecting the optimum future development opportunity of adjacent sites not inhibiting wider opportunities for built form, access, connections, green links, open spaces and creating a sense of place. The layout of proposed uses and facilities should also be located where the greatest number of existing and new users can access them easily and positioned thoughtfully to avoid conflict between uses and use local facilities such as schools, community buildings and parks as destinations.
- 6.15. Development should be designed to retain and provide streets which are principally defined by the position of built form rather than the route of the carriageway. Design proposals should respond to the opportunities a site presents to make best use of solar gain where this can be achieved without compromising good urban design or creating issues of overheating. The servicing needs of development proposals should be well resolved and integrated into the design. This includes the provision of convenient and integrated waste and recycling storage which provides easy access without having adverse impact on the visual amenity of the area.
- 6.16. Development should be designed to provide well defined entrances, active frontages and edges, providing visual links between the street and buildings taking advantage of opportunities for natural surveillance. In prominent locations such as street corners and sites terminating vistas it will be expected that designs respond appropriately to their increased visibility within the street scene. In these locations poorly fenestrated and blank elevations, the backs of buildings, parking, garages, large expanses of boundary fence or wall and inappropriate material junctions are likely to be resisted.
- 6.17. Layout proposals should locate car and cycle parking where it is clearly and directly accessible to intended users, likely to be well used and benefit from sufficient passive surveillance. At all scales development which proposes parking will be expected to integrate the provision in order that it does not dominate new or existing street scenes

or open space and ensure cycle storage is integrated within the built form or a good quality detached structure. Within larger scale development using a range of parking solutions appropriate to the context is likely to be the most successful approach to achieving required capacities whilst protecting visual amenity.

- 6.18. Over reliance on front of plot or parking within street scenes results in a provision that is visually dominant and streets that lack enclosure. This approach will not be acceptable unless strong and extensive landscaping to compensate for the lack of spatial enclosure is proposed. Large rear parking courts should be avoided where possible for residential developments as these are less private (present greater opportunity for crime and anti-social behaviour) and potentially lack passive surveillance. To prevent anti-social parking, provision should be clearly defined and appropriate consideration given to markings to ensure these are aesthetically pleasing. Where provided, electric vehicle charging points must be suitably located, sited and designed to avoid street clutter and where future provision is likely it will be expected that due regard is given to how the current design can successfully facilitate future installation.

Policy P4 Layout and Access

The layout and access of spaces and buildings shall be designed to ensure that developments:

1. Provide safe, direct and attractive conditions for inclusive access, egress and active travel between all locations and provide good links to integrated public transport;
2. Create pedestrian and cycle-priority environments which are not dominated by vehicles whether moving or parked;
3. Where appropriate, use buildings to clearly define the spaces around them, including through the continuity of existing or proposed street frontages and consistent use of building lines;
4. Locate principal frontages to face the most important public space or highway, whilst also providing a similar level of visual interest on other prominent frontages or visible facades;
5. Are easy to navigate, using features to provide landmarks, vistas and wayfinding tools, and making use of the layout to protect and enhance views that are important for navigation;
6. Are designed with well-considered fenestrations and entrances on principal elevations that ensure all entrances are attractive, safe and legible;
7. Provide parking for both vehicles and bicycles that is designed to be safe and well-related to the users of the site and wider adjacent area. This must not prejudice active frontages, the provision of future electric vehicle charging points, or street enclosure and must minimise impact on amenity and be visually attractive;
8. Provide servicing arrangements including access, drop off, loading and waste/recycling storage that is integrated and designed to be safe and well related to the users of the site and wider adjacent area whilst minimising impact on amenity and be visually attractive;
9. Do not prejudice the optimum future development of or access to, adjoining plots or development phases.

Spaces and Landscaping

Background

- 6.19. The design of open spaces and landscaping are essential to the delivery of high-quality development and must be seen as an integral part of the overall design process that contributes positively to the site and its surroundings. The spaces around and in between buildings are equally important as the built forms themselves and significantly influence people's sense of place, security and belonging. Poorly defined and poorly lit spaces that have no clear function can detract from environmental quality, reduce safety and security and will therefore be resisted.
- 6.20. Public realm including streets, squares, parks, open spaces and pedestrian and cycle routes should be attractive and accessible for people of all abilities. Public open space should strive to be multifunctional, be well located, be overlooked, promote ease of movement and serve the whole community. The use of spaces as public or private must be clearly defined and it will be expected this distinction is achieved in an aesthetically pleasing and appropriate manner for the context and level of visibility. Where a defined boundary treatment is required to achieve this, it must be locally characteristic, of high quality and designed appropriately for the use of the space, privacy requirements and its relationship with the public realm. Where boundaries are exposed to public realm or shared open space such as communal gardens or parking the use of timber close board fences will be resisted in place of high quality, more durable or natural approaches, such as planting, railing or masonry.
- 6.21. The materials and street furniture (including lighting) proposed for public realm and shared open space must be robust, of high quality, appropriate for the local character, well positioned and avoid unnecessary clutter. In particularly sensitive environments such as those impacting heritage assets, or their setting, even greater care will be required to avoid harm. The council will seek to retain historic street furniture such as, but not limited to, cobbles, kerbs, street names and signs, street lamps, coal hole covers, historic advertising signs and post boxes where these contribute to local character and distinctiveness even outside of conservation areas.
- 6.22. Children's play areas should be located in accessible places that are well overlooked but do not risk unacceptable disturbance to existing or proposed neighbouring uses. The design of play spaces should be appropriate to the local character and avoid the use of more urban-style, brightly coloured play areas where these would not sit comfortably within their setting or would result in visual harm. In more sensitive locations natural play installations may be an appropriate solution through the provision of play areas that are more visually integrated into their setting.
- 6.23. The impact of climate change will result in more extreme weather events and increased temperatures. Development proposals including public realm must be proactively designed to anticipate and respond to these changes by seeking and maximising opportunities for mitigations and adaptations. Within external spaces and landscaping this could include, for example, green infrastructure such as trees to provide solar shading and cooling via transpiration, or sustainable drainage systems. Whilst being

functional, these features are designed to be attractive and contribute a recreational function to the scheme.

- 6.24. Well selected and sited planting can also play an important part in the provision of shade not only to external spaces but also internal ones. The use of deciduous trees and structures with climbing plants can provide summer shading which if sited and selected appropriately (deciduous, shape and density of foliage) helps prevent overheating within buildings through unwanted solar gain, reducing the reliance on energy intensive mechanical cooling.
- 6.25. Tree planting should be recognised from the outset as an integral part of any development scheme in order that planting schemes are appropriate for the intended use and provide diversity in age, size and species. Planting must be designed to complement existing and proposed features of the development and views into sites from their surroundings. It will be expected that tree planting will be used to enhance public areas within developments including the use of street trees and be appropriately selected for longevity including expected growth size. In proposing the position of trees and planting due care will be expected to prevent the loss of open outlook and clear sightlines that would otherwise be beneficial for community safety.
- 6.26. Consideration must be given to the appropriate use of plant species, for soft landscaping the use of locally native species and those that support habitats should be prioritised. Ornamental planting or plants and trees not native to the area can create inappropriate suburban character if used in the wrong context. Non-locally native and ornamental planting can be appropriate in a limited number of contexts such as areas close to buildings, including front, rear and communal gardens and in appropriate urban contexts. Where proposed the use of shrubs and ornamental planting should provide variety to bring greater wildlife benefits such as attracting pollinating insects. The use of the site must also be factored into the selection of planting schemes, for example, selecting appropriate and safe planting near play spaces.
- 6.27. For certain types of development, the provision of large car parking areas may be required. This provision can have a highly detrimental impact on the appearance of an area and will be resisted unless appropriate for the context, carefully located and designed. Generous mitigation using green infrastructure will be expected to reduce the visual impact of large numbers of vehicles and hard surfacing. Sustainable drainage measures will also be expected whilst using materials that are appropriate for the level of use and the context.

Policy P5 Spaces and Landscaping

Development will be expected to provide designs for open spaces and landscaping that are integrated and positively contribute to the development and surrounding context.

In particular it will be expected that development including open space and landscaping:

1. Provides for safe, inclusive, multifunctional, attractive, uncluttered, coordinated public realm that enhances the setting of and spaces between buildings;
2. Will not leave or result in the creation of undefined or poorly integrated areas with no clear function;
3. Provides clear, attractive and appropriate definition between public, semi-private and private spaces;
4. Is designed to integrate climate change adaption measures that whilst functional also seek to enhance the setting visually and recreationally;
5. Proposes high quality, well designed and robust street furniture and lighting appropriate for the context whilst retaining existing furniture which contributes positively, such as historic features;
6. Proposes the use of high quality and durable materials that are appropriate for the context and reinforce local distinctiveness;
7. Will deliver well-considered planting schemes that are appropriate for the local context, promote biodiversity and prioritise the use of locally native species and the retention of existing trees and hedgerows (unless there is sound justification for removal);
8. Proposals should contribute positively to green infrastructure networks, connecting existing green and blue infrastructure assets and spaces, and seeking to create new ones;
9. Exploit opportunities for appropriate new tree planting, including street trees, which enhance the public realm and where possible are positioned to provide additional benefits, such as solar shading and cooling, to both external and internal spaces;
10. Seeks to retain boundary treatments that contribute positively to local character and proposes boundary treatments that are of a style, height, quality and type appropriate to the context and designed to allow the passing of wildlife between sites;
11. Proposes large areas of parking only in appropriate contexts and where sustainable drainage measures will be provided. The visual impact must be mitigated by siting, design and generous planting schemes.

Amenity

Background

- 6.28. At all scales sustainable development will be expected to protect the amenity of an area, its users, neighbours, residents and occupiers, including a development's future users, residents and occupiers. The council will expect development to integrate into its surroundings and protect visual amenity whilst respecting existing buildings and land uses around the development site.
- 6.29. Private space, shared space and the design quality and construction of communal spaces all contribute to amenity. With greater pressure for higher densities and intensification of uses it is essential that amenity considerations are at the fore during the design process. Residents, occupiers and users can be seriously affected by poorly resolved issues impacting amenity such as space (internal and external, public and private), overlooking, aspect, layout, privacy, daylight, sunlight, outlook, microclimate and disturbance. Disturbance includes a number of factors such as noise, artificial lighting, smell, pollution, erosion, flooding and speed, volume and type of traffic.
- 6.30. Given the potential for impact on quality of life the council will apply policies dealing with amenity rigorously where new development, including extensions and alterations, would unduly affect an area and its users, occupiers and residents. Whilst the most effective and efficient use of land and buildings is positively encouraged this must not be achieved at the expense of unacceptable loss of amenity for existing and future users, occupiers or neighbours.
- 6.31. Inappropriately small homes can negatively impact on the health of occupiers. The delivery of good internal space standards, both in new dwellings and conversions, is vital to ensure that people can access decent housing. The council will therefore expect new homes as a minimum to achieve nationally described space standards. More spacious dwellings can also allow more people to work from home, thereby supporting economic growth whilst minimising the need to travel.
- 6.32. Appropriate separation distances between dwellings will be agreed on an individual site and design basis, allowing a range of scenarios including front-to-front, front-to-side and back-to-back to be considered, as well as aspects such as density, scale, height differences and site levels. It will generally be expected that, within a back-to-back scenario, no less than 21 metres is proposed between facing principal windows of habitable residential rooms and windows of other uses that could result in significant overlooking. In circumstances where land levels vary, or the difference in building heights is greater than one storey, longer distances may be required. Shorter distances will be permitted where they are necessary to secure the positive reuse of a historic building or are consistent with the character of the local area, subject to it being demonstrated that an appropriate level of amenity for existing and future occupiers would be achieved.
- 6.33. The council will make use of established industry standards when assessing schemes, including 'Site Layout Planning for Daylight and Sunlight' (BRE Trust, 2011) having regard to context and other material considerations, ['Professional Practice Guidance on](#)

[Planning and Noise, \(2017\)](#); and any other relevant or updated documents. Where supporting information about amenity impacts require independent technical assessment, the applicant will be required to pay for this assessment.

Policy P6 Amenity

Planning permission for any development or change of use will be required to ensure that it would not result in material nuisance and or unacceptable impact on the amenity of an area, its users, neighbouring residents and occupiers, including those of the future development and that it would be likely to not be detrimental to human health.

1. All development shall ensure that it:
 - a) Provides all potential users with an acceptable level of amenity; and
 - b) Does not have an unacceptable impact on the amenity of the users of other buildings and spaces.
2. Development will be supported if:
 - a) Visual amenity from the public realm and adjoining sites is not unacceptably compromised;
 - b) Lighting design is appropriate for the context and proposed or existing use. It must also be targeted for energy efficiency and to avoid light pollution, particularly in sensitive areas such as designated landscapes and historic environments;
 - c) Acceptable standards of privacy are provided without a diminution of design quality;
 - d) Adequate outlooks are provided avoiding wherever possible any undue sense of enclosure or unacceptable levels of overlooking or perceived overlooking;
 - e) It would not have an unacceptable impact on levels of daylight of the host building or adjoining property, including their gardens or outdoor spaces;
 - f) The adverse impact of noise is reduced to an acceptable level through the use of attenuation, distance, screening, or layout/orientation;
 - g) Service equipment is fully integrated into the building envelope or located in visually inconspicuous locations within effective and robust screening/enclosure, and does not cause disturbance through its operation.

Housing Space Standards

3. All new dwellings (excluding purpose built student accommodation, hotels, residential institutions) shall meet as a minimum the nationally described space standards (or any subsequent standards) including:
 - a) All dwellings in new build developments, regardless of tenure.
 - b) Where practicable, having regard to the physical constraints of the existing building, changes of use and conversions.

External Amenity Space

It will be expected that developments provide an appropriate level of external amenity space that reflects the type and size of the use and where possible is orientated to maximise its appeal. This space should be practical in layout, free from excessive noise or disturbance, pollution or odour, oppressive enclosure, unacceptable loss or lack of privacy, and overshadowing.

In exceptional circumstances development without or lacking external amenity space may be permitted where the approach can be suitably justified or is necessary to secure the positive reuse of a historic building or regeneration site within a conservation area.

Separation distances

Development shall maintain suitable separation distances between the windows of habitable rooms in dwellings (principal living rooms, principal dining areas, bedrooms and kitchens where there is not a separate dining room) and the windows and walls of other properties to ensure that an appropriate level of amenity is provided and retained for all residential occupiers.

Alterations and Extensions

Background

- 6.34. The council is committed to ensuring that all building alterations and extensions deliver good design. Achieving this is usually about ensuring an extension or alteration has regard to the host building and its context in terms of scale, mass, height, siting, character, materiality and spacing. Successful alterations and extensions can reduce the need for complete redevelopment and demolition making best use of existing building materials whilst helping to retain existing character and local identity.
- 6.35. As is expected of new buildings it is important that alterations and extensions to existing development result in good quality contributions to the built environment and an overall coherent approach in appearance. The relationship with the street scene needs to be carefully considered including building lines, patterns, roof lines, pitches and shapes of roofs, views and orientation.
- 6.36. In cases where a site or building is located within an area with established local patterns and forms or contributes to the group appearance or symmetry of a designed collection of buildings, terrace or a semi-detached pair all proposals will be expected to have due regard to this. Design unity, repetitive detailing and compositional harmony are essential characteristics of local distinctiveness and should be respected when alterations and extensions are being undertaken.
- 6.37. Principal elevations visible from the street are normally the most sensitive to change. Corner sites and those located in other prominent locations are likely to require greater attention in terms of design. As a rule of thumb, it is generally expected that all new extensions will be subservient to the host building. One way of achieving this is, for example, by stepping the extension back from existing building lines to create a clearer distinction between the form of the original building and the extension.
- 6.38. All extensions and alterations should be appropriately positioned, scaled and materially finished such that they relate sympathetically to the architectural character of the building and the wider area. In certain circumstances it may be more appropriate to design an extension using a sensitive yet contemporary design in order that the extension is clearly identifiable from the original building. In such cases the design and materials used should still be of the highest quality and demonstrate a strong design response relating to the host building.
- 6.39. Extensions and alterations or ancillary development such as new freestanding buildings and garages should have regard to scale, design and materials in relation not only to the property concerned, but also any predominant characteristics in the area, including site or garden size and building lines. The impact of any proposal on the street-scene and on neighbouring property must also be acceptable.
- 6.40. Where inappropriate development of residential gardens is proposed this will be resisted. In some circumstances their development may be acceptable subject to careful consideration and each case will be determined on its own merits. A range of issues, including the positioning, size and shape of the garden, impact on neighbouring

dwellings, parking, refuse and storage provision, biodiversity, density, and the character of the area will all be taken into account.

Policy P7 Alterations and Extensions

The council is in principle supportive of alterations and extensions where these can be achieved without causing harm to the character of the local area or would result in the over-intensification of use within the site.

The council will generally expect proposals for alterations and extensions to:

1. Be designed to positively respond to the original architecture of the host building and other locally distinct forms (such as group characteristics);
2. Respect the siting, scale, form, rhythm, pattern, proportions, and overall design and character of the host building, its curtilage and setting;
3. Match or complement the existing materials and detailing of the site and or host building including fenestration design, materials and means of opening);
4. Ensure the resultant building appears as an attractive and coherent whole;
5. Retain boundary treatments (that fall under planning control) that contribute positively to the character of the street scene. Proposed boundary treatments must be of a style, quality, height and type appropriate to the context;
6. Retain appropriate amounts of soft landscaping and trees;
7. Propose roof lights (that fall under planning control) that are modest and consistent in size and positioned to align with each other and the fenestration of the host building;
8. Make use of appropriate opportunities to integrate living (green) roofs and walls;
9. Be designed appropriately in response to changes in site levels and the visual prominence of the site such as corner plots;
10. Ensure proposals for ancillary buildings including garages are designed and positioned appropriately in relation to the plot and building size, the site context and street scene;
11. Be subservient in design. Development which unacceptably dominates the host building will not be permitted. Subordination in all its forms, is particularly important in relation to heritage assets.

In addition to the above proposals for extensions should be consistent with the following:

- a) The height of the extension should normally be lower than the height of the original building and set back from the original front elevation;
- b) Extensions should normally be sited at least 1m from a shared boundary to prevent undesirable terracing. In certain locations it may be appropriate for this spacing to be less or considerably more in response to the existing character and density of the locality;
- c) Front extensions are unlikely to be acceptable if they are at odds with the prevailing architectural character or break the established building line;
- d) New dormers should be avoided on front roof pitches unless similar buildings in the immediate context already exhibit appropriate dormers;
- e) Dormers should be of a size and positioning that does not dominate the roof slope. Windowless dormers are generally not acceptable;
- f) On sensitive buildings such as heritage assets, where dormers are considered appropriate in principle, they should be modest in size and aligned with openings below;

- g) Extensions for use as annexes should be attached to the host building where possible and avoid the appearance and creation of a separate independent dwelling. As such an entrance and preferably one main facility will normally be expected to be shared with the main dwelling and must remain ancillary to the main dwelling at all times.

Materials and Detailing

Background

- 6.41. All development should be built in materials that are durable, selected to reflect local distinctiveness, result in a high-quality aesthetic, minimise future maintenance burden and are neatly and robustly detailed for durability. The choice of materials and the resolution of construction details are vital to the visual appeal and longevity of development. It will be expected that materials are selected with care in order that they are suitable for their environments, such as exposed or coastal locations where greater durability will be necessary.
- 6.42. Selecting the right materials and detailing can greatly help new developments to fit harmoniously with their surroundings. Where the context and or site is particularly sensitive to change or the proposal is an extension to match the existing building the importance of material choice is likely to be even greater. Along with other factors this will likely require consideration to the following: matching texture, tone, size, finish, mortar colour, pointing and bonding of masonry. In circumstances where contemporary or innovative materials are proposed the same attention to detail will be expected to complement the existing material palette, achieve visual appeal and durability.
- 6.43. Combined with materials the detailing of development affects how well they weather and the resulting visual appeal of the built-out proposal. Details of buildings are the individual components and how they are put together. Some of these are the result of deliberate design intention informing the appearance of a development, including doors, windows and their surrounds, porches, decorative features, edging details and ironmongery. All of these make an important contribution to the overall appearance of the development.
- 6.44. Other details whilst also impacting the appearance of development are functional such as lighting, flues, ventilation, plant and equipment, gutters, pipes and other rainwater details. It will be expected that details that service the building or development are integrated and located in as visually inconspicuous locations as possible. Unless designed to positively contribute to the appearance of a building these should not be placed on principal elevations where this is avoidable or in sensitive locations.
- 6.45. Flint walls are characteristic in many parts of the district. Replicating the detailing of traditional flint work requires skill and can be time intensive. The use of flint blocks is commonly proposed as an alternative solution particularly for new build applications. The use of flint blocks is unlikely to be appropriate where development is seeking to match existing flint work as it often lacks the irregularity of traditional workmanship. On other proposals such as new buildings flint blocks will only be considered acceptable where it is demonstrated through the building of a sample panel that the use of flint blocks will not be legible in the completed wall. Once approved the approach must be replicated across the built-out proposal. Poorly detailed flint blocks result in a compromised appearance to the finished building and will therefore be resisted.
- 6.46. Owing to its poor performance and resulting appearance, render finishes and detailing on new development (painted or unpainted) will generally be discouraged. Without

regular maintenance render surfaces become dirty and unattractive placing a maintenance burden on property owners and or leading to stained buildings which detract from their context. Where render is characteristic of a host building proposed for extension or of boundary wall treatments the use of render may be considered acceptable subject to consideration of the individual site and local context.

- 6.47. The use of timber cladding has become increasingly popular. When detailed and specified successfully this can result in a high-quality appearance. However, care must be taken to specify the right species of cladding for the context, level of exposure and maintenance access. Without appropriate consideration timber cladding specified or detailed poorly, such as in positions exposed to pollution or on elevations with excessive shade can result in unsightly staining and inconsistent weathering. Artificial timber effect cladding made from plastic or cement board does not replicate the visual qualities or tones of natural timber often appearing too stark and crisp. This appearance does not mellow or tone into its setting through weathering and therefore is unlikely to be supported, particularly in large amounts or within sensitive contexts.
- 6.48. To ensure that the quality of approved development is not materially diminished between permission and completion, where appropriate, the council will use planning conditions to prevent incremental changes being made to approved plans that would impact negatively on the design and quality of the scheme proposed.

Policy P8 Materials and Detailing

The council will generally expect proposals for materials and detailing to:

1. Respect and complement local distinctiveness, character, texture and colour of materials locally characteristic to the area;
2. Use materials that are low maintenance, specified appropriately for their level of exposure, weather favourably and mellow with age and have long-term durability to limit waste and maintenance burden;
3. Ensure where new, innovative or contemporary materials are proposed these are of high quality, well detailed and appropriate to their context;
4. Ensure junctions and the interfaces between different materials are well designed and discreetly located where these are not contributing positively to the appearance of the development;
5. Ensure services, plant and equipment are placed sympathetically and where possible integrated into the overall design avoiding principal facades;
6. Avoid the creation of uncharacteristic or overly elaborate detailing and avoid substituting integrated detailing for the use of stick-on ornamentation or features;
7. Avoid the creation of a discordant appearance through proposing an overly varied material palette;
8. Select materials that have low embodied energy, low environmental impacts, including re-use and recycling of materials;
9. Avoid the use of fake timber effect cladding and imitation slate particularly in sensitive locations where it would be at odds with the context or character;
10. Avoid the use of flint blocks as a substitute for traditional flint work unless it can be demonstrated that their use will not result in the blocks being readily legible once the development is completed;
11. Avoid the use of upvc materials. The use of upvc will be discouraged given its environmental drawbacks in manufacture and poor recycling ability;
12. Ensure fenestration design responds to local characteristics and host buildings avoiding the use of overly chunky frames. Attention must be given to the method of opening, materials, glazing type, glazing bar division and proportions of the frames.

Consistency must also be achieved with the following:

The council will resist value engineering approaches which dilute the design quality and integrity of approved schemes. Within housing developments of mixed tenure, materials and detailing of equal quality will be expected to ensure the tenure (regardless of ownership, shared ownership or rented) is not differentiated by external appearance.

Where the appearance and build quality of materials is particularly vital to the success of a development the provision of sample panels (for materials and workmanship) or materials samples for approval will be required. For important details such as but not limited to material junctions, windows and verge details construction detail drawings for approval will be required.

Historic Environment

Background

- 6.49. The outstanding cultural and historic environment within the Chichester plan area is a key component in the delivery of sustainable development, and is an asset that adds value to regeneration, business and tourism. A well maintained historic environment is a significant and irreplaceable stimulus to local economic growth. Managing change in the historic environment involves close working relationships between officers, residents, elected members, developers and local and national heritage organisations.
- 6.50. Chichester and the plan area have a rich and diverse historic environment, including locally distinct vernacular architecture, nationally significant archaeology and historic landscapes, including within the South Downs National Park.
- 6.51. Heritage assets include any valued component of the historic environment, be it a building, monument or place which is positively identified as having a degree of significance meriting consideration in the planning process. This can include listed buildings, conservation areas and other, non-designated heritage assets.
- 6.52. The district, including the South Downs National Park, has a dense and high-quality historic environment. It contains an exceptionally high number of heritage assets, both designated and non-designated, including over 200 scheduled monuments, over 3,200 listed buildings, 86 conservation areas, 17 registered parks and gardens and the Chichester Harbour Area of Outstanding Natural Beauty. There are wide ranging and significant areas within the district which have been identified as having archaeological potential.
- 6.53. There are a high number of non-designated heritage assets which comprise much-cherished local elements of the area ranging from historic street furniture to locally important historic buildings and trees. They may be identified during the development management process or during conservation area character appraisals, emerging Neighbourhood Plans and where assessing potential urban and rural development sites.
- 6.54. To sympathetically manage heritage assets in the development process there must be a clear understanding of the assets themselves, including their significance and setting. Applicants should take advantage of the council's flexible and detailed pre application advice service by making early and detailed pre-application submissions on proposals which affect heritage assets. This service can be instrumental in avoiding abortive and costly later works or alterations to proposals.
- 6.55. The council will continue to maintain and make available the Historic Environment Record (HER) to help inform change and the conservation of the district's heritage assets. It is particularly valuable to prospective developers and the local authority development management function and will be used to inform the consideration of future development including potential conservation and enhancement measures.

- 6.56. The council will continue to make available conservation area appraisals and management plans, supplementary planning documents, guidance and other relevant sources of information.
- 6.57. Energy efficient improvements and the installation of micro-renewables affecting listed buildings and conservation areas are supported. The proposals should be consistent with relevant policies. There are a wide variety of measures to upgrade energy efficiency that are effective in historic buildings and applicants should follow a whole house approach as identified in Historic England guidance. Applicants are also advised to take advantage of the council's pre application advice service to gain a site-specific understanding of how a heritage asset can accommodate relevant and up to date environmental technologies including renewables.

Policy P9 The Historic Environment

The local planning authority will grant planning permission or relevant consent for development proposals that conserve or enhance the historic environment of the plan area, based on the following approach:

1. Designated heritage assets including listed buildings, structures and their settings, and Conservation Areas will be conserved in a manner appropriate to their significance.
2. Identified non-designated heritage assets will be conserved in accordance with their significance and contribution to the historic environment.
3. The local planning authority will take a pro-active stance in encouraging the use of appropriate methods in upgrading the energy and thermal performance of listed buildings and non-designated heritage assets; including where appropriate the use of renewable energy generation.
4. The local planning authority will take a flexible approach to encouraging the reuse and renovation of any under utilised or vacant heritage assets that may be at risk.
5. Development proposals involving substantial harm to (or total loss of significance of) a designated heritage asset will not be permitted unless it can be justified in accordance with national and local policy.

Listed Buildings and Scheduled Monuments

Background

- 6.58. Statutory listed buildings are designated heritage assets. Applicants will be required to provide a heritage statement for their proposals which explains in detail the significance of the building and the impact of the proposals on that significance. In accordance with the NPPF any proposed harm to significance will require a clear and convincing justification.
- 6.59. Chichester District Council's listed buildings stock is rich and varied. This variety is reflected in what makes them significant. Significant features can include (but are not limited to); historic characteristics such as floor plans, historic circulation patterns, a hierarchy of rooms reflecting historic uses, traditional timber and metalwork, the use of brick, stone, timber, slate and clay roof tiles. Interior features such as windows, glass, staircases, doors, joinery, chimney breasts and chimney pieces, lath and plaster/decorative plasterwork, floorboards, shelving, partitions and built-in cupboards all contribute to significance and should be identified and retained.
- 6.60. The council will support only the minimum amount of alteration necessary to secure the optimum viable use of a listed building. Where a building is already in its optimum viable use, alterations which diminish significance will be resisted.
- 6.61. New work should preserve significance, reinforce appropriate local characteristics and, where possible, secure enhancement of the listed building. High-quality craftsmanship will be required to ensure that appropriate detailing is achieved using acceptable materials. Poor quality modern materials and detailing are not considered acceptable for the replacement or reinstatement of historic fabric or features.
- 6.62. The historic environment has an important role to play in addressing climate change. The careful conservation and maintenance of historic buildings is an excellent example of sustainable development when compared to new build properties.
- 6.63. Historic buildings are by the very fact of their survival adaptable and suited to their environment. Through the use of traditional and increasingly advanced technological adaptations most can be made more energy efficient without harming their character. The local planning authority will consider how the use of renewable energy generation can be sited on and around a listed building without causing harm to its character.
- 6.64. Demolition of listed buildings should be exceptional. Curtilage listed features protected by the listing and contributing to the significance of the building can include boundary treatments, steps, paving and outbuildings such as stables and other associated agricultural buildings; their demolition will also normally be resisted.
- 6.65. The conversion of a listed building to new uses can result in a significant impact on historic fabric and plan form in order to meet the necessary building regulations. Change-of-use proposals should be accompanied by full information on the impacts relating to any such issues including fire spread, floor loading, sound attenuation and servicing. Changes of use will not be permitted unless interventions of this nature can be sympathetically accommodated. Any resulting harm should be fully justified as

necessary for delivering the optimum viable use for the building. In this respect it should be proved that other, less harmful uses are not viable.

- 6.66. Applications for works to statutory listed buildings should be accompanied by a Heritage Statement which covers the significance of the asset, describes the proposal, explains the need/justification for the proposal; and assesses the impact of the proposed changes on the significance of the listed asset. The level of detail should be proportionate to the extent and nature of the works proposed.
- 6.67. Scheduled Monuments are a type of designated heritage asset of national importance. Their legal status is derived from the Ancient Monuments and Archaeological Areas Act 1979. The plan area contains some very significant scheduled monuments, such as Boxgrove Priory, Fishbourne Roman Palace, Chichester's Castle, City Walls and Greyfriars Chapel. Scheduled Monument Consent, which is administered by Historic England, but with consent issued by the Secretary of State, is required where activities will physically affect a designated site. While the consenting regime protects the monument itself, national planning policy still seeks to ensure it is protected, and the safeguards in this regard are equivalent to a Grade I or II* listed building. Given that the asset itself is protect legally and considered via a separate consenting regime, the affect on the setting of the scheduled monument is likely to be most pertinent issue in a planning application context. However, as set out in the NPPF, there may also be instances where archaeological remains of equivalent significance to a Scheduled Monument are relevant to particular sites, and in such instances they will need to be accorded the same policy protection as Scheduled Monuments, this is addressed in Policy P12.

Policy P10 Listed Buildings and Scheduled Monuments

Development affecting listed buildings will be supported where it:

1. Would preserve and not harm, or result in loss of the significance of the designated heritage asset, having particular regard to its historic character, qualities and special interest of the building including its interior, curtilage and setting;
2. Would not diminish its ability to remain viable in use in the long term; and
3. Is justified and supported by an appropriately detailed Heritage Statement.

Any harm to, or loss of, the significance of a listed building (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of grade II listed buildings should be exceptional, while substantial harm to or loss of grade I or II* listed buildings should be wholly exceptional.

Where a proposal would lead to substantial harm to (or total loss of significance of) a listed building, it should be refused consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use.

Where a development proposal will lead to less than substantial harm to the significance of a listed building, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The local planning authority will take a flexible approach in supporting alterations to listed buildings in order to mitigate the effects of climate change, subject to meeting the criteria set out above.

The local planning authority will support proposals for alternative uses for listed buildings, subject to meeting the criteria set out above and where the change will provide for the long-term conservation of the building.

Scheduled Monuments

Any works that will affect a Scheduled Monument, whether above or below ground level, will require Scheduled Monument Consent, which is a separate process to applying for planning permission.

Where planning applications do impact upon the significance of a Scheduled Monument, having due regard to its setting, this should be assessed against the same tests as for Grade I and II* listed buildings as set out above.

Conservation Areas

Background

- 6.68. Conservation areas and elements that contribute positively to their significance (character and appearance) are designated heritage assets. Applicants will be required to provide a heritage statement for their proposals which explains in detail the significance (character and appearance) of the conservation area affected by the proposals and the impact of the proposals on that significance. Proposals that will have a harmful impact will be required to meet the relevant tests set out in the NPPF.
- 6.69. Chichester's conservation area designations cover the most architecturally and historically significant places in the district and this can include high quality examples of relatively common types of built form including terraced housing, agricultural barns and cottages. Conservation areas generally contain high concentrations of statutory listed buildings and local heritage assets and are key contributors to local distinctiveness.
- 6.70. Designation of conservation areas takes into account more than just the character of individual buildings. The mix of uses, historic layout, characteristic materials and the scale and detailing of public space as well as street furniture, vistas, and the spaces between buildings. The location and appearance of trees, hedges, walls, railings and other characteristic features are important contributors to the character and appearance of conservation areas.
- 6.71. When considering development proposals which impact upon the significance of conservation areas, particular regard will be had to sustaining the established, positive characteristics of the area in terms of the building line, siting, design, height, forms, materials, joinery, window detailing, boundary treatments and roof forms (this is not an exhaustive list). The use of non-traditional and environmentally unsustainable materials in traditional buildings such as concrete and PVCu can erode the character and appearance of Conservation Areas. The local planning authority will resist the use of such materials in Conservation Areas.
- 6.72. The council will periodically review its programme for conservation area appraisals to ensure they remain up to date and relevant, annually update the Historic England Heritage at Risk Register, and define locally important heritage assets. It will continue to prepare specific local guidance on the management of the historic environment and update existing guidance on working with heritage assets. These supplementary planning documents will add more detailed advice or guidance to supplement policies in the Local Plan and help support the submission of well informed applications.

Policy P11 Conservation Areas

Development proposals affecting conservation areas will be permitted where they preserve or enhance the character or appearance of conservation areas.

Any harm to the significance of conservation areas (including development within its setting), should require clear and convincing justification.

Where a proposal will lead to substantial harm to the significance of a conservation area, permission will be refused unless it can be demonstrated that the substantial harm is necessary to achieve substantial public benefits that outweigh that harm.

Development involving demolition of a building (or other element) in a conservation area which makes a positive contribution to its significance will be treated either as substantial harm or less than substantial harm as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the conservation area as a whole. A suitable scheme for the reuse of the land must form part of the same application.

Non-designated heritage assets

Background

- 6.73. Non-designated heritage assets can be identified by the local authority and include buildings, historic areas, street furniture, designed landscapes and archaeological remains. Applicants will be required to provide a heritage statement/archaeological assessment/site evaluation for their proposals that is commensurate with the significance of the asset and the likely impact of the works. Proposals that will have a harmful impact will be required to meet the relevant tests set out in the NPPF.
- 6.74. The council will seek to identify non-designated heritage assets through a variety of means including (but not restricted to): neighbourhood plans; conservation area appraisals; site allocations; and with the assistance of local groups and national amenity societies. However, the council may also identify non-designated heritage assets through the delivery of normal planning services such as planning applications. Where applications are received for assets subsequently identified in this manner this policy will apply.
- 6.75. The council will have particular regard to the following factors when considering the identification of non-designated heritage assets: historic interest; architectural or artistic interest; archaeological interest; contribution to setting; external appearance.
- 6.76. Where appropriate the council will seek statutory designation to secure the protection of non-designated heritage assets.
- 6.77. The identification of non-designated heritage assets will be justified by consistent assessment against selection criteria to determine heritage significance. Proposals affecting non-designated heritage assets will be permitted where their identified architectural interest, archaeological or historic interest, positive contribution to their rural or townscape setting, and/or external appearance are sustained or enhanced in accordance with established conservation best practice.
- 6.78. Archaeological Priority Areas are considered non-designated heritage assets.
- 6.79. Local historic spaces and designed landscapes can contribute to the plan areas local distinctiveness and can be identified as non-designated heritage assets. Proposals affecting local spaces and landscapes will be permitted where their settings, openness, design integrity and features of interest are preserved or enhanced. The authentic reinstatement or modern reinterpretation of lost historic boundary enclosures and landscaping schemes is strongly encouraged.

Policy P12 Non-Designated Heritage Assets

1. The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining relevant applications. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
2. The council will require applicants for development proposals on sites which include or have potential to include heritage assets with archaeological interest to:
 - a) Submit an archaeological assessment, including the impact of the proposed development, and, should it be indicated that significant remains may be present, an evaluation of the site;
 - b) Preserve, protect, safeguard and enhance archaeological monuments, remains and their settings in development, and seek public interpretation where appropriate;
 - c) Undertake proper investigation and recording of archaeological remains as an integral part of a development programme, and publication and archiving of results to preserve significance and advance understanding.
3. Non-designated heritage assets of archaeological interest, which are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the policies for designated heritage assets.

Registered Parks and Gardens

Background

- 6.80. Parks and gardens on the national register are designated heritage assets. Applicants will be required to provide a heritage statement for their proposals which explains in detail the significance of the landscape or its features, describes the proposal, explains the need/justification for the proposal; and assesses the impact of the proposals on that significance. Proposals that will have a harmful impact will be required to meet the relevant tests set out in the NPFF.
- 6.81. The plan area includes designated historic landscapes dating from the medieval period and including nationally significant parks such as that at Goodwood House. The special interest of all the designated landscapes lies in their layout, landscape and structures and they often contain additional heritage assets designated under their own merit. The character of their settings can also be important.

Policy P13 Registered Parks and Gardens

Development proposals affecting parks and gardens on the national register will be supported where they:

1. Sustain and enhance the significance of landscape and its features of interest (including structures);
2. Take opportunities to restore original features or do not compromise future restoration opportunities;
3. Promote greater accessibility;
4. Preserve or enhance the setting (including views in and out) whenever possible; and
5. Are justified and supported by appropriately detailed Heritage Statements.

As a designated heritage asset, any harm to the significance of a registered park and garden, including having regard to its setting, will need to comply with the same requirements as for listed buildings, as set out in Policy P10.

Green Infrastructure

Background

- 6.82. Green infrastructure (GI) is the multifunctional network of natural and semi-natural features in urban and rural areas. In the plan area, this includes: canals, watercourses and river corridors; disused railway lines, cycle paths and pedestrian links connecting people with nature; public rights of way and the England Coast Path; green spaces such as the Medmerry Compensatory Habitat, farmland, wetlands, woodlands and trees; coastal features, wildlife corridors and Chichester and Pagham Harbours. Green infrastructure also includes built environment features such green walls and green roofs, and therefore consideration of these features should be in conjunction with the council's design policies. GI assets extend well beyond the boundaries of the Chichester plan area and, in particular, there are close links to and within the South Downs National Park, which is a nationally significant GI asset.
- 6.83. GI features are capable of delivering a wide range of social, economic and environmental benefits for local communities. These include promoting health and well-being through providing opportunities for physical activity and active travel, retaining and promoting biodiversity, and for climate change resilience including reducing impact of extreme weather and microclimates, reducing flood risk and providing opportunities for carbon storage or water purification. The benefits of these spaces are recognised as extending beyond the plan area boundary.
- 6.84. Regard should also be had to Natural England's National Framework of Green Infrastructure Standards.

Local Green Space

- 6.85. The NPPF includes the concept of Local Green Space designation. This is a discretionary designation and sites may be identified and included in either local or neighbourhood plans. The designation should only be used as defined by the criteria in the NPPF where the land is not extensive, is local in character and reasonably close to the community; and, where it is demonstrably special, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife. Any areas which fall outside a neighbourhood plan area and where such designation is sought, will be considered by the subsequent Site Allocations DPD that will cover the remainder of the plan area. Policies for managing development within a Local Green Space should be consistent with those for Green Belts.

Policy P14 Green Infrastructure

Proposals for all new development (excluding householder applications) will be expected to contribute towards the provision of additional green and blue infrastructure, and the protection and enhancement of existing green and blue infrastructure.

The existing green infrastructure network must be considered at an early stage of the design process for all major development proposals. New green infrastructure is to be provided as part of new development on the Strategic Site Allocations. Masterplans should illustrate how the development incorporates the existing green infrastructure network, and any new green infrastructure.

Proposals must demonstrate that all the following criteria have been addressed:

1. The proposals maintain or, where appropriate, incorporate improvements to the existing network of green infrastructure, or the restoration, enhancement or creation of additional provision areas;
2. Where appropriate, the proposals create new green infrastructure which is proportionate to the scale, type and wider context of the development proposal, is integrated into the development design;
3. The proposals contribute to improving the health and well-being of the local and wider community;
4. The proposals maximise opportunities to enhance and link to active travel routes, including existing public rights of way as well as multi-user routes;
5. The proposals maximise opportunities to link to nature recovery networks, including in accordance with the Local Nature Recovery Strategy;
6. The proposals do not lead to the dissection of the linear network of cycle ways, public rights of way, bridleways and ecological corridors; and
7. Where appropriate, the council will seek to secure by way of planning obligation or legal agreement provision for the future management and/or maintenance of green infrastructure.

Proposals for development that will otherwise harm existing green infrastructure assets will only be granted if they incorporate sufficient mitigation measures to benefit the GI network's wider functions, connectivity, quality and/or extent.

Open Space, Sport and Recreation

Background

- 6.86. The Local Plan can assist in enhancing well-being and promoting healthy lifestyles by protecting, enhancing and providing new open space, sport and recreation (including indoor) facilities. Open space also forms a key component of a green infrastructure network (see Policy P14 Green Infrastructure) and therefore contributes to the area's biodiversity assets and efforts to address climate change. Sport makes a substantial contribution to the local economy, contributing significantly in terms of spending, economic activity (measured using gross value added) and employment.
- 6.87. Open space includes formal facilities such as parks, sports and recreation grounds, children's play areas, outdoor sports facilities, playing pitches, amenity spaces and allotments, and also more informal facilities such as natural green spaces, beaches, lakes, watercourses and recreational routes. Indoor sports facilities include swimming pools, leisure centres, fitness stations and sports facilities provided in community centres and schools, where public access may be restricted to certain times.
- 6.88. The refresh of the Chichester Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 2024 proposes quantity, access and quality standards for different typologies in the plan area. When existing provision is compared against the recommended standards, the study identifies a justified additional need for allotments, amenity open space, play space, especially youth play space and parks, sport and recreation grounds. This study and future updates will be applied to assess future requirements for the Chichester Local Plan area.
- 6.89. The study recommends that levels of provision in new development are considered together with amenity open space. The aim would be to provide amenity and natural greenspaces which have both a recreational value and biodiversity value through native planting. There should be a move away from providing numerous small amenity grass areas, to providing fewer, larger amenity and natural spaces in new development. It recommends that sites which have significant nature conservation, historical or cultural value should be afforded protection, even if there is an identified surplus in quality, quantity or access in that local area.
- 6.90. Some areas have sufficient local provision for certain types of open space, although every area is deficient in some form of provision in terms of quantity, accessibility or quality. The study highlights the poor access to youth provision, with significant gaps in many of the settlements. Therefore, Policy P15 seeks to retain all open space typologies unless a better or at least equivalent replacement of an open space typology can be provided in terms of quantity, accessibility and quality.
- 6.91. Where a surplus of provision is identified against the standards set out in the Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 2018 and review 2024 (or future update), proposals involving the loss of facilities will need to take into account the potential for the use of the land to help reduce shortfalls of other types of open space and the future open space and recreational needs arising from development. Policy P17 covers the loss of community halls.

- 6.92. New housing developments create an additional need for both open space and recreational facilities. Where access to existing local facilities or the quality of provision is inadequate, new housing developments will be expected to provide new or improved facilities in respect of allotments, amenity open space, play space including youth space, and parks, sport and recreation grounds and natural or semi-natural greenspace.
- 6.93. The provision of additional amenity and natural greenspace may be required as part of mitigation measures to protect against the potential disturbance to bird populations (see Policy NE8).
- 6.94. In accordance with the standards set out in the Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 2018 and review 2024 (or future update), on-site provision for open space, sports and recreation facilities will be sought to meet the recreational needs generated by new housing development. All types of residential development where there is a net increase in 20 or more homes will be expected to contribute to the provision of facilities. The standards in the tables below exclude car parking and changing rooms, which should be provided in addition to the open space quantity standards. However, SuDS and landscape screens and buffers can potentially be provided within the open space if they are both functionally appropriate and form an integral part of the design of the type of open space being provided.
- 6.95. The Indoor and Built Sport and Leisure Facility Needs Assessment (2024), which covers certain indoor sports facilities including sports halls, swimming pools and fitness facilities, highlights a number of priorities for new or enhanced provision of these facilities that will be needed in the future. The Needs Assessment (or future update) will be used to guide future investment needs arising from development for indoor sports facilities. Sport England's 'Sports Facility Calculator' may also be utilised for the facility types held on their database (this is principally swimming pools, sports halls and indoor bowls centres).
- 6.96. Where facilities are to be provided on-site, the council will expect the developer to provide the land for the facility and either design and build the provision to the satisfaction of the council in compliance with the relevant national governing body guidance, Sport England Guidance or Play England Design for Play Guidance or make a financial contribution to the council so that it may arrange for the construction and development of the required facility. All housing types are expected to contribute, with the exception of housing for the active elderly, which is not expected to make provision for equipped play space.

6.97. Depending on other competing priorities, provision under the thresholds in Table 6.1 may be provided off-site through alternative funding sources such as the Community Infrastructure Levy.

Table 6.1 showing the thresholds for on-site provision as described above

Threshold requirement for providing on-site open space, sport & recreation facilities to be secured by S106				
Type of provision	1-19 dwellings	20-49 dwellings	50-99 dwellings	100+ dwellings
Allotments	Not required	Not required	Not required	Must be provided
Amenity and Natural Green Space	Not required	Must be provided	Must be provided	Must be provided
Parks, Sport and Recreation Grounds (1)	Not required	Not required	Not required	Must be provided
Equipped Play Space (Children)	Not required	Not required	Must be provided	Must be provided
Equipped Play Space (Youth)	Not required	Not required	Not required	Must be provided
Small community and sports halls (2)	Not required	Not required	Not required	May be required
1. For sports pitches, facilities need to be provided according to the need identified in the most up to date Playing Pitch Strategy. 2. Provision depends upon average household size (table 6.2); local circumstances and quantity and access standard (table 6.4).				

6.98. Table 6.2 shows the average household size, based on the 2021 census. This should be used for calculating the amount of on-site provision required by open space type. Over the plan period the council will update occupancy rates as appropriate with the latest available census data.

Table 6.2 – Average Household Size

Dwelling Size	Average Household Size (Census 2021)
1 Bedroom	1.3
2 Bedroom	1.9
3 Bedroom	2.3
4+ Bedroom	2.8

6.99. Table 6.3 shows the minimum open space quantity and access standards required by developments that meet the thresholds for providing on-site facilities set out in hectares per 1000 population generated. The standards in the tables below exclude car parking and changing rooms, which should be provided in addition to the open space quantity standards. Sports fields and pitches should be accompanied by the provision of small built facilities to accommodate toilets, showers and changing rooms, and associated parking and access commensurate with the scale of development proposed.

Table 6.3 – Minimum Open Space Quantity and Access Standards

Typology	Minimum quantity standards in hectares per 1000 population	Access standard in metres or by straight line walk time
Allotments	0.30 ha	600 metres or 12-13 minutes
Amenity Green Space (3)	0.65 ha	600 metres or 12-13 minutes
Parks, Sport and Recreation Grounds (1)	1.2 ha	600 metres or 12-13 minutes
Equipped Play Space (Children) (2)	0.075 ha	480 metres or 10 minutes
Equipped Play Space (Youth) (2)	0.075 ha	720 metres or 15 minutes
Accessible Natural Green Space	1.2 ha	720 metres or 15 minutes and Natural England's Accessible Natural Green Space Standards and Woodland Trust's Woodland Access Standard
Total for new provision	3.5 ha per 1000 population	
1. In addition to this standard, playing fields & pitches should be accompanied by small built facilities as a minimum to accommodate toilets, showers & changing rooms, parking and storage and associated parking and access commensurate with the scale of development proposed. 2. Please note that this standard does not include any buffers, landscape design or informal play. However, equipped play space should be provided in accordance with Play England's 'Design for Play' Guidance which recommends designed landscape and buffers around play equipment which will be required in addition to the standard above. 3. SuDS and landscape screens and buffers can be potentially provided within the open space if they are both functionally appropriate and form an integral part of the design of the type of open space being provided.		

6.100. Where new indoor sports facilities are required the following quantity and access standards will apply:

Table 6.4 shows the built sport and recreation facilities quantity and access standards required by developments that meet the thresholds for providing on-site facilities.

Table 6.4 – Built Sport and Recreation Facilities Quantity and Access Standards

Indoor Facility	Quantity Standard per 1000 population	Access Standard Drive-time or walking in urban areas
Indoor sports facilities	See the Indoor and Built Sport and Leisure Facility Needs Assessment	No standard set
Small community halls*	New housing developments generating 500 or more people will be assessed by the council to determine what facilities are required proportionate to the scale of development proposed. The standard will be applied flexibly to best meet local circumstances. The aim should not be (for example) to create a proliferation of small community venues in areas of growth where fewer larger venues would be more appropriate. Contributions arising from this standard may also be used towards the enlargement/improvement of existing venues (whether on-site or nearby off-site) where appropriate. A small community hall will be required to provide: A main hall to be used for a variety of recreation and social activities, of at least 18m x 10m; a small meeting/committee room; kitchen; storage; toilets; provision for disabled access and use; car parking. Overall a total net floor space of 300 sqm will be used as a minimum guide for the building. A larger hall will be needed where an identified need for badminton or other sports and health and fitness facilities as local needs determine.	600 metres or 15 minutes straight line walk time, but 15 minutes drive-time might be acceptable in rural areas.
* Sports Halls and Health and Fitness facilities can be provided in small community halls as local needs determine – so applied flexibly.		

- 6.101. Further details are set out in the Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy 2018 and review 2024 (or future update). The council will use appropriate planning obligations to secure the provision and maintenance of open space, sport and recreation facilities.
- 6.102. Area based policies and allocations in this Local Plan identify locations where new and enhanced open space, sport and recreation facilities will be sought in association with strategic development. Where appropriate, other specific allocations and enhancements will be identified in the relevant Neighbourhood Plans, Site Allocation DPD, supplementary planning document(s) and the Green Infrastructure Strategy.
- 6.103. Recreational activities which are likely to create noise disturbance to the surrounding environment should demonstrate that activities would not adversely impact on the tranquillity and enjoyment of local residents, or other users of the coast and countryside.

Policy P15 Open Space, Sport and Recreation

Residential development proposals should retain, enhance, improve access and increase the quantity and quality of public open space, playing fields, sport and recreation facilities (including indoor facilities) and provide improved links to the green infrastructure network and existing rights of way.

1. New residential development (excluding replacement dwellings) in accordance with the development thresholds set out in Table 6.1 will be required to contribute towards:
 - a) The on-site provision of new open space, sports and recreation facilities (including indoor facilities);
 - b) Improving the quality and accessibility of existing open space or indoor facilities.

New or improved facilities should be provided in accordance with the quantity and access standards as set out in Tables 6.3 and 6.4 using the household size multiplier in Table 6.2. Provision will be secured by way of condition or legal agreement.

2. Development resulting in the loss of existing open space, playing fields, sports and recreation buildings and land must satisfy the following criteria:
 - a) They are replaced by accessible and appropriately located open space, sports and recreation facilities that are of better or at least equivalent quantity and quality;
 - b) Where the Chichester Open Space, Sport and Recreation Study including Indoor Sports Facilities and Playing Pitch Strategy (or latest update) identifies a surplus in a typology, the future needs and potential to meet shortfalls in other types of open space, sports and recreation provision in the local area need to be taken into account;
 - c) There are no adverse impacts on biodiversity, heritage assets or the integrity of the green infrastructure network.

Health and Well-being

Background

- 6.104. Health and well-being are key issues for the plan area. The NPPF recognises that supporting the health, social and cultural well-being for all sections of the community is fundamental to the social role of planning in delivering sustainable development, while taking into account and supporting the delivery of local strategies. The planning process can influence the provision of new and improved facilities and opportunities to encourage healthy choices and active lifestyles, when creating new places and new development. Policies in the Local Plan enable and support healthy lifestyles for example, by including the provision of safe and accessible green infrastructure, sports facilities, local shops, and housing allocations which encourage walking and cycling.
- 6.105. In planning for the health and well-being of Chichester, it is necessary to understand and address the specific issues affecting Chichester District and the plan area. The WSCC Joint Strategic Needs Assessment (JSNA) sets out the health and well-being issues within Chichester District as a whole, that include an older age profile compared with England, childhood obesity, physical inactivity, and inequalities resulting from the gap between life expectancy of the people in the most deprived areas compared with the least deprived increasing in recent years.

Planning for Health and Well-being

- 6.106. Addressing all health and well-being issues requires the coordinated efforts of a number of agencies, councils and voluntary and community organisations involved in health and well-being professions. The council will work with partner organisations and health care commissioners to support the three priorities of the West Sussex Joint Health and Well-being Strategy: Start Well, Live Well, Age Well. The council will work with these partner groups to identify requirements for healthcare facilities and help facilitate delivery, where required by the priorities of West Sussex County Council and relevant NHS healthcare providers. Working with providers of other social and community infrastructure, the council will also support the delivery of appropriate facilities, to meet local needs, reflecting the spatial distribution of need and the importance of accessibility and public transport provision.
- 6.107. Development should contribute to building healthy communities through the creation of an inclusive built and natural environment. Inclusive design means providing for all people regardless of age or ability. Healthy communities are ones which meet the needs of children and young people to develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments.
- 6.108. Policy P16 seeks to ensure that development considers local issues relating to health and well-being at an early stage in the planning process in order to positively improve outcomes for residents. The council will support proposals that seek to improve health and well-being, tackle inequalities, and prevent ill health for those living, working and visiting the plan area. However, health and well-being is not a standalone policy, it is influenced by a number of themes, including transport, open space, green

infrastructure, housing, employment and environmental quality, while supporting biodiversity and efforts to address climate change.

- 6.109. Development will be expected to address the characteristics and demographic structure of Chichester and use local needs data held within the WSCC JSNA to provide evidence to support the needs of the Local Plan area. Development will also take account of health and well-being outcomes by making reference to the WSCC Creating Healthy and Sustainable Places document.

Health Impact Assessments

- 6.110. The effect that planning policies and proposals may have on the health of a community can be tested through an independent Health Impact Assessment (HIA). This aims to ensure that any adverse impacts are reduced and positive impacts are maximised for all sections of the community. The WSCC 'Creating Healthy and Sustainable Places' document contains guidance and information to place makers with regards to the preparation and use of HIAs.

Policy P16 Health and Well-being

Proposals for new development are expected to contribute towards strong, vibrant and healthy communities. Measures that help achieve healthier communities and promote health equity by supporting health, social and cultural well-being, must be incorporated into proposals for new development.

Development proposals will integrate public health principles and planning to help reduce health inequalities by:

1. Safeguarding and encouraging the provision of allotments and garden plots within developments and supporting opportunities for small-scale agriculture and farmers markets to provide access to healthy, affordable locally produced food options;
2. Promoting improvements to enable healthy lifestyles and developing a network of cycling and pedestrian routes as part of an integrated, multifunctional green infrastructure network; linking key settlements and service centres and enabling the community to improve their health by engaging in active travel, in accordance with Policy P14 (Green Infrastructure) and Policy T3 (Active Travel - Walking and Cycling);
3. Demonstrating how developments provide high-quality open spaces and opportunities for sport and physical activity to comply with Policy P15 (Open Space, Sport and Recreation) making reference to Sport England's 'Active Design' guidance.

Development proposals for over 50 dwellings or 1,000sqm, along with development proposals that may have an impact on health will require submission of a Health Impact Assessment.

Local and Community Facilities

Background

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

Policy P17 New and Existing Local and Community Facilities including Local Shops

Planning permission will be granted for new or improved community facilities, where all of the following criteria are met:

1. The facility is well located for the community it serves;
2. The facility is accessible and inclusive to the local communities it serves;
3. The facility is easy to reach on foot, by cycle and by public transport;
4. There will be no adverse effects on the amenity of the surrounding area, including through the effects of any traffic generated by the proposal;
5. Appropriate consideration has been given to the shared use, re-use and/ or redevelopment of existing buildings in the host community to expand or diversify the level of service;
6. The proposal is supported by a robust proportionate business plan and governance arrangements, including any funding arrangement, to ensure the facility is financially sustainable in the longer term. This information will be prepared and funded by the applicant.

Development proposals which result in the loss of, or have an unacceptable adverse impact on, existing community facilities or land/premises last used for community facilities, public services, leisure and cultural uses, will only be permitted where it can be demonstrated that:

- a) The premises or land have been marketed in accordance with Appendix C and there is no longer a need or demand for the facility within the local area; or
- b) Alternative community facilities are provided that are accessible, inclusive and available and of an equivalent or better quality to those lost, without causing unreasonable reduction or shortfall in the local service provision;

For commercially run community facilities:

- c) The premises or land have been marketed in accordance with Appendix C and there is no longer a market demand for the existing use or an alternative community use.

Chapter 7: Employment and Economy

Meeting Business and Employment Needs

Background

- 7.1. The Local Plan objectives support a strong, thriving and diverse economy, improving employment opportunities for all skills whilst moving to a low carbon economy. This reflects the Plan vision and the main priorities identified in the council's Economic Development Strategy. This in turn reflects the key priorities of the Coast to Capital Local Economic Partnership (LEP) and the West Sussex Economy Plan. A key element of the Economic Development Strategy for the district is a targeted approach supporting the growth of indigenous businesses, whilst encouraging inward investment.
- 7.2. The Local Plan will assist the creation of new jobs in a variety of ways, most obviously through the allocation of land for employment uses, but also by less direct means, for example, by promoting town centre regeneration, supporting local services in rural areas, enhancing visitor facilities, supporting expansion of education and training, building new dwellings and facilitating improvements to transport and telecommunications.
- 7.3. The Local Plan also seeks to maintain an attractive environment through protecting the landscape and heritage assets which will encourage tourism and inward investment from businesses that wish to locate here.
- 7.4. The Chichester Housing and Economic Development Needs Assessment considers the amount of employment land to provide for in this Plan. Based on a combination of labour demand (for office use) and past trends (for industrial and warehousing uses), with an allowance for flexibility, replacement of some losses and an adjustment for Covid, it recommends between 108,000 and 115,000 sqm of employment floorspace is provided for between 2021 and 2039, comprised of between 36,500 and 43,000sqm of office space, 50,500sqm of industrial space and 21,000sqm of warehousing (all rounded to the nearest 500sqm). This equates to a total requirement of 23ha.
- 7.5. The Local Plan makes provision for the identified needs through a combination of different sources. In addition to completions and pipeline supply, employment is provided for through bringing forward some allocations of land from the Local Plan Key Policies 2014-29, where the employment space has not yet all been delivered at:
- Land west of Chichester (see Policy A6). Phase one has an existing permission. A further 20,800sqm of employment space could be delivered in phase two;
 - Land at Chichester Business Park, Tangmere (see Policy A19) an existing permission covers most of the site, with just one plot remaining without permission;
 - Land at Shopwyke (see Policy A7). Employment land at Glenmore Business Park is now complete but a further 4,000 sqm is covered by an outline permission covering the rest of the SDL.
- 7.6. Site allocations in the Site Allocations DPD 2014 – 2029 at:

- Land at Kingsham Road⁽³⁹⁾– 7,200sqm office space

7.7. And a new allocation at:

- Land south of Bognor Road (see Policy A20) a minimum of 28,000sqm

7.8. In addition, provision is made for flexible employment/leisure space within the neighbourhood centre at the new strategic site Land East of Chichester (A8) and local provision will also be made through neighbourhood plans, and at the Southbourne Broad Location for Development.

7.9. Elsewhere, planning policies will:

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

7.10. Policy A21 safeguards land to the east of Rolls-Royce for employment development related to Rolls-Royce. This is not included in the employment figures below as it relates specifically to future operational needs for Rolls-Royce rather than to the broader employment requirement identified in the HEDNA.

³⁹ Policy CC5 Boys High School, Kingsham Road (Site Allocations DPD 2014 – 2029)

Policy E1 Meeting Employment Needs

The employment requirement for the plan area is for at least 115,000sqm of employment floorspace to be delivered in the period 2021/22-2038/39.

Proposals for employment related development on unallocated sites will be supported in accordance with Policy E2 of this Plan. Proposals for significant new office development will be encouraged in Chichester city centre in accordance with Policy A1. Smaller-scale office developments will be supported in other settlements in accordance with Policy E2.

Table 7.1 Employment floorspace supply

Employment floorspace supply

Part of the employment floorspace requirement will be met through:

- 14,097 sqm of completions since April 2021; and
- 74,470 sqm of commitments as at 1st April 2024. This includes planning permissions, allocations brought forward from the 2015 Local Plan and extant allocations from the Site Allocations DPD 2014-29

This leaves a residual requirement of 26,433sqm which will be met through a new strategic site allocation at Land South of Bognor Road, allocated in Policy A20.

Existing Employment Sites

- 7.11. To support a thriving and adaptable local economy, there is a need to maintain a flexible supply of employment land and premises. However, opportunities for new employment sites are limited and therefore, it is important to make best use of the existing stock of employment land and floorspace. This means retaining suitable employment sites and encouraging their refurbishment, upgrading and intensification to meet modern business needs.
- 7.12. The council has regularly reviewed the suitability of existing employment sites to contribute towards meeting the economic needs of the area. Where justified, a small number of sites have previously been released for other uses. The evidence of need prepared for this Local Plan in the form of the Chichester Housing and Economic Development Needs Assessment (2022) indicates that there is a significant need for net additional employment floorspace across the plan area. The broad strategy to meet the employment floorspace needs is set out in the strategic employment Policy E1.
- 7.13. As well as proposing new strategic allocations for new employment floorspace, the strategy is also reliant on protecting existing employment sites from losses to other uses where these remain suitable for business, industrial and related employment uses. The council will encourage the refurbishment, upgrading and intensification of these sites to make them more commercially attractive.
- 7.14. The focus of employment floorspace provision within the plan area is on uses within Class B2 (General Industry), Class B8 (Storage and Distribution) and Class E(g) (offices, research and development and any industrial process that can be carried out in a residential area without detriment to amenity). Other uses providing employment may be considered appropriate on existing employment sites where they are of a similar character in terms of providing jobs, the skills they require and their contribution to the GVA of the plan area.
- 7.15. Following changes to the Use Classes Order and permitted development rights during 2020 and 2021, changes from Class E (g) to other uses within the E class (Commercial Business and Service), to residential use or for use as a state funded school can be made under permitted development rights, subject to prior approval processes. Class B8 also has permitted development rights to change to residential use. It remains unclear if greater flexibility for commercial uses will strengthen its protection from conversion to residential. The council will monitor the number of changes of use of business and industrial units which fall under Class E to Class C3 (residential) to understand the loss of such units and the impact on the district's longer-term ability to meet the need for employment floorspace. Should the need arise to safeguard the provision of employment floorspace, the council will explore measures to provide protection such as the introduction of Article 4 Directions to restrict changes of use from employment to residential uses.
- 7.16. Where planning permission is required for a change of use to a non-employment generating use, applicants will need to provide evidence that the site is no longer required for employment. In particular, applicants will need to provide supporting evidence on the viability of the site for continued employment use (guidance is set out

in Appendix C), including the availability of employment land/floorspace in the local area and demonstrating that genuine attempts have been made over an extended period to market the site for commercial or similar uses.

- 7.17. Given the limited opportunities for employment uses with direct access to the coast and reflecting the Chichester Harbour Conservancy Management Plan's planning principles, particular scrutiny will be given to the marketing evidence for marine related employment sites with the aim of preserving these uses.
- 7.18. Development proposals for main town centre uses (including offices) will be expected to comply with the other policies of this Plan, including the direction of such uses to retail centres and edge of centres in the first instance (see Policies E5 and E6), in line with the sequential test set out in national policy.

New Employment Sites

- 7.19. A new strategic employment-led site is allocated on Land South of Bognor Road at North Mundham. Land East of Rolls-Royce is safeguarded for future employment development related to Rolls-Royce. These policies set out the detailed site-specific requirements for development at these sites. Other strategic site allocations (including those already allocated within the Site Allocations DPD 2014 - 2029) also make provision for new employment land to come forward as part of a wider allocation.
- 7.20. It is recognised that there may be proposals in the future for additional employment provision outside of the strategic site allocations and existing employment sites. The review of the Use Classes Order in 2020 with the creation of the new and wider Use Class E Commercial, Business and Service Uses will also allow greater flexibility to change between uses. Significant new office developments will still be encouraged to locate within Chichester city and the settlement hubs of the plan area whilst other E(g), B2, B8 and similar employment class uses will be encouraged within the settlement boundaries of other defined settlements within the plan area. Policy NE11 deals with the conversion of existing buildings in the countryside to employment uses.

Policy E2 Employment Development

1. Existing Employment Sites

At existing employment sites, where required, planning permission will be granted for development within the business and industrial use classes E(g), B2, B8 of new floorspace and the refurbishment, upgrading or modernisation of existing premises, where it can be demonstrated that:

- a) There is no material increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to adversely impact occupants of nearby residential properties; and
- b) The proposal is not of a scale that is likely to cause unacceptable visual amenity harm to nearby residential properties or cause harm to the enjoyment of the countryside; and
- c) The proposal would not generate unacceptable levels of traffic movement, soil, water, odour or air pollution and there is no adverse impact resulting from artificial lighting on the occupants of nearby residential properties or on the appearance of the site in the landscape or on its ecology; and
- d) Where development would result in an expansion of the existing employment site into countryside, that the development is required to meet a local need, is proportionate to its location and would not harm the character of the rural area; and
- e) For office developments, that the sequential test set out in national policy has been met, unless the proposal is for small-scale rural development.

Existing employment sites will be retained to safeguard their contribution to the local economy. Employment uses other than those in use classes E(g), B2 or B8 which require planning permission, will be permitted on existing employment sites provided they are of a similar character in terms of providing jobs, the skills they require and their contribution to long-term economic growth. Where the proposed alternative use is a main town centre use, the sequential test set out in national policy must be met.

Where planning permission is required for alternative non-employment uses on land or floorspace currently in or last used for employment generating uses, applicants must provide evidence demonstrating that the site is no longer required and is unlikely to be re-used or redeveloped for employment uses to meet future demand. Appendix C provides guidance to the applicant on what this evidence should include.

2. New Employment Sites

Development proposals for employment generating uses within Use Class E(g), B2, B8 and uses compatible with a business or industrial location will be permitted within the settlement boundaries, as defined on the policies map and provided such proposals are compliant with other relevant policies within this Local Plan.

Proposals for new office development will be permitted in Chichester city centre and the settlement hubs in accordance with the sequential test set out in national policy. Small-scale office uses will be permitted in other service villages to meet local needs and as part of the residential-led allocations provided for in the strategic policies.

Development proposals must demonstrate that:

- a) There is no material increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to adversely impact occupants of nearby residential properties or be of a scale that is likely to cause harm to the enjoyment of the countryside; and
- b) The proposal would not generate unacceptable levels of traffic movement, soil, water, odour or air pollution and there is no adverse impact resulting from artificial lighting on the occupants of nearby residential properties or on the appearance of the site in the landscape or on its ecology.

The council will require new employment development, where feasible, to provide for an appropriate range of unit types and sizes to accommodate the needs of start-up and move-on businesses within the plan area.

Addressing Horticultural Needs

Background

- 7.21. The southern part of the plan area accommodates a horticultural industry which has taken advantage of the comparatively high light levels experienced in the area to become nationally and internationally competitive. The council has a long-standing track record in supporting this industry through the designation of four Horticultural Development Areas (HDAs) around Tangmere, Runcton, Sidlesham and Almodington.
- 7.22. In considering the needs of the industry through the plan period, the findings of the Housing and Economic Development Needs Assessment (HEDNA) 2020 and subsequent monitoring of development needs have been taken into account. Approximately, 67 hectares is identified as necessary to meet the future horticultural land need within HDAs over the plan period based on past trends. However, given the historical pattern of horticultural development outside of HDAs, an additional 137 hectares of horticultural land is also forecast to be required outside of HDAs to meet future need.
- 7.23. In response to the findings of the HEDNA, the council has reviewed the function and capacity of the previously designated HDAs as a policy tool to meet the anticipated future needs of the industry.
- 7.24. The council has concluded that the existing HDAs at Tangmere, Runcton, Sidlesham and Almodington should be retained with the following principles of development to apply:
- Taking account of existing commitments (i.e. planning permission already granted), some of the remaining requirement can potentially be accommodated within the existing Tangmere and Runcton HDAs.

Horticultural Land Requirement	Identified Land Need within HDAs (HEDNA 2020)		67 ha
Horticultural Land Available	Tangmere HDA land currently free of permissions	38 ha	
	Runcton HDA land currently showing free of permissions	9 ha	
	Total land currently free from planning permissions within Tangmere and Runcton HDAs		47 ha
Shortfall in HDA Horticultural Land	HDA land still required		20 ha

- There is however, insufficient availability within HDAs to cover the forecast horticultural and functionally-linked development need. Land at the Runcton HDA is almost at capacity and the Runcton HDA boundary has therefore been reviewed. The HDA is extended at its southern boundary to include a further 21 hectares of land promoted by the horticultural industry for horticultural and functionally-linked development (as defined in Policy E4). The extension to the Runcton HDA is shown on the policies map.

- iii. Land will continue to be utilised where available, within the HDAs and then where possible, on areas of land adjacent to the HDAs.
- iv. Small-scale horticultural development will continue to be focussed within the Sidlesham and Almodington HDAs.
- v. The HDA boundaries at Runcton and Tangmere have been reviewed generally, which has led to deletions to the Runcton HDA boundary as shown on the policies map.

7.25. Horticultural and functionally-linked development proposed outside of the HDAs will need to provide clear justification as to why the development cannot be accommodated within the HDAs.

7.26. The policy set out below identifies the horticultural needs of the plan area and the broad strategy to meet this need, whilst Policy E4 is a criterion-based policy requiring set criteria to be addressed within HDAs and additional criteria to be met for development proposals outside of HDAs.

Policy E3 Addressing Horticultural Needs

To support the growth of the horticultural industry within the plan area, approximately 204 hectares of additional land for horticultural and functionally-linked development is required over the plan period from 2021 to 2039.

Approximately 67 hectares is identified as required within HDAs to meet predicted horticultural and functionally-linked development need within HDAs. Large scale horticultural and functionally-linked development will continue to be focused within the HDAs at Tangmere and Runcton where approximately 47 hectares remains undeveloped. The remaining horticultural development need will be accommodated in a planned extension at the southern boundary of Runcton HDA which comprises some 21 hectares of land.

Land will continue to be utilised where available within the HDAs and then where possible, on areas of land adjacent to the HDAs. Policy E4 sets out the detailed considerations for applications in the HDAs.

Approximately 137 hectares of land is also needed outside of HDAs to meet anticipated horticultural and functionally-linked development land need for the plan period. Any such proposals will need to meet the additional criteria in Policy E4 which applies to horticultural development proposed outside of HDAs.

The Sidlesham and Almodington HDAs will continue to be the focus for smaller scale horticultural glasshouses.

Horticultural Development

Background

- 7.27. To ensure that the plan area's horticultural industry remains nationally and internationally competitive, it is important that sufficient suitable sites are available. To support this activity, the council has designated Horticultural Development Areas (HDAs) in the countryside, where glasshouses, polytunnels and related facilities (such as packhouses and grainstores), may be allowed and the impact of their large size and bulk is minimised.
- 7.28. There are four designated HDAs as shown on the policies map:
- Tangmere;
 - Runcton;
 - Sidlesham and Highleigh; and
 - Almodington.
- 7.29. Large-scale horticultural development at Tangmere and Runcton is characterised by major expanses of large buildings, which have good access to the main road network. These businesses supply large supermarkets, garden centres and food chains, and are required to adapt and improve constantly to maintain this market. Consequently, operators seek to increase production volume with larger premises to achieve the economies of scale required to remain viable.
- 7.30. The council is committed to ensuring that planning policies assist the national and international competitiveness of the district's horticultural industry during the Local Plan period. It is recognised that there is a demonstrable business need to deliver development that is functionally-linked to the growing of produce within HDAs in order to support the vitality and viability of the industry. Functionally-linked developments are likely to include, but are not limited to, storage and distribution facilities, food processing and packaging, research and development and the production of renewable energy/provision of energy hubs. The council considers it important to ensure that new developments within HDAs are retained for horticulture, or purposes functionally-linked to horticulture, in order to ensure the competitiveness of the industry is maintained. The council will use planning conditions and/or planning obligations where appropriate to achieve this aim. In order for a proposal to be considered as functionally-linked development, the planning application will need to evidence demonstrable benefits of co-location within the HDA (i.e. the contribution to local synergies and/or the reduction in food miles and in carbon emissions).
- 7.31. Smaller scale horticultural development will continue to be focused within the existing HDAs at Sidlesham and Almodington. This is due to the nature of the land as former Land Settlement Areas formed in the 1930s, which were later designated as HDAs in 1992. Many of the horticultural businesses located in these areas are small-scale as the patchwork nature of the landholdings makes land assembly, and therefore expansion, difficult. These areas are further from the A27 than the Tangmere and Runcton HDAs and are less well served by the road network.

- 7.32. As set out in the spatial strategy, it is not expected that large scale horticultural development will occur in the Sidlesham and Almodington HDAs and instead, is intended to be housed within the Tangmere and Runcton HDAs. The principle to be followed in the Local Plan is to reinforce the use of the Sidlesham and Almodington areas for smaller scale horticultural/market garden operations.
- 7.33. Notwithstanding the extension to the Runcton HDA detailed in the strategic policy, it is acknowledged that additional land will be required by the horticultural industry to expand further through the Plan period. The preferred approach for horticultural development is for land within existing HDAs to be used first and if not possible, land adjacent to an HDA. When it can be demonstrated that no suitable land within HDAs is available, land outside HDAs may be considered. The Horticultural Development Policy is divided into two parts; the first part applies to horticultural development within a designated HDA where horticultural development is acceptable in principle. The second part of the policy is a criterion-based policy which applies to new horticultural development outside designated HDAs. The criteria in both parts of the policy are applicable to applications located outside a designated HDA.
- 7.34. The policy for development outside HDAs requires applicants to demonstrate why the development proposed cannot be located within an HDA. It is important therefore for the applicant to provide substantiated reasons why the new development cannot be located within an HDA. For example, why the land within HDAs is not available or suitable for the development proposed.
- 7.35. Where it can be demonstrated that development within HDAs is significantly hindered, particularly at Runcton and Tangmere, the council will, where appropriate, investigate the use of its compulsory purchase powers, when all other avenues have been exhausted, to enable the expansion of the horticultural industry.
- 7.36. When considering the proposals for new development outside HDAs, attention will be given to transport and accessibility, visual impact on the landscape and the amenity of local residents. In addition, that soil, water, air, noise and light pollution levels are minimised and mitigated.
- 7.37. Water resources are managed by the Environment Agency through a Catchment Abstraction Management Strategy (CAMS) approach. This assesses how much water is available in each catchment, how much is allocated to people and how much is needed to sustain the environment. The [Arun and Western Streams Abstraction Licensing Strategy \(June 2022\)](#) sets out the current situation within the Chichester District.
- 7.38. Any future applications for abstraction licences will be considered in accordance with the Strategy, taking into account the needs of the environment and existing abstractors. Any proposals for horticultural development should consider any potential impact on water resources and consider mitigation measures to reduce its impact and maintain security of supply.

Policy E4 Horticultural Development

Large scale horticultural development will continue to be focused within the existing HDAs at Tangmere and Runcton. The Sidlesham and Almodington HDAs will continue to be the focus for smaller scale horticultural glasshouses.

Within designated HDAs, as shown on the policies map, planning permission will be granted for new horticultural and functionally-linked development where it can be demonstrated that:

1. The development will be used solely for horticulture and/or purposes functionally-linked to horticulture. Functionally-linked development may include:
 - a) propagation and growing of horticultural produce within or outside buildings;
 - b) the processing and packaging of food items;
 - c) the storage and distribution of produce, processed foods and associated packaging;
 - d) research and development and office functions which relate to horticulture and/or horticultural food production;
 - e) renewable energy production where the primary recipient/user of the energy produced is located within or adjacent to the HDA;
2. If the proposal is for functionally-linked development, the proposal evidences demonstrable benefits of co-location (i.e. the contribution to local synergies and/or the reduction in food miles and in carbon emissions);
3. There is no significant adverse increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to unacceptably disturb occupants of nearby noise sensitive properties or the environment, including wildlife, or be likely to cause unacceptable harm to the enjoyment of the countryside;
4. The proposal does not generate unacceptable levels of soil, water, odour or air pollution and there is no significant adverse impact resulting from artificial lighting on the occupants of nearby sensitive properties or the environment, or on the overall landscape generally;
5. New planting is sufficient to benefit an improvement to the landscape and increases the potential for screening;
6. Adequate vehicular access arrangements exist or will be provided from the site to the road network to safely accommodate vehicle movements without detriment to highway safety or result in unacceptable harm to residential amenity;
7. The height and bulk of development, either individually or cumulatively, does not have a significant adverse effect upon the character or appearance of the surrounding countryside, landscape or setting of the SDNP and mitigation measures are included to address any detrimental effects e.g. in order to mitigate the height and bulk of new horticultural structures;
8. It can be demonstrated that adequate water resources are available or can be provided and appropriate water efficiency measures are included;
9. Acceptable surface water drainage capacity exists or can be provided as part of the development including sustainable drainage systems or water retention areas;

10. The proposal ensures that development avoids harm to protected species and existing important habitats and features and facilitates the achievement of biodiversity net gain;
11. The proposal retains and enhances existing connecting habitats as well as facilitates the creation of new levels of habitat connectivity within the site and to the wider Green Infrastructure network and identified strategic wildlife corridors. The proposal enhances and protects the strategic wildlife corridors and ensures the impact of development on the strategic wildlife corridors has been minimised, including through the provision of appropriate buffers along linear features in relation to important habitats which are being retained and/or created, whilst minimising light spill into corridors;
12. The proposal successfully avoids and/or mitigates potential impacts on the Pagham SPA/Ramsar, including contributing to any strategic access management issues (including on-site mitigation where required as part of the Habitats Regulations Assessment), and potential for loss of functionally linked supporting habitat.

Outside HDAs

The policy approach for horticultural development is for land within existing HDAs to be utilised first. Where no suitable land within HDAs is available, development proposals for horticultural and functionally-linked development on land adjacent to HDAs is preferred followed by land elsewhere in the plan area. All development proposals on land outside HDAs will need to address the criteria above (1-12) as well as the additional criteria (13-16) below:

13. The development is for horticultural purposes or purposes functionally-linked to horticulture, and it can be demonstrated that the proposal cannot be accommodated within an existing HDA;
14. The land is sufficiently well drained, level and of a quality to be suitable for horticultural development;
15. Necessary infrastructure and services are available or will be provided; and
16. Long views across substantially open land are retained.

Planning applications for horticultural and functionally-linked development will need to consider the policies concerning biodiversity; wildlife; strategic wildlife corridors; the natural landscape; and pollution. The accommodation for agricultural, horticultural and other rural workers policy may also be relevant.

Retail Strategy and New Development

Background

- 7.39. The overall strategy for the plan area is to improve the vitality and viability of the district's city, local centres and village parades by:
- Safeguarding the commercial function and character of each centre;
 - Enhancing the appearance, safety and environmental quality of the centres;
 - Encouraging a diversity of uses within centres, enabling a range of retail, leisure, social, education, arts, cultural, office, commercial and, where appropriate, residential uses;
 - Improving and enhancing the resilience of the centres;
 - Promoting the short and long-term reuse for vacant buildings;
 - Enhancing the early evening and night-time economy;
 - Improving access to the centres by sustainable modes of transport and encouraging multi-purpose trips.

Defining the hierarchy of centres

- 7.40. Chichester city is considered to be a sub-regional centre. Its geography results in the city being a dominant centre for its immediate catchment area. However, as a major tourist and visitor destination, due to its heritage and cultural offer in particular, Chichester city draws spend from beyond its primary catchment area. As such, the city provides a 'multi-layered' retail offer, from fulfilling day to day convenience shopping needs to a specialist retail role through the variety of specialist and independent shops on offer within the city centre (or town centre as defined in the NPPF), as well as retail warehouse parks at Barnfield Drive and Portfield.
- 7.41. In addition, there are local centres at Selsey and East Wittering which provide a large range of convenience shops. A further local centre will be developed at Tangmere as the strategic development location is developed.

City and Local Centre Boundaries

- 7.42. The designation of town centre boundaries is important when applying the sequential approach, to direct town centre uses to sustainable locations and to determine whether an impact assessment is required. In line with the NPPF, a city centre boundary has been defined for Chichester city (shown as town centre boundary on the policies map) which will be the basis for applying the sequential test. The primary shopping area for the city centre is still retained as a focus for the concentration of retail development, though recognising that this area will comprise a range of town centre uses which complement the retail sector.
- 7.43. The Selsey local centre boundary has been designated through its Neighbourhood Plan (2021), whilst the East Wittering local centre boundary has been defined in the Site Allocation Development Plan Document 2014 – 2029 (as set out in Appendix I the East Wittering local centre boundary has been saved).

Impact Assessment

- 7.44. An impact assessment will be required for retail and leisure proposals outside the defined city and local centre boundaries, which are not in accordance with the Local Plan and which exceed the thresholds set out in Policy E5 below. Where an impact assessment is required, it will need to successfully address the issues set out in national guidance and policy.

Future Retail Floorspace Requirements

- 7.45. The Retail Study Update Report 2022 identifies the floorspace requirements for future retail development up to 2039. It demonstrates that the overall retail and food/beverage floorspace projections for Chichester city up to 2035 can be accommodated by the existing stock rather than new development.
- 7.46. The report also considers needs for retail and food/beverage floorspace in Selsey, East Wittering/Bracklesham and elsewhere in the plan area. It only identifies a modest need over the plan period for the rest of the plan area (1,300 sqm)⁽⁴⁰⁾. As there is sufficient vacant floorspace to meet the needs for Selsey and East Wittering/ Bracklesham over the first 10 years of the plan period, no additional allocations are considered necessary in those areas.

Table 7.2: Convenience and comparison goods retail and food/beverage floorspace projections up to 2039 (sq.m gross)

	Convenience goods retail	Comparison goods retail	Food/beverage	Total
Chichester City	1,600	4,500	3,700	9,800
All other areas	300	200	800	1,300
Total	1,900	4,700	4,500	11,100

⁴⁰ For the first 10 years post adoption the requirement is 400 sqm for Selsey, 200 sqm for East Wittering/Bracklesham and 300 sqm for the rural part of the plan area.

Policy E5 Retail Strategy and New Development

Retail and Hospitality Needs

For the period to 2035 provision will be made for 6,600 sq.m (gross) of comparison and convenience goods retail floorspace and food/beverage uses across the plan area, primarily through the re-occupation of vacant floorspace, as well as limited new development within strategic housing sites.

Retail and hospitality floorspace provided as part of the strategic sites will need to meet the requirements set out in the site allocation policies and should be suitable in scale to the level of growth proposed as part of the allocation and shall not have a significant adverse impact upon the vitality and viability of existing centres.

Hierarchy of Centres

The vitality and viability of the city and local centres will be maintained and enhanced. The scale, character and role of the centres define their position within the hierarchy.

The network of centres within the plan area is as follows:

- Chichester city centre (defined as town centre on the policies map); and
- Selsey and East Wittering (defined as local centres on the policies map)

In order to maintain and safeguard the established hierarchy of centres, main town centre uses will be directed to the city and local centres defined in this policy and in accordance with other Local Plan policies in relation to specific uses. Proposals for main town centre uses outside the city and local centres will be subject to the sequential test as set out in the NPPF and the Planning Practice Guidance (except where they comply with the strategic allocations policies or Policy E7 Local Centres).

Where proposals for main town centre uses outside of existing centres can be demonstrated to pass the sequential test, such proposals should be of a scale that is appropriate for the role and function of the centre and should not unbalance the hierarchy.

In addition to the small-scale rural uses exempted by national policy, proposals for small-scale retail and leisure uses (including those in Use Class F2) that meet the day-to-day needs of local people will not be required to apply the sequential test.

Proposals for retail and leisure uses outside a defined city, local centre must be subject to an impact assessment where the floorspace of the proposed development exceeds the following thresholds:

- Chichester city centre over 2,500 sq.m gross floorspace
- Local centres: over 500 sq.m gross floorspace

Uses proposed outside of existing centres

All proposals for new main town centre uses including retail and leisure development outside of designated centres must also satisfy all the following criteria:

1. Servicing and customer traffic can be safely and conveniently accommodated by the surrounding road network;
2. The proposal is easily accessible by the highway network and public transport and includes provision for access by cycle and on foot;
3. The design of the buildings will not detract from the character or appearance of the site or the surrounding area;
4. The site proposed for such development is not required for other uses such as employment uses or housing; and
5. The proposal has no significant adverse effects on the occupiers of neighbouring properties.

Chichester City Centre

Background

- 7.47. Chichester city centre (defined as town centre on the policies map) contains an extremely well established retail core situated within its historic street pattern, enriched by a wide array of historic buildings, a high-quality public realm, along with an extensive offering of complementary hospitality and cultural uses. The result is a vibrant centre, augmented by a largely affluent catchment population, all of which ensures that the centre is economically resilient, and well placed to withstand the wider economic challenges facing the retail sector.
- 7.48. The vitality of the city centre depends strongly on its attraction as a high-quality shopping destination. Its traditional role as the main focus for retail activity has been challenged to a certain extent in recent years by out of centre retail development, the rise in online shopping and more recently the impact of the Covid-19 pandemic, which has accelerated the rise in online shopping, while also damaging traditional bricks and mortar shopping. It is important that the city centre continues to retain and develop its retail, hospitality and leisure offering in order to retain existing market share and attract new trade. However, the historic character of the city centre may mean that potential future retail development may be constrained in some respects.
- 7.49. In order to maintain and enhance Chichester city's retail position, opportunities should be taken to improve the overall experience for people visiting the city centre. The Chichester Vision outlines various ways to enhance the city experience, including the early evening and night-time economy, the built and natural environment and reducing the dominance of traffic congestion and surface car parks.
- 7.50. A key issue pertaining to the planning of town centres are the recent changes to the Use Classes Order, which was updated in 2020 and entailed significant amendments to the classes encompassing retail, commercial, community and main town centre uses, providing added flexibility for the use of units to change between commercial, business and service uses within Class E without the requirement for planning permission. It is recognised that some non-retail and main town centre uses do provide essential services, and may need to be located in town centres, but such uses, particularly if grouped together, may undermine the vitality and viability of the city centre by failing to attract visitors or by forming blank and inactive frontages. The council is therefore retaining primary and secondary frontages within the city centre, in order to manage as much as possible, the mix of uses within these areas and protect the vitality and viability of the primary shopping area and the city centre as a whole.
- 7.51. **Primary Shopping Frontage** – the most important retail frontages of Chichester city centre core have been defined as primary shopping frontages. Within the primary frontage, the retail offer will be enhanced where possible and uses within Class E (particularly a) and b)) will be retained as much as possible in order to help maintain active frontages. This primary area has the highest proportion of retail uses, the highest Zone A rental values, and the highest pedestrian flow levels in the whole city centre.

- 7.52. **Secondary Shopping Frontage** – a number of ‘outer’ shopping streets, peripheral to the core primary frontages have been defined as secondary shopping frontages. Within secondary frontages, main town centre uses including Class E, Sui Generis and Class F will be protected.
- 7.53. The primary and secondary frontages are shown on the policies map and are listed in Appendix D.
- 7.54. It is important to maintain an appropriate mix of uses in the city centre to ensure the long-term vitality and viability of the centre. The Local Plan seeks to retain Class E uses in the primary and secondary frontages to maintain active frontages. The council will monitor changes of use from retail to residential in the primary and secondary shopping frontages and if significant adverse impacts arise from loss of Class E uses to residential use, then the council will consider the introduction of an Article 4 Direction to restrict changes of use from Class E to C3.
- 7.55. Applications for new shop fronts and shop signs within the Chichester City Conservation Area will give consideration to the ‘Shopfront and Advertisement Design Guidance Note’ (2010) which sets out the design criteria against which the council will assess applications.

Policy E6 Chichester City Centre

Chichester city centre contains the primary shopping area within the plan area, as set out on the policies map. Within the primary shopping area primary and secondary shopping frontages have been identified. These will achieve a balance between retail and other uses, in order to ensure the vitality and viability of the city centre, both in terms of the retail economy, but also hospitality, tourism and ensure a vibrant and thriving community.

1. Primary Shopping Frontages

Within the primary shopping frontages in Chichester city centre, proposals for class E uses are supported, particularly those falling within the retail and hospitality components of class E. Where planning permission is required, proposals resulting in the loss of a Class E unit, or significant loss of Class E floorspace at ground floor level, will only be granted where all of the following criteria are met:

- a) The proposal, either individually or cumulatively, will not have a significant detrimental impact on existing uses/premises or have an adverse impact on the vitality and viability of the primary shopping area or the city centre as a whole;
- b) An active frontage is provided or maintained at ground floor level which relates well to the design of the building and to the street-scene and its setting; and
- c) Adequate marketing of the unit for Class E or other suitable main town centre uses has been undertaken as set out in Appendix C and it can be demonstrated that the premises are no longer needed for any of these uses.

2. Secondary Shopping Frontages

Within the secondary shopping frontages in Chichester city centre, proposals for use classes E, F.1, F.2 and other main town centre uses categorised as Sui Generis are supported. Where planning permission is required, proposals resulting in the loss of these uses at ground floor level will be granted where all of the following criteria are met:

- a) The proposal, either individually or cumulatively, will not have a detrimental impact on neighbouring uses/premises or have an adverse impact on the vitality and viability of the primary shopping area or the city centre as a whole;
- b) An active frontage is provided or maintained at ground floor level which relates well to the design of the building and to the street-scene and its setting; and
- c) Adequate marketing of the unit for Class E, F and other suitable main town centre uses has been undertaken as set out in Appendix C and it can be demonstrated that the premises are no longer needed for any of those uses.

3. Re-use of upper level floorspace

Proposals for the re-use of floorspace on the upper levels for residential, leisure, commercial and community purposes will be supported, provided that:

- a) The proposal has no significant adverse effects on the operation or viability of the existing use retained at ground floor level or occupiers of neighbouring premises. Any adverse impacts to existing uses or neighbouring premises must be capable of being adequately mitigated; and

- b) The proposal will achieve a satisfactory standard of amenity for future occupants/users including in relation to noise, odour, natural light and outlook.

4. Retail development outside of the primary shopping area

Additional retail development within the city centre boundary, but outside of the primary shopping area (within which new retail development is supported), will only be granted provided that all of the following criteria are met:

- a) The floorspace size reflects the character and scale of the development in the existing shopping area;
- b) The proposals respect and reflect the character of the existing area in terms of design, scale and materials;
- c) The proposals relate well to the existing area; and
- d) The proposal has no significant adverse effects on the occupiers of neighbouring properties.

For new developments within the city centre boundary, the council may introduce planning conditions to ensure an appropriate mix of uses and active frontages.

Local and Village Centres

Background

- 7.56. East Wittering and Selsey are defined as local centres and have a strong mix of smaller independent comparison goods retailers. They also have a good range of facilities catering for visitors, particularly cafes, bars and restaurants. Proposals which provide quality places for eating, drinking and fashion retailing would help further enhance the roles of these settlements.
- 7.57. For evidence required to justify a change of use please refer to Appendix C.

Policy E7 Local Centres

1. Proposals for commercial or leisure development will be encouraged where they would contribute to the vitality and viability of local centres. Planning permission will be granted for development proposals that:
 - a) Provide small-scale uses (Use Classes E, F.1, F.2, C1 and other main town centre uses categorised as Sui Generis), contributing to the vitality and viability of the area;
 - b) Support small and independent businesses where possible;
 - c) Proposals provide an active frontage use at ground floor and maximise opportunities for residential, leisure and office development above ground floor units where appropriate; and
 - d) The proposal has no significant adverse effects on the occupiers of neighbouring properties.
2. Where planning permission is required, proposals resulting in the loss of Use Classes E, F.1, F2, C1 and other main town centre uses categorised as Sui Generis) at ground floor level will only be granted where all of the following criteria are met:
 - a) The proposal will not have a detrimental impact on the vitality and viability of the local centre or the settlement as a whole; or
 - b) Adequate marketing of the unit for Class E, F and other suitable main town centre uses has been undertaken as set out in Appendix C and it can be demonstrated that the premises are no longer needed for any of those uses.
3. Proposals for the re-use of floorspace on the upper levels for residential, leisure, commercial and community purposes will be supported provided that:
 - a) The proposal has no significant adverse effects on the operation or viability of the existing use retained at ground floor level or occupiers of neighbouring premises. Any adverse impacts to existing uses or neighbouring premises must be capable of being adequately mitigated; and
 - b) The proposal will achieve a satisfactory standard of amenity for future occupants/users including in relation to noise, odour, natural light and outlook.

Tourism

Background

- 7.58. Tourism and leisure are vital to the economy of Chichester District and their continued success is dependent on the quality of the cultural heritage, natural and historic environment and facilities on offer. However, given the environmental quality of the district, it is also necessary to balance the provision of visitor facilities against the need to safeguard the landscape, character and environment.
- 7.59. Visitors support a range of facilities and services which are important to the local economy and enhance its attractiveness as a location for businesses and residents. However, due to a lack of suitable accommodation, an insufficient number of tourists are able to stay overnight. To support the visitor economy, new tourist accommodation and attractions will be encouraged in areas that can accommodate additional visitor numbers without detriment to the environment. This will enable development and provide facilities that could extend the tourist season and also benefit the local community.
- 7.60. Chichester city and the settlement hubs are the preferred locations for new tourism and leisure development, so that new facilities are accessible to existing visitors and that new accommodation is provided where visitors can access a range of services. However, careful consideration will be given to proposals on the Manhood Peninsula where they will be affected by flood risk or result in a significant increase in traffic. It is also recognised that the natural environments of Pagham Harbour and Chichester Harbour are attractive tourism and leisure destinations albeit that these areas are also particularly environmentally sensitive to increased recreational disturbance. The council will carefully consider any proposals with the potential to lead to an identifiable increased impact on these areas to ensure that their impact is minimised.
- 7.61. Within smaller villages and the countryside, proposals should fully assess the potential to re-use existing buildings and extend current businesses, or re-use previously developed land, in preference to new build. If there are no other alternative sites or buildings, new sensitively designed tourism buildings and serviced accommodation may be permitted in these locations. A more restrictive approach will be taken where development would be more intrusive and environmentally damaging. Occasionally larger scale facilities may be appropriate where they are associated with enhancing visitor use or appreciation of a specific feature or location. Proposals will need to demonstrate the requirement for and compatibility with a countryside location. Where appropriate, the sequential test will be applied in accordance with the NPPF for built leisure and tourist development.
- 7.62. Proposals for leisure development outside a defined city or local centre must provide an impact assessment where the floorspace of the proposed development exceeds the thresholds set out in Policy E5 (Retail Strategy and New Development).

Policy E8 Built Tourist and Leisure Development

1. Development proposals for tourism and leisure development, including tourist accommodation, will be granted within or immediately adjoining the defined settlement boundaries of Chichester city or the settlement hubs where it can be demonstrated that all the following criteria have been met:
 - a) It is sensitively designed to maintain the character of the area and amenities of existing occupiers;
 - b) It is located so as not compromise the essential features of internationally designated areas and nationally designated areas of landscape, historic environment or nature conservation protection, including impacts from visitors or users of the facility, particularly in relation to the potential for increased recreational pressures on Chichester and Langstone Harbours, Pagham Harbour, Medmerry Compensatory Habitat and other designated sites;
 - c) It provides a high-quality attraction or accommodation; and
 - d) It encourages an extended tourist season.
2. Elsewhere in the plan area, small-scale development for tourism and leisure development will be granted where all the above and following criteria have been met:
 - a) It can be demonstrated that the scale and use is appropriate to the location and that a demand exists for the facility; and
 - b) Where proposals seek permission for new buildings, that the development cannot be accommodated elsewhere, including through the re-use, and expansion, of existing buildings in the locality, or on previously developed land, and developing within the defined settlement boundaries.

In exceptional circumstances, large scale tourism or leisure development facilities will be permitted elsewhere in the plan area where it can be demonstrated that there is an overriding and compelling justification in terms of enhancing visitor use and/or appreciation of a specific feature or location of significant recreation or leisure interest. Proposals will need to demonstrate the requirement for and compatibility with a specific or countryside location. Proposals involving the loss of tourist or leisure development, including holiday accommodation, will only be granted where there is no proven demand for the facility and it can no longer make a positive contribution to the economy. In such instances, the focus of consideration of alternative uses should be on employment-led development in the first instance, followed by provision of community uses and then affordable housing-led development.

To demonstrate the need/demand for tourist or leisure development or that such development is no longer required, evidence will be required in accordance with the guidance at Appendix C.

In all cases, proposals for tourist accommodation are expected to contribute to relevant access management strategies to mitigate recreational disturbance to SPAs in accordance with Policy NE6 (Chichester's Internationally and European Designated Habitats), and Policy NE8 (Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast SPAs, and Medmerry Compensatory Habitat).

Caravan and Camping Sites

Background

- 7.63. Camping and caravanning provides accommodation for a significant number of tourists who visit the plan area each year. The council supports the retention of such sites, and in principle, is supportive of the development of new facilities to enable the tourism industry to continue to grow.
- 7.64. For the purpose of Policy E9, caravan and camping sites are those which primarily provide accommodation in temporary and mobile units such as static caravans, pitches for touring caravans and motor homes, tents or yurts.
- 7.65. Where possible, development of new facilities should be directed towards sustainable locations which are not covered by an Article 4 Direction. It is essential that any proposals do not have a significant adverse impact on the special qualities and tranquillity of the landscape. In particular, the Chichester Harbour Area of Outstanding Natural Beauty, the setting of the National Park, Pagham Harbour or the undeveloped coast, all of which attract tourism in the first place.
- 7.66. The council will use seasonal occupancy conditions and/or holiday occupancy conditions to prevent the permanent occupation of the site. The holiday season will not be unnecessarily restricted, but closure periods may be necessary to prevent tourist accommodation becoming places of permanent residence.
- 7.67. Where a proposal is located close to a site used by overwintering birds, the advice of Natural England should be sought on appropriate access management measures to mitigate any disturbance from visitors. If appropriate mitigation cannot be provided, it may be necessary to impose a condition to prevent occupation between October and March.
- 7.68. Applications for new caravan or camping sites will be required to provide evidence of need and justification for location. Applications for the intensification/alteration of existing caravan or camping sites should provide evidence of high demand (guidance is set out in Appendix C).

Policy E9 Caravan and Camping Sites

Development proposals for new caravan and camping sites with associated facilities and intensification/alterations to existing sites will be granted, where it can be demonstrated that all the following criteria have been met:

1. They meet a demonstrable need and the location identified is justified in terms of its contribution towards tourism;
2. The proposal meets sustainability objectives by providing or contributing towards suitable walking and cycling infrastructure which connects safely and conveniently to the existing network;
3. They are of an appropriate scale in relation to their setting and would not diminish local amenity;
4. They are sensitively sited and designed to maintain the tranquillity and character of the area;
5. They are sited to be visually unobtrusive and can be assimilated so as to conserve and enhance the surrounding landscape;
6. They are located so as not to compromise the essential features of internationally and nationally designated areas of landscape, historic environment or nature conservation protection, including impacts from visitors or users of the facilities, particularly in relation to the potential for increased recreational pressures on Chichester and Langstone Harbours, Pagham Harbour, Medmerry Compensatory Habitat and other designated sites;
7. They are located so as to avoid areas at greatest risk of flooding; and
8. The road network and the site's access can safely accommodate any additional traffic generated.

Where planning permission for caravan sites is granted, a condition restricting the type of occupation to holiday/seasonal use will be used in order to retain the tourist accommodation and ensure it is not used for permanent residential use. The period of occupation will be dependent on:

9. Whether the accommodation is within an area at risk of flooding;
10. The degree of protection considered desirable in order to avoid disturbance to sensitive sites of ecological value (including ensuring that no adverse effects on the integrity of sensitive European designated wildlife sites occurs) or to protect the tranquillity and character of the countryside, Chichester Harbour Area of Outstanding Natural Beauty, the setting of the National Park, Pagham Harbour, Medmerry Compensatory Habitat and the undeveloped coast; and
11. The importance of securing the removal of touring units during the winter period where their permanent presence would be harmful to the landscape.

Notwithstanding the duration of occupancy, contributions towards appropriate access management measures or strategy will be sought to mitigate the effects of increased visitor numbers on sensitive and designated sites.

In the interests of maintaining an adequate supply of touring caravan pitches (including motor homes), proposals for a change of use to static caravan pitches should be

accompanied by an assessment of supply and demand to demonstrate that sufficient touring caravan pitches will remain.

Proposals for the use of parts of existing caravan sites for winter storage of touring caravans and other forms of touring units will be granted provided that the proposal does not have an adverse impact on the landscape or character of the surrounding area.

The loss of caravan and camping sites to other uses will only be granted where there is no proven demand for the facility, and it can no longer make a positive contribution to the economy. In such instances, the focus of consideration of alternative uses should be on employment-led development in the first instance, followed by the scope for community uses and the provision of affordable housing led development.

To demonstrate the need/demand for new caravan and camping sites, the intensification/alteration of existing caravan or camping sites or that such development is no longer required, evidence will be required in accordance with the guidance at Appendix C.

Equestrian Development

Background

- 7.69. Equestrian activities and facilities are very popular in the plan area, particularly on the Manhood Peninsula, with more commercial polo activities in the northeast of the district. The council recognises the contribution these activities make to the rural economy and the need to make provision for equestrian development. However, it is necessary to ensure that there is no harm to the character and appearance of the countryside.
- 7.70. Horse-related development requires adequate land for commercial enterprises and associated new buildings, generally in a countryside location. New buildings such as stable blocks, tack storage and field shelters can often appear isolated and intrusive on undeveloped land; therefore, where possible, the re-use of existing buildings will be encouraged including for any form of staff accommodation where required. Appendix C sets out the information which may be required as part of a planning application.
- 7.71. Associated development such as lighting, storage, waste disposal, manèges and subdivision of fields can be prominent features in the landscape and in some cases may not be appropriate. Additionally, these uses and structures as well as the re-profiling and manicured appearance of grassland for polo uses can, both individually and cumulatively, change the visual character of an area and its landscape.
- 7.72. It is essential that any equestrian development does not have an adverse impact on the special qualities of the landscape, for example, the Area of Outstanding Natural Beauty or the South Downs National Park. Therefore, proposals should provide comprehensive details of the development required; such as size, materials and fencing together with a detailed scheme of land and site management. The design and materials of new horse related structures must be in keeping with the character of the rural area. As part of the proposals, the protection of biodiversity, watercourses and ground water from contamination associated with slurry disposal will be required.
- 7.73. Where necessary, conditions will be attached to the planning permission requiring stables and field shelters to be used only for private use and not business and commercial uses

Policy E10 Equestrian Development

Proposals for horse-related development will be granted where it can be demonstrated that all the following criteria have been met:

1. There is adequate land for the numbers of horses kept;
2. Existing buildings are reused where possible but where new buildings are necessary these are well-related to existing buildings, appropriate to the number of horses to be kept and the amount of land available;
3. There is minimal visual impact on the landscape caused by the proposed development either individually or cumulatively;
4. The proposal, either on its own or cumulatively, with other horse-related uses in the area, is compatible with its surroundings, and adequately protects biodiversity, water courses, groundwater and the safety of all road users;
5. The proposal does not lead to the loss of viable agricultural buildings or land;
6. The proposal does not lead to the need for additional housing on site;
7. The proposal is well related to or has improved links to the existing bridleway network and where appropriate, contributes to the maintenance and upkeep of the bridleway network;
8. Where the proposal is for a commercial enterprise, such as liveries and riding schools, it will need to be demonstrated that the impacts of additional traffic, lighting, noise, odour and associated activity have been minimised and where appropriate, mitigated to avoid disturbance to existing residents;
9. Proposals will need to consider the impacts to biodiversity and be in accordance with Policy NE5 (Biodiversity and Biodiversity Net Gain).

Chapter 8: Transport and Accessibility

Transport Infrastructure

Background

- 8.1. Transport is a key issue for the plan area. The Portsmouth-Brighton rail corridor and the A27, part of the strategic road network, both run east-west through the southern part of Chichester District. These strategic routes are supported by a network of local roads as well as bus, cycle and pedestrian routes which enable people to move around by both car and alternative modes of transport.
- 8.2. The West Sussex Transport Plan (2022-2036) provides strategic direction for future investment in highways and transport infrastructure within the plan area, focusing on the objectives of a prosperous, healthy, protected and connected West Sussex. There are 17 objectives which aim to deliver the vision, these include sustainable economic prosperity; accommodating planned development and demographic change; tackling climate change; avoiding and minimising the impact on the environment; enhancing biodiversity; reducing the need to travel by car; improving road and bus network efficiency; improving rail services and bus network coverage and extending and improving active travel facilities. The Transport Plan includes five thematic transport strategies and area transport strategies. The area transport strategy for Chichester identifies a number of key issues in the plan area and aims to address these. The strategy aims to improve the performance of the A27 through junction improvements at Chichester; improve the A259 between Chichester and Bognor Regis including improved active travel and shared transport infrastructure; facilitate the shift to electric vehicles; work with partners to improve air quality; make active travel realistic and attractive for short distance journeys within and between existing communities and towns.
- 8.3. Road congestion is a major concern for residents and businesses in the plan area; in particular, congestion around the junctions of the A27 Chichester Bypass which in turn, leads to congestion on the local road network as drivers seek alternative routes, increasing traffic speed and flow on those alternative routes.
- 8.4. The Local Plan Transport Study shows that in many parts of the plan area, the road network is operating at or close to designed capacity. At a strategic level, mitigation is required to increase capacity on the A27 and manage additional demands on the highway network. This could be delivered through junction improvements and sustainable transport infrastructure as well as through non-physical measures such as travel planning to encourage sustainable travel choices. The cost of the junction improvements is estimated at approximately £90 – 135 million and cannot be met through developer contributions alone.
- 8.5. In 2021, National Highways confirmed that the A27 Chichester Bypass major improvement scheme is included in the Road Investment Strategy Pipeline for the period 2025-2030 (RIS3). On 9 March 2023 it was confirmed by the Department for Transport that RIS3 pipeline schemes (which include the A27 Chichester Bypass) will be deferred to RIS4 (2030-35). At this stage, funding is not guaranteed and its inclusion

or otherwise in the final RIS4 programme will be confirmed at a later date and is dependent on an evaluation of National Highways option development work. Therefore, the council will continue to work with National Highways and WSCC as the Highway Authorities, to progress interim measures which will enable development to take place while a long-term strategic solution is progressed.

- 8.6. In the first instance, development will be directed to the most sustainable locations where the need to travel is reduced or there are suitable alternatives to the car. Development will also be phased to align with future transport improvements planned to support development over the plan period.
- 8.7. In order to ensure delivery of transport mitigation required to support the Local Plan, the council will work closely with National Highways, West Sussex County Council Highways and relevant landowners. Where appropriate, to facilitate the delivery of necessary highway and sustainable transport mitigation, the council in partnership with National Highways and WSCC, will consider the use of compulsory purchase powers.
- 8.8. Increasing the capacity of the road network is key to supporting growth in the Local Plan. However, there is also a need to reduce demand for road transport to achieve net zero in greenhouse gas emissions by 2050 as highlighted in the council's Climate Emergency Action Plan and Strategic Objective 1. In aiming to achieve the ambitions of the action plan, all development is expected to demonstrate how it will support four key objectives to create an integrated transport network which will alleviate pressure on the road network, improve highway safety, encourage sustainable travel behaviours and help reduce transport related impact on air quality, by:
1. Avoiding or reducing the need to travel by car;
 2. Enabling access to sustainable means of travel, including public transport, walking and cycling;
 3. Managing travel demand; and
 4. Mitigating the impacts of travel by car.
- 8.9. These four objectives are central to the aims of Policies T1 and T2, which set out the strategic transport requirements for the Local Plan and more detailed development management criteria which will be applied when considering the transport impacts of proposals for new development.
- 8.10. The district council has undertaken several transport studies of both the proposed development sites and strategic housing numbers set out in this Plan, and also a greater quantum of development, to understand the impacts on the highway network in the plan area and surrounding area. The introduction of Circular 01/2022 Strategic Road Network and the Delivery of Sustainable Development (December 2022) has provided a clear and policy driven objective to reduce the need to travel by car and to enhance mode choice. This is in addition to, and potentially instead of, the improvements to the strategic road network identified in the evidence studies that have informed potential mitigation proposals for development in this Local Plan, particularly in relation to junction improvements on the A27 Chichester Bypass, as set out above. The council is working with National Highways and the county council to identify a coordinated and deliverable package of transport measures and principles on which to identify further mitigation

proposals, that will be considered through a 'monitor and manage' approach to mitigate projected traffic impacts resulting from new housing and other development over the Plan period.

- 8.11. The previous Local Plan identified a package of six major junction improvements on the A27 which were designed to provide additional capacity for traffic movements. These were updated and added to in order to support the new Local Plan, the most significant addition being the need for the Stockbridge Link Road. The full cost of these A27 junction improvements cannot be funded through contributions from new development alone and no additional funding sources have been identified. One option considered with the Highway Authorities was to deliver improvements only to Fishbourne Roundabout with the Terminus Road Link, at an estimated cost between £9.5 and £12.9 million, and to Bognor Road Roundabout with the Vinnetrow Road Link at an estimated cost between £19.4 and £30.4 million. The remainder of the transport strategy would then be shaped by a monitor and manage approach. This would have left previously identified provisional junction improvements at Stockbridge Roundabout and Whyke Roundabout and the Stockbridge Link Road (required to be delivered as a single package and costed between £57.23 and £82.79 million to deliver in full), unimplemented - until additional funding could be identified.
- 8.12. In terms of the Portfield junction, the roundabout has had improvements implemented and there is opportunity for future mitigation if required. The Oving junction has also been subject to mitigation and designed to support bus priority, therefore there is little scope to further modify this junction.
- 8.13. Since the original A27 schemes were developed the political, social, and economic environment has dramatically changed. There is now a very urgent need to achieve net zero, reduce emissions and act on climate change with the priorities of Government, their agencies and Local Authorities moving from providing for the private car to delivering sustainable transport, shared mobility and digital/technological solutions.
- 8.14. Travel patterns and transport policy are also different from when the junction improvement schemes were designed in 2013, and since then there has been the Covid pandemic and changes in retailing and delivery services. A new transport model is needed to fully assess the consequences of these changes and to inform any final mitigation proposals.
- 8.15. Given the unaffordability of the full mitigation package, a change in national policy to increase modal choice and reduce reliance on the need to travel by car and a need to ensure that the mitigation delivered is most appropriate at that time, the actual schemes to be delivered on the A27 and elsewhere will now be determined from updated evidence as part of the monitor and manage process. The 'monitor and manage' approach is based on identifying a package of potential highway improvements (including enhanced walking, cycling and public transport) which alongside schemes identified through the development management process, may be implemented following a monitoring process that will monitor the actual demand on the network and the requirement for the schemes. This represents a shift away from the previous

approach of 'predict and provide' which forecasts the predicted growth in traffic and provides mitigation based on the forecast growth.

- 8.16. As part of the monitor and manage process a Transport Infrastructure Management Group (TIMG) has been set up, which includes representatives from Chichester District Council, West Sussex County Council and National Highways to develop the new evidence base which will better reflect current travel patterns, update forecasts of future transport needs and identify a coordinated and viable package of transport measures to support the Plan.
- 8.17. The sustainable transport initiatives and highway improvement schemes identified through the monitor and manage process will replace the schemes previously identified to mitigate the effects of the 2015 Local Plan, other than specific localised schemes identified at the development management stage to mitigate the impact of a specific proposal.
- 8.18. In terms of public transport, the council will be working with Network Rail, train operators and local stakeholders to facilitate improvements to the accessibility of railway stations. The council also works closely with the county council and bus operators to improve services in and through the plan area.

Policy T1 Transport Infrastructure

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

The council will work with National Highways, West Sussex County Council, other transport and service providers (including through the Transport Infrastructure Management Group) and developers to provide a better integrated transport network and to improve accessibility to key services and facilities. All development is expected to demonstrate how it will support four key objectives to create an integrated transport network which will alleviate pressure on the road network, improve highway safety, encourage sustainable travel behaviours and help improve air quality, by:

- Avoiding or minimising 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.

All parties, (including applicants where relevant), are expected to support these objectives by:

1. Ensuring that new development is well located and designed to avoid or minimise the need for travel, encourages the use of sustainable modes of travel as an alternative to the private car and provides or contributes towards new or improved transport infrastructure;
2. Working with relevant providers to improve accessibility to key services and facilities and to ensure that new facilities are easily accessible by sustainable modes of travel;
3. Targeting investment to provide local travel options as an alternative to the car, focusing on the delivery of improved integrated bus and/or train services, and improved pedestrian and cycling networks, including the public rights of way network, based on the routes and projects identified in the Local Transport Plan, Local Cycling and Walking Infrastructure Plan (LCWIP) and the Infrastructure Delivery Plan;
4. Planning to achieve the timely delivery of transport infrastructure on the A27 and elsewhere on the network, needed to support new housing, employment and other development identified in this Plan;
5. Phasing the delivery of new development to align with the provision of new transport infrastructure and the outcomes of monitoring travel demand. It may also be necessary to proactively phase development to take into account the monitoring and effectiveness of travel plans to encourage sustainable travel behaviour;
6. Using demand management measures, such as travel plans, to manage travel demand and minimise the need for new or improved transport infrastructure as part of the monitor and manage process;
7. Delivering a coordinated package of infrastructure and other measures including sustainable transport improvements and junction improvements on the A27 Bypass,

within the city and elsewhere, as identified through the monitor and manage process. These will increase modal choice, reducing the need to travel by car, result in freeing/creating capacity on both strategic and local roads, improve safety and air quality, and improve access to Chichester city from surrounding areas.

Opportunities to secure funding to implement this package of improvements (in relation to criterion 7) will be maximised by working proactively with government agencies including National Highways and Homes England, other public sector organisations and private investors. Developer contributions from new development will also be sought from all new housing development in the South of the plan area that is not yet subject to planning permission.

The Community Infrastructure Levy may be used to contribute towards the cost of improvements to the local transport network. New development may also be required to deliver or contribute towards specific transport improvements where these are directly related to the development.

The following routes are safeguarded (as shown in the Transport Study 2024) to ensure that the A27 improvements can be delivered, unless it can be demonstrated that safeguarding is no longer required:

- A259 Cathedral Way/Terminus Road Link
- A259 Bognor Road/Vinnetrow Road Link

The Mitigation Package

- 8.19. Policy T1 Transport Infrastructure makes provision for a coordinated package of transport measures and infrastructure improvements including to junctions on the A27 Chichester Bypass, within the city and elsewhere that will increase modal choice, reduce the need to travel by car, improve safety and air quality, and improve access to Chichester city from surrounding areas.
- 8.20. The Transport Study (2024) identified an indicative package of measures for the Fishbourne Roundabout costing up to £12,900,000 and the Bognor Road Roundabout costing up to £30,420,000. Indicative improvements to Whyke and Stockbridge junctions could also be modified to retain right hand turns, costing up to £13,100,000 and £14,610,000, respectively. The actual transport schemes to be delivered to mitigate the impact of the Plan on the A27, including the costs for these and the funding streams available, will be identified through the monitor and manage approach. However, until such time as alternative schemes are identified, the costings of the above indicative schemes will be used for the purpose of defining developer contributions, in so far as potential improvement to the Chichester Bypass itself.
- 8.21. Delivery of the above indicative package of A27 junction improvements to mitigate the impact of this Plan (and the as yet unmitigated development brought forward through the 2014-2029 Local Plan) is costed at up to £71,030,000. That package of mitigation schemes is beyond the ability of the Plan to deliver through developer contributions and, in the absence of additional funding, is therefore currently unviable. With the introduction of Circular 1/22, creating additional highway capacity (including through smaller scale measures than those identified in the 2024 transport study) should be considered alongside sustainable mitigation measures such as active travel and public transport improvements. The council's monitor and manage framework currently identifies £49,500,000 of local/sustainable transport measures that are suitable for consideration either in addition or as alternatives to enhancements to the strategic road network. This results in a 'Total Funding Requirement' of up to £120,530,000.

Viability

- 8.22. The council's viability assessment of the Local Plan has demonstrated that, taking account of other policy costs, £8,000 per dwelling (average) should represent the upper threshold of the 'Target Contribution Level' for development to contribute to the transport mitigation funding requirement in the south of the plan area.

Monitoring

- 8.23. As part of the monitor and manage approach, the council will monitor the effectiveness of the transport mitigation strategy being employed and the level of contribution applied to development to ensure it is directly related and fairly and reasonably related in scale and kind, taking account of any updates to the evidence base, changes to the mitigation strategy through the monitor and manage process and the potential for future availability of other sources of funding.

Transport and development

- 8.24. Whilst new development may provide opportunities to deliver improvements to transport and accessibility, it is necessary to consider the impact of any new development upon: the existing transport network; highway safety; and current provision for movement for all modes of transport. Policy T2 Transport and Development sets out the requirements for new development to demonstrate how it will contribute to a safe, sustainable, connected and accessible transport network, through meeting the criteria and through the submission of the relevant supporting information (e.g. Transport Assessment/Statement).

Policy T2 Transport and Development

1. Proposals for new development will be required to contribute towards a safe, sustainable, connected and accessible transport network by addressing the following criteria:
 - a) Ensure that major development is designed to avoid and/or reduce the need to travel by car and incorporates measures where possible, that decrease traffic speed and flows;
 - b) Maximise opportunities for sustainable travel connecting to either the existing network or providing new infrastructure or public transport services, to reduce reliance on the private car and work towards achieving net zero in greenhouse gas emissions by 2050;
 - c) Promote active travel by incorporating safe and coherent pedestrian and cycle routes within major development sites and ensure connectivity to existing cycle routes and relevant planned cycle routes located within proximity to the site, to enable access to local services by foot and bicycle;
 - d) Ensure major development is located to enable the use of public transport to access local services and facilities including employment, leisure and education facilities;
 - e) Provide safe access to the highway for all users;
 - f) Ensure that the layout and design of the site provides sufficient space for all vehicles to manoeuvre without compromising the safety of pedestrians and cyclists or the ability to provide an appropriate level of landscaping across the site;
 - g) Provide parking in accordance with Policy T4;
 - h) Where possible, connect to existing car sharing clubs in accessible locations and/or depending on the scale of the proposed development, provide new car sharing clubs;
 - i) Ensure that where new delivery access or servicing is required in connection with commercial premises, where possible, it is located to the rear of premises and does not result in obstructions on the highway or on pavements while loading/unloading takes place;
 - j) Provide or contribute towards site-specific transport mitigation measures outlined in the Local Plan site allocation policies or neighbourhood plan policies.
2. Proposals for development which are likely to result in significant transport impacts must be supported by a Transport Assessment. Transport Statements should be provided for development proposals that generate significant transport movements at their highway access junctions but fall below the threshold for a full Transport Assessment. These should be used to fully demonstrate how the criteria in 1a) to j) have been addressed including by making reference, where appropriate, to the Local Transport Plan, the Infrastructure Delivery Plan and the LCWIP.
3. A Travel Plan will be required from all proposals for development which generate significant amounts of movement. Travel plans should encourage sustainable travel choices using measures such as the provision of car sharing clubs in accessible locations, easy-to-use journey planning tools, skills training and promotional activities. Travel plans will be prepared as a means of coordinating these measures and validation

of their effectiveness will be required in addition to identifying further necessary measures. Measures for implementing and monitoring travel plans must, as a minimum, include:

- a) mechanism/s to monitor the effectiveness of measures within the Travel Plan in reducing the demand on road network from the development;
 - b) triggers for additional demand reduction measures if monitoring shows that they are required;
 - c) identification of suitable and achievable additional measures to increase modal shift toward more trips from the development being made by way of sustainable alternatives, should monitoring of the travel plan demonstrate this is necessary; and
 - d) appoint a Travel Plan Co-ordinator whose role will be to oversee the implementation of the Travel Plan and use the outcome of monitoring to review its targets to ensure continued relevance.
4. Where the transport impacts of a development are likely to have a significant adverse effect on local air quality, including AQMAs/European/internationally important sites, proposals must be accompanied by an Air Quality Assessment. Where adverse effects are identified, appropriate measures to prevent or mitigate the impacts on designated sites either alone or in combination, must be identified.

Active Travel - Walking and Cycling

Background

- 8.25. The Local Plan supports sustainable travel and has an important role in ensuring improvements are made to walking and cycling infrastructure. Walking and cycling, as forms of active travel, can be part of healthier lifestyles as well as reducing carbon emissions and improving air quality, whilst also reducing the demands on public transport and road networks. The Public Rights of Way (PRoW) network provides extensive walking and cycling opportunities and important links between places in the Local Plan area.
- 8.26. The NPPF requires the promotion of walking and cycling as well as prioritising pedestrian and cycle movements in development management decisions. Planning policies should also provide for high-quality walking and cycling networks and supporting facilities, drawing on Local Cycling and Walking Infrastructure Plans (LCWIPs).
- 8.27. National government policy for walking and cycling also includes the Gear Change Strategy, which sets out the actions required by all levels of government to put cycling and walking at the heart of decision-making. Cycle infrastructure design guidance is contained in Local Transport Note 1/20, the West Sussex Cycling Design Guide and referred to in the Chichester City Local Cycling and Walking Infrastructure Plan (LCWIP) adopted by the council on 14 April 2021. The LCWIP aims to deliver a network of walking and cycling routes within Chichester city whilst the West Sussex Transport Plan 2022-2036, the West Sussex County Council Active Travel Strategy 2024-2036, the West Sussex LCWIP and the Chichester Area Sustainable Transport Package identify a number of cycling and walking schemes promoted for improvements throughout the Local Plan area.
- 8.28. New development will support local authority planned walking and cycling improvements by enabling or contributing towards identified schemes. Development proposals that prioritise pedestrians and cyclists can help to facilitate modal shift away from private car use and ensure new development is well connected to key facilities and locations. To achieve a high-quality public realm for the plan area, walking and cycling routes should incorporate segregation, as well as be wide enough to maximise safety and accessibility.

Policy T3 Active Travel - Walking and Cycling Provision

Development proposals will promote sustainable transport and prioritise walking and cycling as forms of active travel. In order to promote walking and cycling and ensure a safe and accessible environment for cyclists and pedestrians, new development will be permitted which:

1. Delivers, enables, contributes towards and does not prejudice improvements for high quality, safe, accessible, inclusive, well-lit and connected cycle and walking routes across the Local Plan area ensuring integration with the wider networks, including having regard to current and planned cycle and walking routes as identified in the Chichester City Local Cycling and Walking Infrastructure Plan, the West Sussex Transport Plan 2022-2036, the West Sussex Active Travel Strategy 2024-2036, the West Sussex LCWIP and the Chichester Area Sustainable Transport Package (including future updates/LCWIPs);
2. Delivers, enables and contributes towards achieving a high-quality and inclusive public realm through the provision of cycling and walking infrastructure including seating, signage and landscaping to enhance the pedestrian and cycling environment;
3. Provides for accessible, conveniently located, secure cycle parking and storage facilities in both private and publicly accessible locations in accordance with Policy T4.

Parking Provision

Background

- 8.29. Parking provision should be sufficient to accommodate parking demand while maximising the potential for sustainable travel, minimising adverse effects on road safety and avoiding increased demand for on-street parking. Expected levels of parking demand in residential developments should be determined, where appropriate, taking account of; location (parking behaviour zone⁴¹), dwelling size (rooms), parking provision (allocated or unallocated), and arrangements for control or enforcement. Calculation of expected levels of parking demand should normally be based on local or comparable data taking account of forecast changes in demand for the plan period.
- 8.30. EV charging infrastructure must be designed into all new residential and commercial developments as part of the overall provision of parking facilities in accordance with the Building Regulations 2010 Infrastructure for the charging of electric vehicles: Approved Document S 2021 edition and any subsequent guidance and codes of practice for electric vehicle charging.
- 8.31. In September 2020, West Sussex County Council (WSCC) published Guidance on Parking at New Developments which sets out standards for vehicle and cycle parking provision including the percentage of spaces which are expected to provide for disabled persons. Further guidance for cycle parking is set out in the West Sussex Cycling Design Guide. Parking provision in new developments should be informed by the standards contained in the WSCC guidance or any subsequent standards adopted by this council or set out in made Neighbourhood Plans.
- 8.32. Calculation of demand for parking at non-residential developments should be based on the land-use; the trip rate associated with the development (including base and forecast mode share); types of vehicles used; and the user group of staff/visitors of the site (including shift patterns).
- 8.33. If parking could reasonably be expected to take place in existing streets, then it will be necessary to demonstrate through a parking capacity survey that there is sufficient capacity to accommodate the expected demand.
- 8.34. Applicants are advised to read the WSCC Guidance on Parking at New Developments in full to ensure all requirements are addressed. The Chichester District Council's Parking Strategy also continues to play a role in managing growth in car use.

⁴¹ As defined in the West Sussex County Council published guidance on parking at new developments.

Policy T4 Parking Provision

Planning permission will be granted where it can be demonstrated that the proposal provides adequate parking provision as well as safe and secure cycle parking informed by the standards set out in the West Sussex Parking Standards Guidance (2020) or any subsequent standards adopted by Chichester District Council or West Sussex County Council.

Chapter 9: Infrastructure

Infrastructure Provision

Background

- 9.1. The Infrastructure Delivery Plan (IDP) that accompanies the Local Plan identifies programmed infrastructure provision from both the public and private sector in addition to that delivered through the development process. It provides an overview of the strategic cumulative infrastructure requirements and where known, who is responsible for delivery and a broad indication of phasing, costs and funding mechanisms at the local level. Capacity in infrastructure and services will be monitored through updates of the Infrastructure Delivery Plan and future infrastructure need assessments via the five-year rolling Infrastructure Business Plan (IBP).
- 9.2. The provision of infrastructure is necessary to support development. It can range from strategic provision, such as the provision of a new road or school, to the creation of a local play space, community facilities, a country park, or improvements to telecommunications for example. A key element of the Local Plan is for new development to be coordinated with the infrastructure it requires and to take into account the capacity of existing infrastructure. Infrastructure delivery will be secured through a combination of developer contributions, public sources of funding and delivery by other organisations and bodies.
- 9.3. The type of infrastructure that this policy covers includes:
 - Transport facilities (Road, Bus, Rail, Cycling and Walking);
 - Education (Further and Higher, Secondary, Primary, Early Years, and Special Educational Needs and Disability (SEND));
 - Health (Acute Care and General Hospitals, Community and Mental Health facilities, and Primary Care facilities);
 - Social Infrastructure (Social and Community facilities, and Sports and Leisure facilities);
 - Green Infrastructure (Open spaces and Parks, Natural Environment, Flood Defences, Rivers and streams);
 - Public and Community Services (Emergency services, Libraries, Cemeteries and Crematoria, Waste Management and disposal);
 - Utility Services (Wastewater Treatment and Sewerage networks, Water supply, Electricity and Gas distribution, and Telecommunications/Digital infrastructure).
- 9.4. It is recognised that, on occasion, particular site circumstances and/or the timing of the delivery of development may constrain the level of infrastructure deliverable whilst maintaining viability of a policy compliant development proposal. In such cases applications for development will be required to be accompanied by a full 'open book' financial appraisal that demonstrates and quantifies the issues surrounding the viable delivery of the site. An independent valuer appointed by the council, at the developer's cost, will provide an independent viability assessment. Only where proposals can demonstrate that a development would not be deliverable due to the requirement for an

element of infrastructure provision will any exception to provide that infrastructure be considered. Where any shortfall in financial viability is identified, agreement of the council will be required as to which infrastructure provision would be excluded, through the planning application determination process.

Policy I1 Infrastructure Provision

The council will work with partner organisations to coordinate infrastructure provision to ensure that individual and cumulative development is supported by the timely provision of adequate infrastructure, facilities, and services. The Infrastructure Delivery Plan will be used to identify the timing and nature of infrastructure requirements to support the objectives and policies of the Plan as well as the main funding mechanisms and lead agencies responsible for their delivery.

New development will be expected to provide for the on and off-site infrastructure, facilities and services required as a result of the development. Provision should be made in accordance with a phasing and implementation plan where necessary. All such requirements will be secured by way of condition or legal agreement.

Development proposals will be permitted that:

1. Make effective use of existing infrastructure, facilities, and services, including opportunities for co-location, sharing and multifunctional use of services and facilities;
2. Provide for the on and off-site infrastructure, facilities and services required as a result of the development;
3. Safeguard the requirements of infrastructure providers, including but not limited to:
 - Renewable energy;
 - Gigabit-capable electronic communications networks;
 - Electricity power lines;
 - High pressure gas mains;
 - Educational facilities;
 - Health facilities;
 - Aquifer protection areas;
 - Highways and cycle lanes, and
 - Flood defences and SuDS infrastructure.
4. Make appropriate mitigation and adaptation measures following a risk assessment to build in resilience for infrastructure over its lifetime 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;
5. Consider and meet as appropriate the in-perpetuity costs of infrastructure and arrangements for its future management and maintenance. The ongoing costs of infrastructure management and maintenance that is the responsibility of statutory providers and utility companies will continue to be met by those businesses;
6. Agree a programme of delivery with the relevant infrastructure provider before development begins including coordination of financial and physical contributions;
7. Ensure new development benefits from gigabit-capable broadband infrastructure (where such facilities are locally available) at the point of occupation;
8. Improve accessibility to necessary facilities and services by sustainable travel modes from the outset.

Chapter 10: Strategic and Area Based Policies

- 10.1. The strategic site allocation policies (set out below) include an anticipated number of dwellings to come forward on each site. This figure is indicative based on the best available evidence and information at the time, any variation to this through the development management process would need to be justified with up to date evidence.

Chichester City

- 10.2. Chichester city is the main employment and commercial centre in the plan area, and accounts for a high proportion of the area's local housing need. It is also the most accessible location in the plan area and offers the widest range of services and facilities. For these reasons, the Local Plan directs a significant amount of new development to the city and its surrounding area. This approach reflects the aspirations as set out in Chichester Tomorrow – A Vision for Chichester City Centre.
- 10.3. In addition to providing for local needs, it is intended that new development will contribute to improving the city's infrastructure and enhancing its range of facilities. At the same time, it is acknowledged that new development needs to be planned sensitively with special regard to the unique character of the city's historic environment and setting and should be underpinned by historic characterisation assessments and heritage impact assessments. Development should also take account of, and contribute towards, the transport strategy for the city and have particular regard to parking policies. Development at the edge of the built area provides opportunities to achieve additional green infrastructure in and around the city, particularly linking the city with the South Downs National Park and Chichester Harbour. Detailed proposals for the city centre and other areas of change in the city may be brought forward through supplementary planning document(s) and/or development plan document(s).
- 10.4. The city centre is the historic heart of Chichester and the main location for shopping, entertainment, visitor attractions, and a large proportion of the city's employment. To maintain and enhance the vitality of the centre, it is important to plan to accommodate a mix of uses including some new retail and commercial uses, other business uses such as offices, and residential development. Entertainment and leisure facilities to boost the 'evening economy' may also be appropriate in some locations, though such development will need to be sensitive to the historic character of the city.
- 10.5. There are a number of sites with potential for redevelopment to the south of the city centre in the area known as the Southern Gateway. Within this area, there is potential to provide new residential development; enhancements to the townscape, streetscape and public space; and improved cycling and pedestrian access to the city centre from the south. Policies A3, A4 and A5 set out the detailed policy requirements for development in the Southern Gateway area.
- 10.6. Elsewhere within the city, there are a number of sites and locations which may have potential for redevelopment in the future, subject to the relocation or rationalisation of existing uses. Opportunities for new development may be identified through the preparation of future supplementary planning documents which would set out the

detailed considerations on such sites. To guide future development within the city, the principles of the following policy will be applied.

Policy A1 Chichester City Development Principles

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

- Support and strengthen the vitality and viability of the city centre and its role as a shopping/visitor destination, employment centre and a place to live;
- Support and enhance the city's existing heritage, arts and cultural facilities;
- Enhance the city's existing entertainment and leisure offer, including the 'evening economy';
- Reinforce and strengthen the city's office market;
- Protect views of the cathedral and its spire;
- Provide or contribute towards improved facilities for education, health and other social and community uses;
- Enhance the character and distinctiveness of the city's local neighbourhoods;
- Provide or contribute towards an enhanced network of green infrastructure, including additional parks and amenity open space, outdoor sport pitches, recreational routes and access to natural green space;
- Support and promote improved access to the city and sustainable modes of travel in accordance with the transport strategy for the city;
- Enhance the public realm, especially within the city centre and key routes in and out of the city; and
- Maximise opportunities for integration of natural features to achieve biodiversity net gain and sustainable water management.

All development will be required to have special regard to the city's historic character and heritage, particularly those proposals within the Chichester City Conservation Area. Development proposals should be underpinned by historic characterisation assessments and heritage impact assessments, and should make a positive contribution to the city's unique character and distinctiveness.

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

- 10.7. The city is also the primary focus of the commercial property market for the plan area, providing a range of accommodation for both the office and industrial market. The employment land strategy of this Plan seeks to focus the majority of the identified additional floorspace needed on sites within and close to the city, particularly Policy A20 Land South of Bognor Road.

Chichester City – Housing

- 10.8. As the primary area of focus for new housing development for the plan area, the Local Plan sets the requirement for approximately 270 dwellings to come forward in the city over the Plan period (minus extant permissions for 5 dwellings or more within the parish since 1 April 2021). As at 31 January 2025, 22 dwellings have been permitted, with 240 remaining to meet the policy requirement. Details of the extant permissions are set out in the trajectory in Appendix E. Potential sites will be identified through the subsequent Site Allocation DPD.
- 10.9. The Infrastructure Delivery Plan identifies the likely infrastructure requirements needed for the development/s.
- 10.10. There are a number of specific issues that need to be taken into account in planning development for the area which are set out in the Chichester City Development Principles Policy (Policy A1) and in the Chichester City – Strategic Housing Location Policy (Policy A2).

Policy A2 Chichester City – Strategic Housing Location

Policy H2 identifies Chichester as a strategic location where the Site Allocation DPD is expected to identify sites for 270 dwellings. Land will be allocated for approximately 270 dwellings (minus extant permissions for 5 dwellings or more within the parish since 1 April 2021) and supporting facilities and infrastructure. In addition to consideration of the Chichester City Development Principles (Policy A1), the relevant allocation policies and site assessment/selection process will be expected to address the following requirements:

1. To be masterplanned (if larger sites allocated) and designed to provide for a high-quality form of development;
2. Provide appropriate specialist housing needs (such as for older people or self/custom build) in accordance with local evidence of need;
3. Ensure that the new development is designed and laid out in order to integrate with neighbouring areas, providing good access to key facilities and sustainable forms of transport;
4. Ensure that development respects local character and protects existing important key views;
5. Ensure that development avoids harm to protected species and existing important habitats features, facilitates the achievement of biodiversity net gain, and maximises any opportunities for enhancing habitat connectivity;
6. Successfully mitigate potential impacts on the Chichester Harbour SAC/SPA/Ramsar, including contributing to any strategic access management issues (including on-site mitigation where required as part of the Habitats Regulations Assessment);
7. Ensure that green infrastructure provision is well related to the overall layout and character of the development and how it relates to its surroundings, as well as providing opportunities to connect to the existing green infrastructure network;
8. Provide safe and suitable access points for all users and facilitate the requisite contributions for off-site highway improvements, which will include promoting sustainable transport options;
9. Facilitate improved sustainable travel modes, and new improved cycle and pedestrian routes;
10. Ensure that allocations and policies accord with the sequential approach to flood risk, and that development will be safe for its lifetime, taking account of climate change impacts, as per the requirements set out in national policy and having due regard to the council's latest Strategic Flood Risk Assessment;
11. The development/s will need to be phased in such a manner as to ensure that sufficient wastewater disposal capacity is available to accommodate the requirements resulting from development/s;
12. Provide for infrastructure and community facilities in accordance with the most recent Infrastructure Delivery Plan as updated by the Infrastructure Business Plan;
13. Consider (if within the Minerals Safeguarding Area) the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and the Minerals and Waste Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation; and

14. Consider the implication of development on safeguarded minerals and waste infrastructure in the vicinity to ensure development does not prevent or preclude any waste management uses, as required by Policies W2 and W10 of the West Sussex Waste Local Plan or the operation of minerals infrastructure as required by Policy M10 of the West Sussex Joint Minerals Local Plan and the Minerals and Waste Safeguarding Guidance.

Southern Gateway Regeneration Area

- 10.11. The Southern Gateway is a broad area on the southern side of Chichester city identified for regeneration. The area includes several different sites with opportunity for redevelopment and regeneration. Close to the city centre, to the north of the railway line, the opportunities include the bus station and depot, currently leased to Stagecoach, and Basin Road car park, all owned by the district council. Further south the opportunities include a former police playing field. Opportunities for regeneration on other sites, such as the Royal Mail Delivery office, the law courts, some additional land at the High School on Kingsham Road and some land around the railway may become available in future.
- 10.12. Regeneration of the area will create a more attractive gateway into the Southern side of the city with opportunities to improve active travel linkages.
- 10.13. Relocation of the existing bus depot will be required with the bus station being replaced by new bus stops as part of the transport hub approach set out in the West Sussex County Council (WSCC) Bus Improvement Plan. A transport hub is defined as “railway station, bus stops, toilets, electric vehicle charging points (EVCP), bike racks, café and car parking in close proximity”.
- 10.14. Parts of the site lie within flood zones 2 and 3 and the development would need to be designed to take account of and mitigate this.
- 10.15. The site lies within the Chichester and Langstone Harbours and Singleton and Cocking Tunnels buffer zones.
- 10.16. As the area lies within an identified Minerals Safeguarding Area, and close to the safeguarded Chichester railway sidings, the advice of West Sussex County Council should be formally sought prior to an application.
- 10.17. A masterplan for the Southern Gateway was adopted as Supplementary Planning Guidance in 2017. Since that time the availability of included parcels of land has changed – the courts have come back into use due to Covid delays to court proceedings nationally and the upper floors of the government offices have been redeveloped for residential uses. Railway land and the Royal Mail sorting office are not currently available for development, although this may change in future. Whilst there remains a long-term aspiration for regeneration of the whole area, because of a need for certainty about deliverability of allocations, only 2 sites are allocated in this Local Plan, but should other sites come forward, they will be considered against the Southern Gateway Development Principles policy and will be subject to infrastructure capacity considerations.

Policy A3 Southern Gateway Development Principles

Development within the Southern Gateway Regeneration Area will need to comply with the development principles below:

- Provide a mix of uses suitable to this gateway location. At the northern end, close to the city centre, this could include a hotel with café, bar and restaurant uses at ground floor as well as office, residential, leisure and small-scale retail uses. To the southern end, this could include café and restaurant uses facing onto the Canal Basin, providing activity on the ground floor, with office or residential uses on upper floors, as well as town houses;
- To be masterplanned and designed to provide for a high-quality form of development;
- Provide a sense of place, with statement buildings on key corners;
- Conserve and enhance the historic environment;
- Be designed to encourage and facilitate increased use of active travel and public transport to, from and through the city centre;
- Protect and enhance key views including of the cathedral spire and the canal basin;
- Deliver an integrated and cohesive approach to green infrastructure across the Southern Gateway, as part of a wider strategic network;
- Consider the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and the Minerals and Waste Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation;
- Consider the implication of development on safeguarded minerals infrastructure in the vicinity to ensure development does not prevent or prejudice the operation of minerals infrastructure as required by Policy M10 of the West Sussex Joint Minerals Local Plan and the Minerals and Waste Safeguarding Guidance.

Policy A4 Southern Gateway – Bus Station, Bus Depot and Basin Road Car Park

A site of approximately 1.2ha, currently a bus station, bus depot and public car park, is allocated for a residential-led scheme of approximately 110 dwellings, with active uses such as retail and café/restaurant on ground floor frontages, and scope to include specialist accommodation such as student or older persons accommodation.

Development of this site will need to accord with the following site-specific requirements:

1. Provide for a high-quality and distinctive form of development appropriate to this gateway location, maximising the opportunity for a high-density development. A statement building on the bus station site should articulate a sense of arrival;
2. Ensure that key views, including of Chichester Cathedral spire, are protected and enhanced. Such views must be considered as part of the design and layout of the proposed development in order to create attractive views and vistas;
3. Enhance the public realm, particularly connections to the railway station and the city centre via South Street, Southgate and Basin Road for pedestrians, cyclists and public transport users, and to National Cycle Routes 2 and 288 which run close by. Bus stops

and layover facilities should be provided to replace those at the bus station in line with the West Sussex Bus Service Improvement Plan. Routes and crossings should reflect pedestrian desire lines, and public art should be incorporated to create a sense of place;

4. Preserve or enhance the significance, character and appearance of the Chichester Conservation Area which covers part of the site, and preserve the significance of listed and, aside from the bus depot, which is to be redeveloped, non-designated heritage assets, within and close to the site, taking due account of their setting;
5. Provide appropriate hard and soft landscaping, including additional street trees and buffer planting to integrate the development with its surroundings. Existing stands of mature trees should be retained and reinforced;
6. Ensure that the design and layout avoids harm to any protected species and existing important habitats features within, and in the vicinity of, the site, and facilitates the achievement of as much of the required levels of biodiversity net gain as possible on-site, and facilitates the creation of high levels of habitat connectivity within the site and to the wider green infrastructure network;
7. Include an archaeological assessment to define the extent and significance of any archaeological remains and reflect these in the proposals, as appropriate;
8. Given parts of the site are adjacent or close to the railway and to major roads, noise reduction measures are likely to be required. Such measures must be considered as an integral part of the design process;
9. Phasing of development may be required to ensure adequate wastewater disposal capacity is available to accommodate the requirements resulting from this development;
10. Avoid and where relevant mitigate potential impacts on the Chichester Harbour SAC/SPA/Ramsar, including contributing to any strategic access management issues (including on-site mitigation where required as part of the Habitats Regulations Assessment);
11. Provide safe and suitable access points for all users, and make the requisite contributions for off-site highway improvements, which will include promoting sustainable transport options;
12. Ensure that the design and layout minimises the risk of flooding from all sources (both now and in the future) impacting the development without increasing flood risk elsewhere, and, where possible, reduces flood risk overall. The design should facilitate the use of SuDS if appropriate. Flood mitigation measures and drainage features must be integrated into the development in a manner which facilitates the achievement of a high standard of design and layout, and supports biodiversity net gain;
13. Provide for infrastructure and community facilities in accordance with the Infrastructure Delivery Plan as updated by the Infrastructure Business Plan;
14. Investigate and if necessary remediate any contamination;
15. Consider the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and the Minerals and Waste Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation; and

16. Consider the implication of development on safeguarded minerals infrastructure in the vicinity to ensure development does not prejudice the operation of minerals infrastructure as required by Policy M10 of the West Sussex Joint Minerals Local Plan and the Minerals and Waste Safeguarding Guidance.

Policy A5 Southern Gateway – Police Field, Kingsham Road

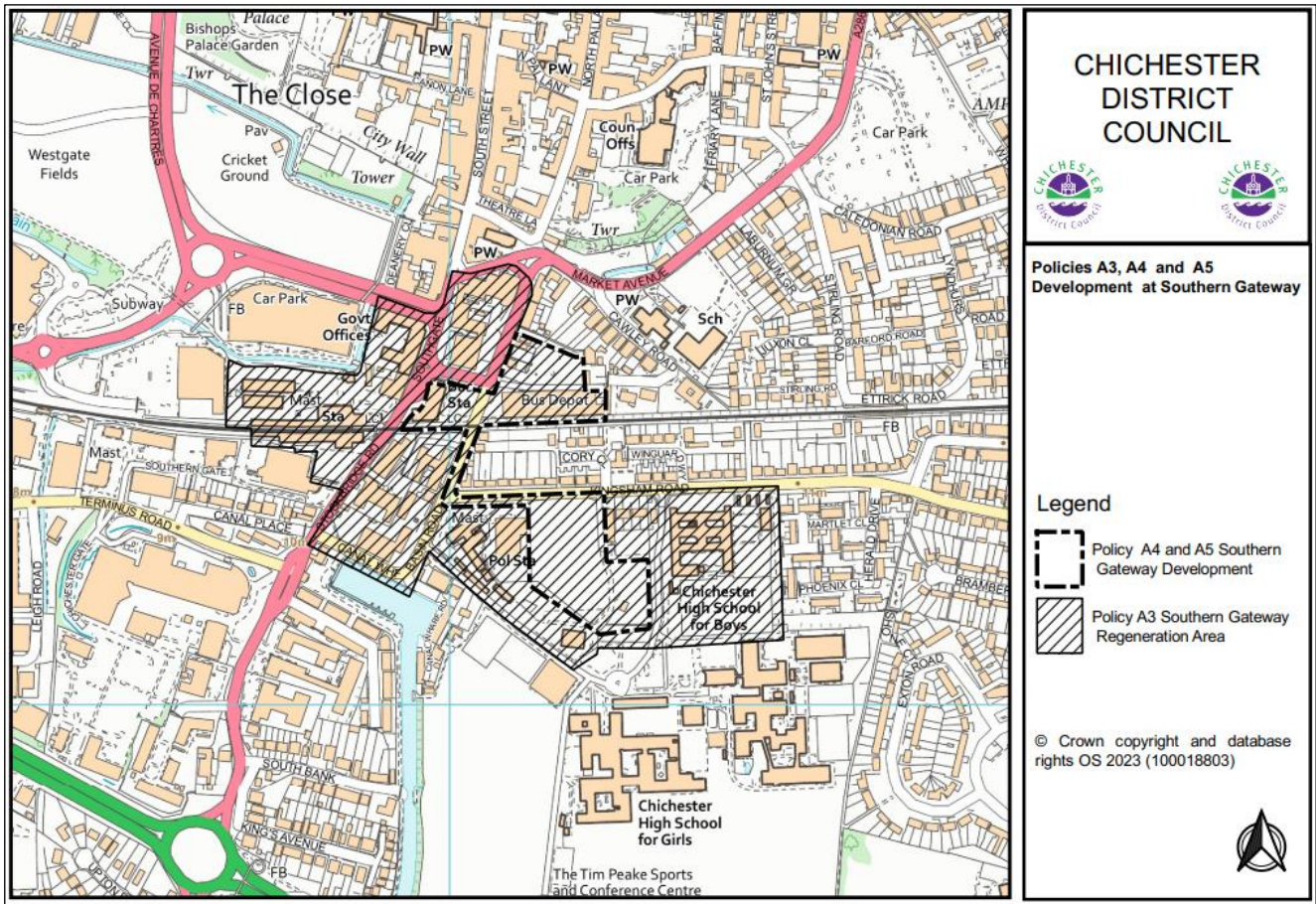
A site of approximately 1.45 ha is allocated for residential use for approximately 70 dwellings.

Development of this site will need to accord with the following site-specific requirements:

1. To be masterplanned and designed to provide for a high-quality form of development;
2. Ensure that the new development is designed and laid out to be well integrated with neighbouring areas, providing good access to the city centre, key facilities and sustainable forms of transport;
3. Ensure that key views, particularly of Chichester Cathedral spire, are protected and that such views are considered as part of the design and layout of the proposed development in order to create attractive views and vistas, particularly from important public spaces;
4. Preserve or enhance the significance, character and appearance of the Chichester Conservation Area, and preserve the significance of nearby listed and locally listed buildings, taking due account of their setting;
5. Provide for appropriate hard and soft landscaping, including street trees and buffer planting to integrate the development with its surroundings. Existing hedgerows around the site should be retained and reinforced;
6. Ensure that green infrastructure provision is well related to the overall layout and character of the development and how it relates to its surroundings;
7. The former police station playing field should be replaced by equivalent appropriate provision;
8. Ensure that the design and layout avoids harm to protected species and existing important habitats features within, and in the vicinity of, the site, and facilitates the achievement of as much of the required levels of biodiversity net gain as possible on-site, and facilitates the creation of high levels of habitat connectivity within the site and to the wider green infrastructure network. This includes the provision of appropriate buffers in relation to important habitats which are being retained and/or created;
9. Avoid and where relevant mitigate potential impacts on the Chichester Harbour SAC/SPA/Ramsar, including contributing to any strategic access management issues (including on-site mitigation where required as part of the Habitats Regulations Assessment);
10. Provide safe and suitable access points for all users, including a vehicular access from Kingsham Road, and make the requisite contributions for off-site highway improvements, which will include promoting sustainable transport options;

11. Provide for improved sustainable travel modes, including regular bus services and new improved cycle and pedestrian routes, including linkages with the railway station, canal basin, Chichester Gate and the city centre, and National Cycle Route 2 and Route 288;
12. Parts of the site fall within areas of high fluvial flood risk, where flood storage capacity will need to be retained. A site-specific flood risk assessment should demonstrate that development will be safe for its lifetime taking account of the vulnerability of its uses, without increasing flood risk elsewhere and, where possible, will reduce flood risk overall. This should have regard to the measures identified in the most recent Level 2 SFRA. Development must be designed and laid out to take account of this, with vulnerable uses located outside of the areas at most risk of flooding and incorporating mitigation measures to minimise the risk of flooding from all sources. This means that residential development should be focused on the northern part of the field, and residential development in Flood Zone 3a should be minimised. Flood mitigation measures and drainage features must be integrated into the development in a manner which facilitates the use of SuDs as much as possible (subject to the findings of the site-specific flood risk assessment), the achievement of a high standard of design and layout, and supports biodiversity net gain;
13. Phasing of development may be required to ensure adequate wastewater disposal capacity is available to accommodate the requirements resulting from this development;
14. Provide for infrastructure and community facilities in accordance with the Infrastructure Delivery Plan as updated by the Infrastructure Business Plan;
15. Consider the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and the Minerals and Waste Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation;
16. Consider the implication of development on safeguarded minerals infrastructure in the vicinity to ensure development does not prevent or prejudice the operation of minerals infrastructure as required by Policy M10 of the West Sussex Joint Minerals Local Plan and the Minerals and Waste Safeguarding Guidance.

Map 10.1 - Policies A3, A4 and A5 Development and Southern Gateway



West of Chichester

- 10.18. The West of Chichester development location is on the western edge of the Chichester city settlement boundary, and around 2 km from the city centre. The site is bounded by Centurion Way to the east, the railway line to the south and Old Broyle Road to the north. This strategic site of around 120 hectares has capacity to deliver a minimum of 1,600 dwellings in two phases.
- 10.19. The site offers considerable potential for development as a sustainable urban extension of Chichester. The allocation is covered by a framework plan which expects the site to be developed in two phases. An outline application for phase one was permitted in April 2018 to deliver 750 dwellings, a local centre with retail, community and employment uses (minimum of approximately 2500 sqm E(g)(i) Use Class), two form entry (2FE) primary school and one form entry (1FE) teaching accommodation with nursery and SEND provision, informal and formal open space (including a country park), allotments, playing pitches and pavilion. Reserved matters applications have been granted for all sub-phases of the development and the initial phase of built development is now under construction focussing on the north of the site, accessed off Old Broyle Road. The permitted outline application includes connection to Tangmere Wastewater Treatment Works.
- 10.20. Phase two would extend development on to the south-western part of the site. The framework for phase two provides for up to 850 dwellings, informal and formal open space (including a further area of country park), expansion of the primary school for the further one form entry (1FE) of teaching accommodation with nursery and SEND provision, playing pitches, extension of community building and play area, allotments, new southern access linking the site to Westgate and the remainder of the 6 hectares of employment space.

Site Specific Considerations

- 10.21. A number of specific issues need to be taken into account in delivering the development. These include:
- Protecting priority views of Chichester Cathedral spire and creating opportunities for new views;
 - Protecting Chichester Entrenchments Scheduled Ancient Monument immediately to the north and extending into the site, and having regard to an archaeological priority area embracing a non-designated linear feature crossing the southern part of the site, as well as other non-designated heritage assets and their settings;
 - Protecting and potentially enhancing the Brandy Hole Copse Local Nature Reserve, surviving fragments of ancient woodland, and their setting;
 - Protecting and enhancing Centurion Way and maximising generally the potential for sustainable travel links with the city, Fishbourne and the South Downs National Park, through improved public transport, cycling and pedestrian routes;
 - Utilising sustainable design and construction techniques;
 - Providing adequate mitigation for potential off-site traffic impacts, including improved access to the A27 and improvements to the local highway network as

identified through a detailed Transport Assessment that will be required in support of any planning application for the site;

- Reducing and mitigating potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar particularly at Fishbourne Channel. Acceptable mitigation measures will need to be agreed with the council in consultation with Natural England. Measures are likely to include provision of a high proportion of on-site natural greenspace and could involve off-site measures to control and manage dog walkers visiting Chichester Harbour;
- Ensuring the proposed development achieves nutrient neutrality;
- Taking into consideration the existing biodiversity value of the site, particularly the important ecological corridor linking Chichester Harbour to the South Downs National Park and including watercourse habitats;
- Any new additional culverts are kept to an absolute minimum and designed in such a way so as to limit their impact on the watercourse;
- Increasing capacity to attenuate surface water on site, thereby reducing the discharge flows off the site to reflect greenfield rates;
- Since development of the site is currently constrained by the environmental restrictions on Apuldram Wastewater Treatment Works, the development will be reliant on additional wastewater capacity to be provided by Tangmere Wastewater Treatment Works; and
- Account should be taken of the West Sussex County Council Minerals Safeguarding Area and associated guidance.

Policy A6 Land West of Chichester

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

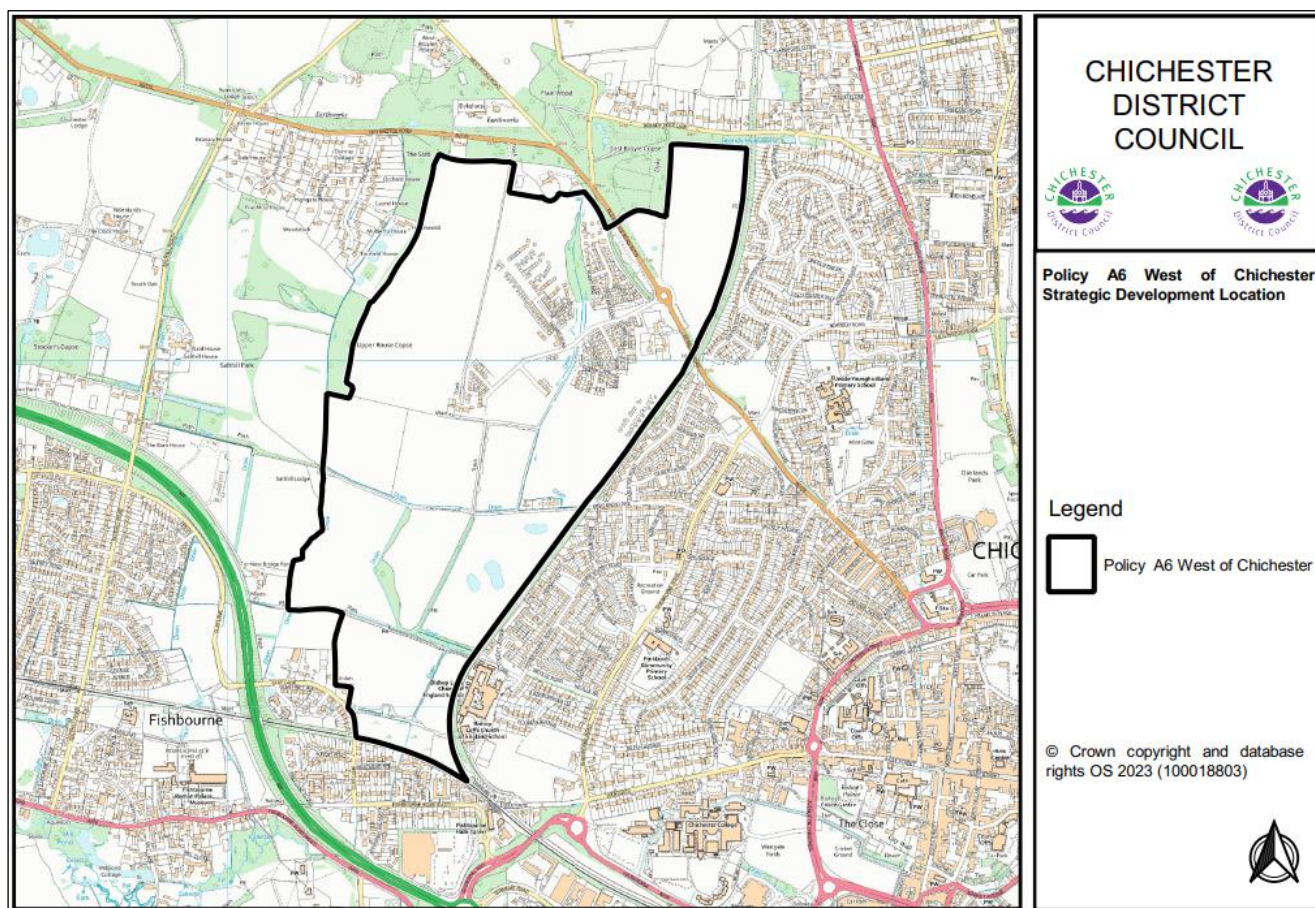
- 1,600 dwellings;
- 6 hectares of employment land (suitable for E(g)(i), (ii) and (iii) Business uses);
- A neighbourhood centre/community hub, incorporating local shops, a community centre, small offices and a primary school to include nursery and SEND provision; and
- Open space and green infrastructure, including country parks, playing pitches, sports pavillion and allotments.

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

1. Be planned as a sustainable urban extension of Chichester city that is well integrated with neighbouring areas of the city, and provides good access to the city centre and key facilities in the city;
2. Utilise sustainable design and construction techniques;
3. Be landscaped to protect priority views and create new views of Chichester Cathedral spire;
4. Keep land north of the B2178 in open use, free from built development, to protect the natural history interest of both Brandy Hole Copse, and the setting of the Chichester Entrenchments scheduled monument;
5. Conserve, enhance and better reveal the significance of the Chichester Entrenchments scheduled monument, identified archaeological priority areas and other non-designated heritage assets and their settings, and to record and advance understanding of the significance of any heritage assets to be harmed or lost;
6. Deliver a measurable net gain to biodiversity and protect and enhance the setting of Brandy Hole Copse Local Nature Reserve and areas of ancient woodland and other priority habitats, including chalk streams;
7. Provide an appropriate landscaping buffer on the western boundary of the site, which could form a continuation of the existing planting already present. Appropriate provision should also be made for key landscaping and enhanced usability of Centurion Way. Where necessary, to contribute generally to green infrastructure;
8. Subject to detailed transport assessment, provide road access to the north from Old Broyle Road and to the south from Westgate area;
9. Provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with Policy T1 (Transport Infrastructure) and T2 (Transport and Development), including improved access to the A27 and surrounding road improvements;
10. Make provision for regular bus services linking the site with Chichester city centre, and new and improved cycle and pedestrian routes linking the site with the city, Fishbourne and the South Downs National Park including additional access on to Centurion Way;
11. Be planned with special regard to the need to achieve nutrient neutrality and mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar including contributing to strategic access management issues and the provision of on-site SANG land;

12. Protect and enhance the existing biodiversity and important ecological corridor linking Chichester Harbour and the South Downs National Park. Any development will need to:
 - a) Provide multifunctional green infrastructure both across the site and linking development to the surrounding countryside and Chichester city;
 - b) Provide mitigation for any loss of watercourse habitat resulting from culverting for highway provision in the development. Ensure new additional culverts are kept to an absolute minimum and designed so as to limit their impact on the watercourse;
 - c) Provide buffer zones to sensitive habitats such as ancient woodland;
13. Increase capacity to attenuate surface water on the development site thereby reducing discharge flows from the development to reflect greenfield rates;
14. Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards;
15. Development of the site should also be phased so that the neighbourhood centre/ community hub and country park are delivered at an early stage of development; and
16. Proposals should have regard to the West Sussex Minerals Plan and associated guidance.

Map 10.2 - Policy A6 West of Chichester



Land at Shopwyke (Oving Parish)

- 10.22. The development location comprises land previously used as an aggregate and minerals extraction and processing plant. It lies to the east of Chichester city and the A27 Bypass in Oving parish. The A27 defines the north and west boundary with Coach Road and Shopwhyke Road forming the eastern and southern boundaries.
- 10.23. The site has a generally low level of landscape sensitivity and is not prominent when viewed from within the South Downs National Park. However, there are views of Chichester Cathedral spire from parts of the site which should be protected. There are no water courses on site. However, roads around the Portfield roundabout are subject to flooding during heavy rain, which is due to a fluctuating water table in the underlying gravels. The Chichester flood relief channel, which has helped reduce flooding in the area passes to the east of the site.
- 10.24. Although the site is physically separated from the city by the A27 Bypass, the development is planned as an extension to the city, forming a new neighbourhood. This will involve opportunities to provide new facilities to serve the wider local community with good off-site access, particularly by walking and cycling to existing local facilities and facilities in the city.
- 10.25. The site comprises 35 hectares of land and is allocated for a minimum of 585 dwellings. Outline planning permission has been issued for 500 dwellings within a parkland setting together with employment redevelopment and associated vehicular, cycle and pedestrian access, drainage and landscape, community facilities, elderly care village, localised retail units and major new public open spaces. Following agreement of reserved matters on the original planning application, a more detailed layout enabled an increase in the density of the site, and a further 85 dwellings have been granted planning permission increasing the allocation capacity to 585 dwellings.

Site Specific Considerations

- 10.26. A number of specific issues need to be taken into account in delivering the development. These include:
- Protecting existing views of Chichester Cathedral spire, and creating new public viewpoints;
 - Shielding residential properties from noise on the A27 through, for example, the sensitive use of acoustic screening;
 - The use of SuDS and other flood mitigation measures;
 - Creating a new parkland setting through planting, including maintenance and enhancement of perimeter landscaping to screen development;
 - Utilising the existing lake at the eastern end of the site to create a variety of habitats and focussing green infrastructure connections;
 - Respecting the setting of the listed barn at Greenway Farm, the listed Shopwyke Grange and the cluster of grade II listed buildings associated with the grade II* listed Shopwyke Hall to the east;
 - Providing adequate mitigation for potential off-site traffic impacts on the A27, in particular the Portfield and Oving Road junctions;

- Maximising the potential for sustainable travel links to the city and towards Westhampnett, Tangmere and the National Park, through improved public transport, and cycling and pedestrian routes. This should include an enhanced bus route across the A27 to the city centre, an improved cycle and pedestrian crossing at the A27/Oving Road junction, and a new foot bridge connection across the A27 via Coach Road to Westhampnett village;
- Providing off-site green links with the South Downs National Park and Chichester city and contributing to strategic green infrastructure in conjunction with other planned development to the northeast of Chichester city and Tangmere; and
- Taking account of the West Sussex Joint Minerals Local Plan, Waste Local Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area and in close proximity to safeguarded waste infrastructure.

Policy A7 Land at Shopwyke (Oving Parish)

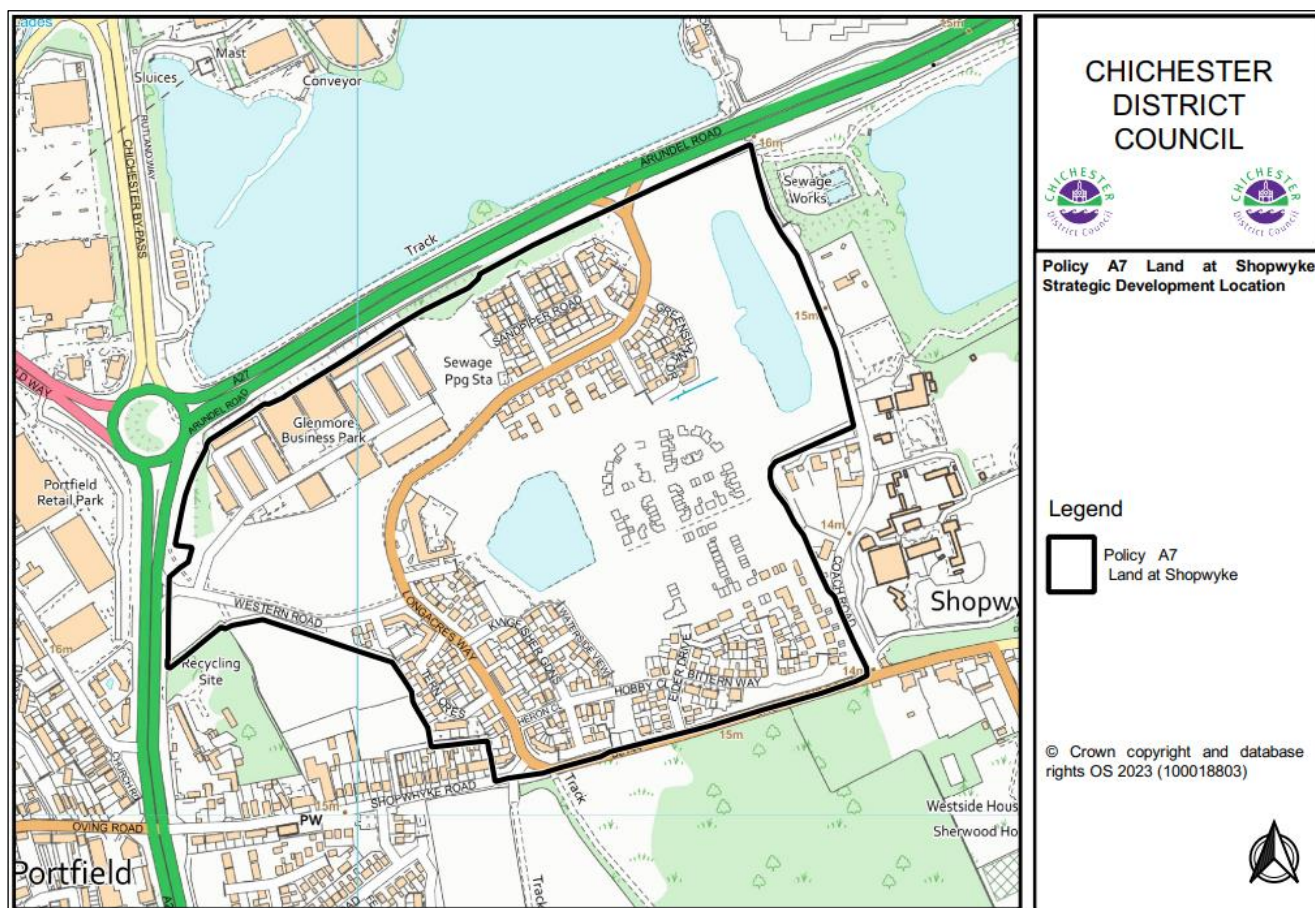
Land at Shopwyke, as defined on the policies map, is allocated for mixed use development, comprising:

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

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

1. Be planned as a sustainable urban extension of Chichester city, that is well integrated with neighbourhoods on the east side of the city, providing good access to the city centre and key facilities;
2. Provide integrated green infrastructure in conjunction with the other strategic sites to the northeast of the city and Tangmere;
3. Protect existing views of Chichester Cathedral spire and conserve and enhance the historic significance of the listed barn at Greenway Farm, the listed Shopwyke Grange and the cluster of buildings associated with the grade II* listed Shopwyke Hall;
4. Provide new and improved road access to the site from the A27. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with Policy T1 (Transport Infrastructure) and T2 (Transport and Development), including improved access to the A27 and changes to the A27 Oving Road and Portfield junctions;
5. Make provision for foot/cycle bridge across the A27 south of Portfield Roundabout and foot/cycle bridge across the A27 to Coach Road;
6. Make provision for regular bus services linking the site with Chichester city centre, and new and improved cycle and pedestrian routes linking the site with the city, Westhampnett, Oving, Tangmere, and the South Downs National Park;
7. Be planned to integrate with other proposed development within the site;
8. Demonstrate that development would not have an adverse impact on the nature conservation interest of identified sites and habitats; and
9. Be planned with special regard to the need to mitigate potential impacts of recreational disturbance on the Chichester Harbour SAC/SPA/Ramsar including contributing to any strategic access management issues;
10. Development of the site should be phased so that bridges providing access out of the site, the neighbourhood centre/community hub, open space and green infrastructure are delivered at an early stage of development;
11. Occupation of development will be phased to align with the delivery of infrastructure for adequate wastewater conveyance and treatment (meeting strict environmental standards);
12. Proposals for the development should have regard to the West Sussex County Council Minerals Safeguarding Area, safeguarded waste infrastructure and associated guidance.

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Land East of Chichester

- 10.27. The East of Chichester development location is planned as an extension of Chichester city, south of the Shopwyke strategic development location, forming a new neighbourhood. It is bounded by the A27 to the west, the railway line to the south and Shopwhyke Road (B2144) to the north. The eastern boundary is formed by a strategic wildlife corridor following an expanded area along Drayton Lane and extending further to the north and south of the site. The area in which the site is located is generally characterised by a flat landform area of farmland and more wooded areas towards the northeast. The southern part of the site is former gravel working that was subsequently landfilled. The total area of the site is about 39 ha.
- 10.28. The site is identified for 680 dwellings, subject to detailed consideration of design and layout including the potential impact of any proposals on the strategic wildlife corridor lying to the east of the site and a buffer to the lake/water body that lies beyond the site to the southeast. The site should be masterplanned as a whole and delivered through a phased development over the plan period. Although the site is physically separated from the city by the A27 Chichester Bypass, the development should form a planned extension to the city, forming a new neighbourhood. This will involve opportunities to provide new facilities to serve the wider local community with good off-site access, particularly by walking and cycling to existing local facilities and facilities in the city.
- 10.29. The land in the south of the site accommodates a restored landfill site. Landfilling ceased some time ago and evidence will be required to demonstrate there is no significant risk to human health through site investigations and any required remediation strategy will need to be provided to address any pre-existing land (soil, gas and water) contamination on any existing or adjacent land. The site is considered to be available for development within an estimated timeframe of 5-15 years. This timescale will be more accurately defined through the undertaking of further site investigation work and masterplanning work to inform the preparation of a phasing strategy across the site which encompasses two land holdings.
- 10.30. The site lies adjacent to the Pagham to Westhampnett Strategic Wildlife Corridor. As well as a range of wildlife interests the corridor includes one of the few remaining parcels of woodland to the east of the city, foraging areas and commuting routes for a variety of bat species including the rare barbastelle bat. The corridor encompasses former gravel workings which are now lakes, including one lying adjacent to the proposed allocation site, these lakes support a number of notable bird species including the only known breeding site in the district for marsh harriers.
- 10.31. It will be imperative to protect wildlife, habitats and features within the corridor and for mitigation to ensure the impact of development proposals is minimised. Appropriate buffers will be required to the strategic wildlife corridor which may, subject to masterplanning, potentially include uses such as education and/or related recreational areas. In regard to the adjoining lake/water body, such a buffer to the northern side may also potentially include uses such as the provision of SuDS. In each case those uses would need to be compatible with the dual function of a buffer to the corridor and care

would need to be taken in terms of undertaking such works to seek to minimise their impact on existing wildlife.

- 10.32. The site has a generally low level of landscape sensitivity and is not prominent when viewed from within the South Downs National Park. However, there are views of the Chichester Cathedral spire from the site, which should be protected.
- 10.33. The site lies within a Minerals Safeguarding Area, as defined by the West Sussex Joint Minerals Local Plan. The developer will be required to consider the implications of any safeguarded minerals, to assess if any part of the site contains economically viable minerals resource that would require extraction prior to development. Safeguarding guidance provides information on assessing minerals and producing a mineral resource assessment.
- 10.34. The site lies north of the strategic waste allocation at the former fuel depot and near to other safeguarded waste management sites. These sites are safeguarded through Policies W2 and W10 of the West Sussex Waste Local Plan, that seeks to ensure development does not prevent or prejudice the waste management uses. Safeguarding guidance provides information on assessing safeguarded waste sites and preparing a waste infrastructure statement.
- 10.35. A number of specific issues need to be taken into account in planning the development and site layout at this location. These include:
- Creating a high-quality masterplanned and designed site and new parkland setting through planting, including maintenance and enhancement of perimeter landscaping to screen development and reduce noise;
 - Making provision for a primary school, neighbourhood centre and other economic and social infrastructure. Land for the primary school must meet the minimum recommended education space requirements for a two-form entry primary school;
 - Protecting priority views of Chichester Cathedral spire and creating opportunities for new views;
 - Maximising the potential for sustainable travel links with the city, Shopwyke Lakes and South Downs National Park, through improved public transport, cycling and pedestrian routes;
 - Shielding residential properties from noise on the A27, through for example the sensitive use of acoustic screening;
 - Reducing and mitigating potential impacts of recreational disturbance on Chichester Harbour;
 - Protecting and enhancing the Pagham to Westhampnett Strategic Wildlife Corridor, including the lake/water body, lying along the eastern boundary;
 - Taking account of the landfill restoration and a remediation strategy will need to be provided to address pre-existing land contamination on any existing or adjacent land;
 - Incorporate suitable noise mitigation measures into the design and layout to address impacts arising from the proximity of the site to the A27 and railway;
 - Account taken of the West Sussex Joint Minerals Local Plan, Waste Local Plan, and the Minerals and Waste Safeguarding Guidance, in relation to the site being within a defined Minerals Safeguarding Area and in close proximity to safeguarded waste sites.

Policy A8 Land East of Chichester

Approximately 39 hectares of land at Land East of Chichester is allocated for a phased residential-led development comprising:

- Development to include approximately 680 dwellings, including 34 suitable serviced plots to provide self/custom build housing;
- Specialist accommodation for older persons, to include a component of care or support, of a form which is appropriate for the site;
- A neighbourhood centre incorporating local shops, a community centre, flexible space for employment/small-scale leisure uses and a one-form (expandable to two-form) entry primary school with provision for early years/childcare and special educational needs and disability;
- Provision of on-site public open space and play area;
- Nine gypsy and traveller pitches, if there remains an outstanding need for pitches at the time of the determination of the planning application.

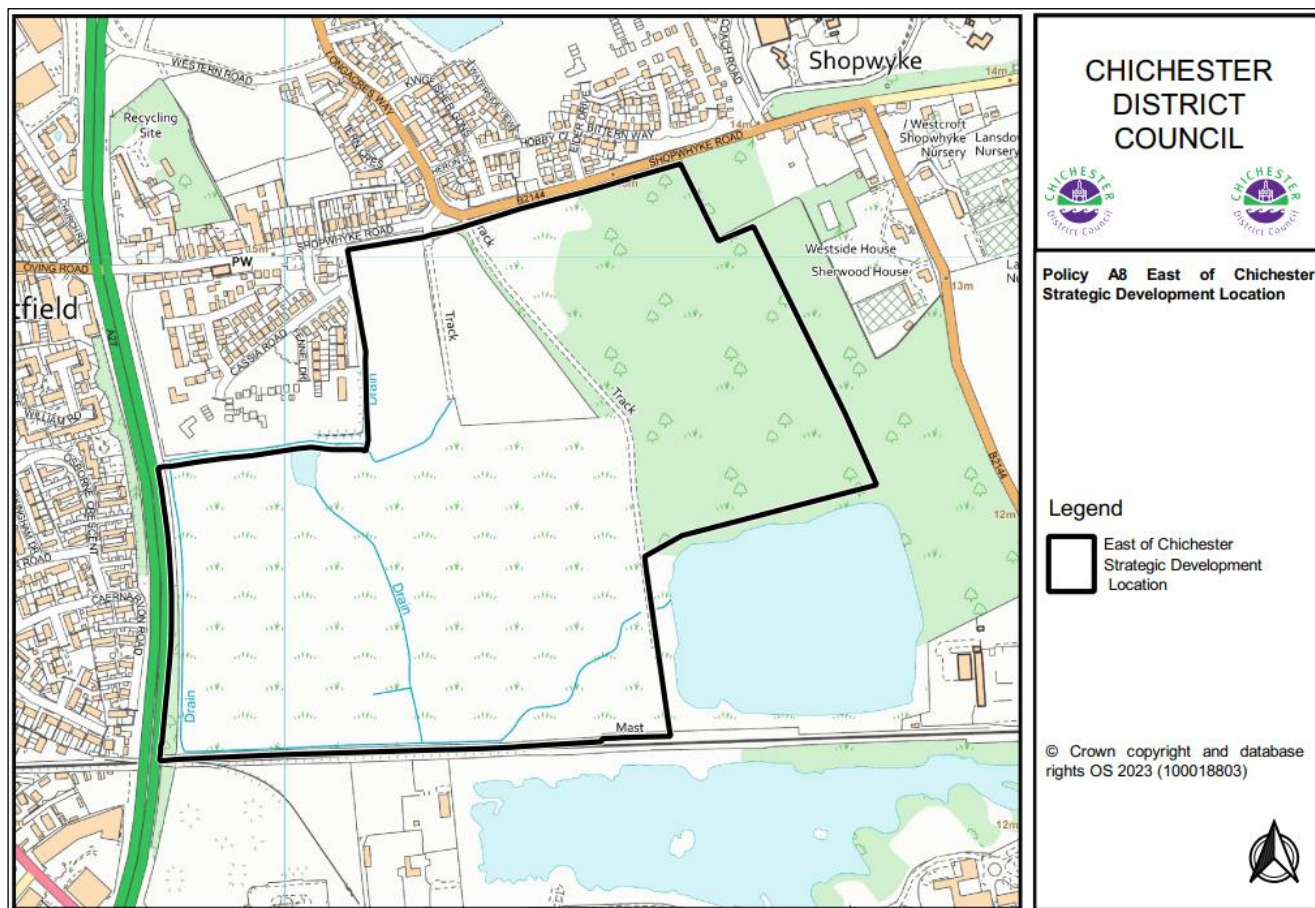
Development of this site will need to accord with the following site-specific requirements:

1. To be masterplanned and designed to provide for a high-quality form of development;
2. Ensure that the new development is designed and laid out in order to form a sustainable extension to Chichester, that is well integrated with neighbouring areas, providing good access routes to the city centre, key facilities and sustainable forms of transport;
3. Ensure that key views, particularly of Chichester Cathedral spire, (and as identified via the masterplanning process, any relevant Landscape and Visual Impact Appraisal or the council's Landscape Capacity Study) are protected and that such views are considered as part of the design and layout of the proposed development in order to create attractive views and vistas, particularly from important public spaces;
4. Conserve the historic significance of the listed Shopwyke Grange and the cluster of buildings associated with the grade II* listed Shopwhyke Hall which should be analysed at an early stage of the masterplan;
5. Provision of on-site public open space, including allotments and play areas in accordance with Policy P15;
6. Provide for appropriate hard and soft landscaping, including street trees, an appropriate buffer with significant planting to the strategic wildlife corridor on the eastern boundary of the site, and protect existing landscape features which are worthy of retention, in order to ensure the development is well integrated with its surroundings and successfully mitigates the impacts on the wider landscape character. The buffer to the corridor should ensure darkness and minimise disturbance in the wildlife corridor and ensure habitats and microclimates of the corridor continue to support a wide range of species and maintain connectivity;
7. Ensure that green infrastructure provision is well related to the overall layout and character of the development and how it relates to its surroundings. This will include creating linkages throughout the site to the wider countryside, Tangmere, Oving and development at Shopwyke Lakes;

8. Ensure that the design and layout avoids harm to SAC designated species, section 41 priority species, other protected species and the existing habitat features within, and in the vicinity of the site, that support these species. The design and layout should facilitate the achievement of biodiversity net gain and facilitates the creation of high levels of habitat connectivity within the site and to the adjacent strategic wildlife corridor and wider green infrastructure network. Appropriate buffers, of sufficient width and landscaping design to reduce light levels down to a maximum of 0.2 lux in the horizontal plane and 0.4 lux in the vertical plane, will be required to the strategic wildlife corridor, that includes the lake/water body, to reinforce its functionality and to include mitigation measures to minimise noise to reduce disturbance from the development. Buffers may contain appropriate unlit uses such as recreational use and SuDS provision;
9. Avoid and where relevant mitigate potential impacts on the Chichester Harbour SAC/SPA/Ramsar, including contributing to any strategic access management issues (including on-site mitigation where required as part of the Habitats Regulations Assessment), and potential for loss of functionally linked supporting habitat;
10. Any development brought forward at this site will require a project level HRA to establish that adequate mitigation is in place in line with the submission of a planning application to ensure no adverse effects on the integrity of Singleton and Cocking Tunnels SAC or any other European sites;
11. Provide safe and suitable access points for all users, including a vehicular access from Shopwhyke Road, and provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with Policy T1 (Transport Infrastructure) and T2 (Transport and Development, which will include promoting sustainable transport options);
12. Provide for improved sustainable travel modes and new improved cycle and pedestrian routes, including linkages with Chichester, Westhampnett, Tangmere and Oving;
13. Incorporate suitable noise mitigation measures into the design and layout to address impacts arising from the proximity of the site to the A27 and railway;
14. A site-specific flood risk assessment should demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its uses, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. This should have regard to the measures identified in the Level 2 SFRA (2023). Flood mitigation measures and drainage features must be integrated into the development in a manner which facilitates the use of SuDs, the achievement of a high standard of design and layout, and supports biodiversity net gain;
15. The development will need to be phased in such a manner as to ensure that sufficient wastewater disposal capacity is available to accommodate the requirements resulting from this development;
16. Provide for infrastructure and community facilities in accordance with the Infrastructure Delivery Plan as updated by the Infrastructure Business Plan;
17. A satisfactory remediation strategy will need to be provided to address any pre-existing land (soil, gas and water) contamination on any existing or adjacent land in accordance with relevant guidance, see [Land contamination risk management \(LCRM\) - GOV.UK;](#)

18. Consider the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and Minerals and Waste Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation;
19. Consider the implication of development on the safeguarded strategic waste allocation at the former Fuel Depot site, and other safeguarded waste management sites in the vicinity, to ensure development of the site does not prevent or prejudice the waste management uses, as required by Policies W2 and W10 of the West Sussex Waste Local Plan.

Map 10.4 – Policy A8 East of Chichester



Westhampnett/North East Chichester

- 10.36. Located to the northeast of Chichester city extending to Westhampnett village in the east and close to Goodwood Motor Racing Circuit/Aerodrome in the north, this allocation comprises two sites previously identified in the adopted Local Plan within a broad strategic development location. The locations of the sites within the allocation have a number of advantages for development – the sites are located close to the A27 as well as near to potential employment opportunities, including Rolls-Royce, Goodwood Estate and retail and industrial businesses on the eastern side of Chichester. Development would be expected to provide improved access and transport links to the city, particularly by sustainable forms of travel such as public transport, cycling and walking.
- 10.37. The 2015 adopted Local Plan allocated 500 dwellings in this broad strategic location. An outline application for phase one was permitted in June 2016, to deliver 300 dwellings, open space, a community facility and children’s play space in the site located in the southeast which can be accessed from Stane Street and Madgwick Lane. Reserved matters were agreed between 2018 and 2020.
- 10.38. Phase two relates to the north-western site, between Summersdale and the River Lavant. The site was granted outline planning permission for up to 200 dwellings along with open space and Lavant Valley Linear Greenspace as well as vehicular access from the area known as phase 4 of the Graylingwell Park development. Reserved matters were agreed in 2021.
- 10.39. A number of specific issues need to be taken into account in delivering the development. These include:
- The proximity of the sites to the Goodwood Motor Circuit and Airfield requires careful consideration in considering the extent of the developable area of the sites in relation to potential noise impacts (see Policy A17);
 - Landscape sensitivity, particularly in terms of views towards and from within the South Downs National Park to the north. The sites lie within 1km of the National Park boundary and are open to views from Goodwood and The Trundle to the north;
 - The need to ensure that the layout and development of the sites respect the setting of the Graylingwell Hospital Conservation Area and the various listed buildings within and in close proximity to the sites, as well as protecting important views of Chichester Cathedral spire;
 - The River Lavant floodplain offers the opportunity to plan for green infrastructure that will serve both the new development and the wider area, including Westhampnett and Chichester city as a whole. The area could be planned as a new linear greenspace with public access, linking northwards to the South Downs National Park, with potential to provide links to the city and towards Tangmere;
 - The need to adopt a comprehensive approach to flood risk management on the site - the River Lavant floodplain affects the western part of the allocation. It is essential that surface water drainage for the site is considered at an early stage of masterplanning;

- Maximising the potential for sustainable travel links with the city, through improved public transport, cycling and pedestrian routes, including bus and cycle routes linking the development with the Graylingwell area. There is also potential for improved bus, cycle and walking routes to Tangmere and the National Park;
- Provision of adequate mitigation for potential off-site traffic impacts on the A27 and roads into the city centre;
- Development of the land northwest of the River Lavant will need to be integrated with recent development to the immediate west of the site, particularly in terms of green infrastructure and linked transport and access improvements on the eastern side of the city; and
- Account should be taken of the West Sussex County Council Minerals Safeguarding Area and associated guidance.

Policy A9 Land at Westhampnett/North East Chichester

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

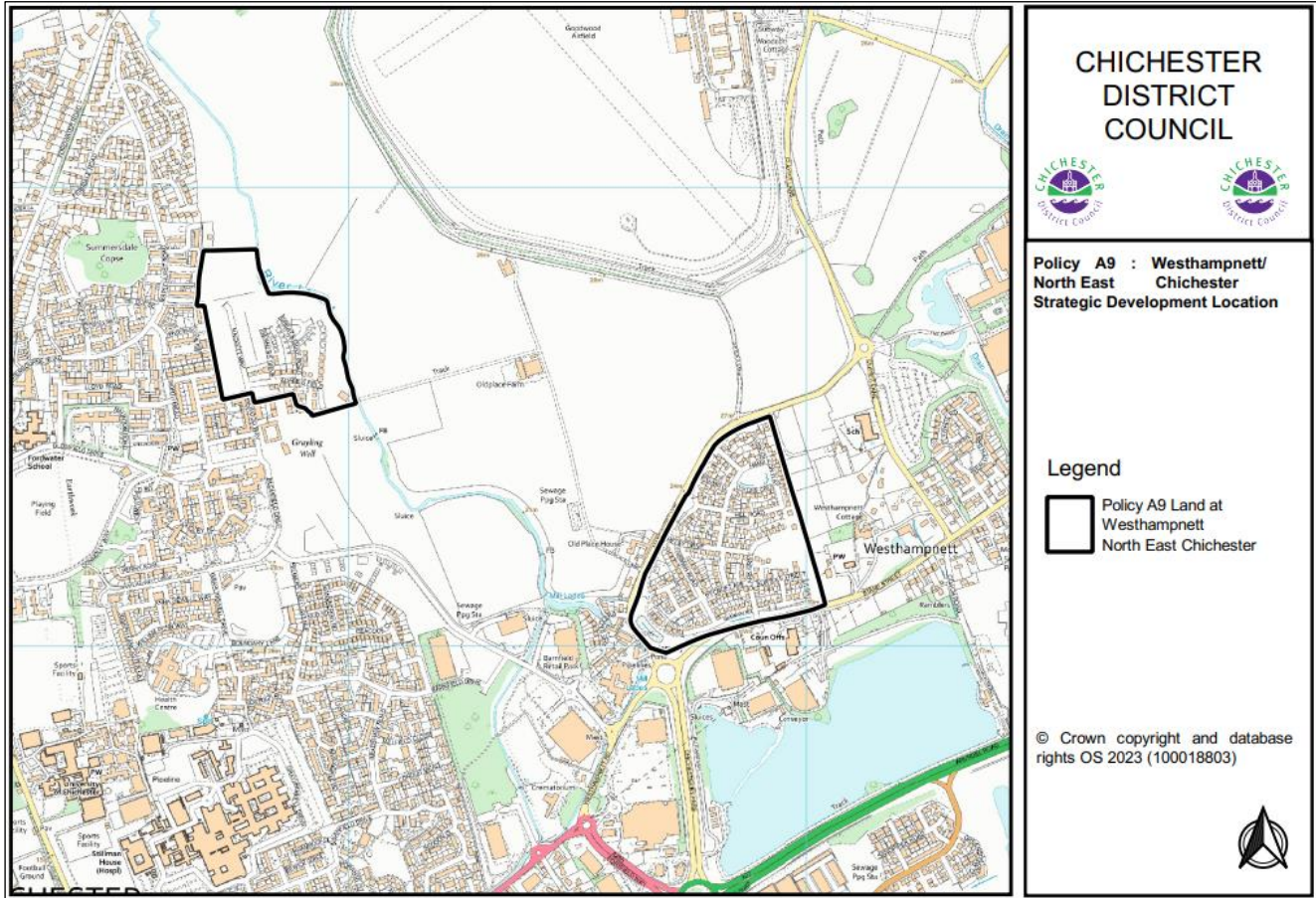
- 500 homes;
- Community facilities;
- Open space and green infrastructure, including a sensitively planned linear greenspace with public access along the Lavant Valley.

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

1. Be directed towards the settlement of Westhampnett, to the south of Madgwick Lane, and to the eastern edge of Chichester, but away from the floodplain of the River Lavant;
2. Be well integrated with the village of Westhampnett and neighbouring residential areas in Chichester city and should be planned to provide good access to existing facilities;
3. Provide or contribute to improved local community facilities;
4. Make provision for green links to the South Downs National Park and Chichester city. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city, including Tangmere;
5. Be designed with special regard to the landscape sensitivity of the site (especially views towards and from within the South Downs National Park), and to reduce the impact of noise associated with the Goodwood Motor Circuit/Aerodrome. Major new structural planting will be required to soften the impact of development on views from the north and around the motor circuit;
6. Be designed with special regard to the Graylingwell Hospital Conservation Area, the buildings of the former 'pauper lunatic asylum' and the grade II registered park and garden in which they sit, and to other listed buildings in the vicinity of the site and their settings. Important views of Chichester Cathedral spire from the area should be protected;
7. Adopt a comprehensive approach to flood risk management on the western part of the allocation, including consideration of surface water drainage as part of the masterplanning process;
8. Road access to the site will be determined as part of the masterplanning process, depending on the location(s) for proposed development. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Policy T1 (Transport Infrastructure) and T2 (Transport and Development);
9. Make provision for regular bus services linking the site with Chichester city centre, and new and improved safe and convenient cycle and pedestrian routes linking the site with Chichester city, the South Downs National Park and other strategic developments to the east of Chichester city including Tangmere. This could include exploring the potential for a bus only route linking the development with the Graylingwell area; and
10. Development in the Airfield Flight Safety Zone should be strictly controlled and limited to that which can be justified as causing no hazard to the operational needs of the Airfield;

11. Occupation of development will be phased to align with the delivery of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards;
12. Proposals should have regard to the West Sussex Minerals Plan and associated guidance.

Map 10.5 – Policy A9 Westhampnett/North East Chichester



Land at Maudlin Farm

10.40. The site, of approximately 13.4 hectares, comprises arable land and adjoins the hamlet of Maudlin. It is bound to the south by the A27, with residential development and a solar farm to the west and the Rolls-Royce manufacturing plant to the north-west. Some local services and facilities are available in the service village of Westhampnett to the west, including a primary school, but the proximity of the site to Chichester, which is accessible by public transport, affords easy access to a greater range of services.

10.41. A number of specific issues will need to be taken into account in developing the site, these include:

- The South Downs National Park is approximately 1km to the north of the site and the council's Landscape Capacity Study has identified that there is the potential for this area to be visible in views from and towards the National Park. Careful consideration will, therefore, need to be given to minimising any impacts on views;
- There are a group of grade II listed buildings on Stane Street to the west and an assessment of the impact of development on the significance and setting of these heritage assets will be required together with an archaeological assessment, as the site falls within an archaeological priority area;
- The proximity of the site to a number of noise sources, particularly the A27 but also the Goodwood Motor Circuit and Airfield to the north, will require an assessment of potential noise impacts across the site and appropriate mitigation measures;
- Overhead power cables cross the site and the development layout will need to be planned to take account of this;
- The site is also adjacent the closed Westhampnett landfill site, which has been restored. The proximity of the allocated site will necessitate investigations to be undertaken to establish if it is affected by contamination/landfill gas migration from the former landfill site;
- Account taken of the West Sussex Joint Minerals Local Plan and associated Minerals and Waste Safeguarding Guidance, in relation to the site being within a defined Minerals Safeguarding Area.

Policy A10 Land at Maudlin Farm

Land at Maudlin Farm is allocated for the development of:

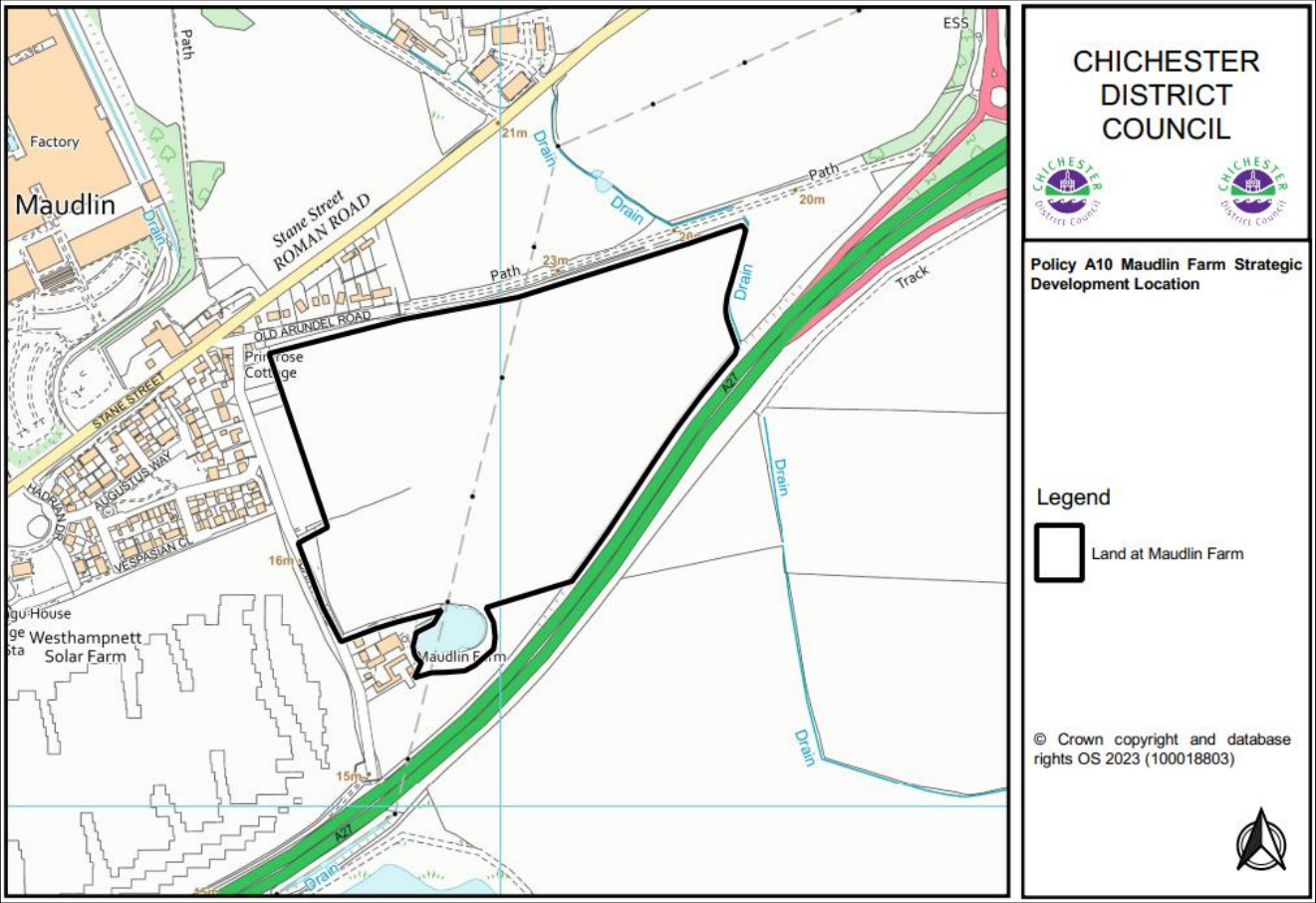
- Approximately 265 dwellings, including 13 serviced self/custom build plots;
- Specialist accommodation for older persons, to include a component of care or support, of a form which is appropriate for the site;
- Provision of on-site public open space and play area;
- 3 gypsy and traveller pitches, if there remains an outstanding need for pitches at the time of the determination of the planning application.

Development should address the following site-specific requirements:

1. To be masterplanned and designed to provide for a high-quality form of development that respects the settlement pattern and local distinctiveness, integrates the development into the landscape and ensures that views from and towards the South Downs National Park are considered as part of the design and layout of the development;
2. Provide for appropriate hard and soft landscaping, including street trees and buffer planting. Mature trees and hedgerows should be retained where possible and the development layout should respond positively to them to ensure that the development is well integrated with its surroundings and successfully mitigates the impacts on the wider landscape character. Any unavoidable loss, for example to gain access to the site, should be compensated for through new native planting elsewhere on the site;
3. Ensure that the design and layout avoids harm to protected species and existing important habitats features within, and in the vicinity of, the site, and provides the required level of biodiversity net gain, and facilitates the creation of high levels of habitat connectivity within the site and to the wider green infrastructure network;
4. Avoid and where relevant mitigate potential impacts on the Chichester Harbour SAC/SPA/Ramsar, including contributing to any strategic access management issues, and the Singleton and Cocking Tunnels SAC;
5. Provide safe and suitable access points for all users, including a main vehicle access from Old Arundel Road. The development should make the requisite contributions for off-site improvements in conformity with the Policy T1 (Transport Infrastructure) and T2 (Transport and Development), which will include promoting sustainable transport options;
6. Make provision for pedestrian and cycle access with strong and positive linkages to the existing network, including improvement works on Dairy Lane/Stane Street and Old Arundel Road to provide a shared use path;
7. Preserve the significance of heritage assets, having due regard to their settings;
8. Through an archaeological assessment define the extent and significance of any archaeological remains and reflect those in the development proposals, as appropriate;
9. Design the development layout to accommodate the overhead powerline and any necessary buffer, which could form an open space/green infrastructure corridor through the development;

10. Incorporate suitable noise mitigation measures into the design and layout to address impacts arising from proximity of the site to the A27 and the Goodwood Motor Circuit and Airfield;
11. Undertake appropriate investigation to identify the potential for the site to be impacted by contaminants or ground gas migrating from the former Westhampnett landfill site and, if so identified, the remediation measures required;
12. Ensure that the design and layout minimises the risk of flooding from all sources (both now and in the future) impacting the development without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. The design and layout should avoid or minimise the risk of flooding and facilitate the use of SuDS. Flood mitigation measures and drainage features must be integrated into the development in a manner which facilitates the achievement of a high standard of design and layout, and supports biodiversity net gain;
13. The development will need to be phased in such a manner to ensure that sufficient wastewater disposal capacity is available to accommodate the requirements resulting from this development;
14. Provide for infrastructure and community facilities in accordance with the Infrastructure Delivery Plan as updated by the Infrastructure Business Plan;
15. Consider the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and Minerals and Waste Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation.

Map 10.6 – Policy A10 Maudlin Farm



Bosham

- 10.42. Bosham is predominantly located within the Chichester Harbour AONB, south of the A259 and extending southwards into the Bosham Peninsula. A further area of development lies north of the A259 and the AONB along the east-west corridor, south of the railway line, and approximately 4 kilometres west of Chichester city. The area benefits from a railway station and good bus links between Havant and Chichester. The Local Plan identifies Bosham as being capable of accommodating further sustainable growth to enhance and develop its role as a service village. The village is host to a good range of facilities and services, including a primary school, community facilities, local shops and a GP surgery.
- 10.43. The Local Plan sets the requirement of 245 dwellings for Bosham, to be provided over the Plan period. The strategy for accommodating this requirement in the parish is through the allocation of a strategic site to the east of Bosham at Highgrove Farm. The site comprises approximately 13 hectares of flat, open agricultural land and lies adjacent to the site allocated in Policy BO1 of the adopted Site Allocation DPD 2014 - 2029 for 50 dwellings. A full planning application was permitted on appeal in November 2023 to deliver 300 dwellings (including 90 affordable dwellings), community hall, public open space, associated works and two accesses from the A259 (one temporary for construction). This application was later varied in August 2024 in relation to the affordable housing tenure split.
- 10.44. The proposed site is bounded to the south by the A259, to the north by the railway line, and to the west by the built-up area of Bosham. To the east of the site are farm buildings and open countryside. The site is relatively free from physical constraints, although there are landscape sensitivities associated with the openness of the site, views into the site from surrounding areas and also wider views to the South Downs National Park to the north. Development will need to take account of and seek to integrate with the existing allocation.
- 10.45. There are a number of specific issues that need to be taken into consideration when planning the development. These include:
- Potential landscape sensitivities, particularly in terms of the open nature of the site and external views from surrounding areas especially the Chichester Harbour AONB and the South Downs National Park;
 - Integration with the existing allocation and development to the west;
 - Consideration of the potential impact of development in terms of recreational disturbance on the Chichester Harbour SPA/SAC/Ramsar;
 - Protecting existing properties along Brooks Lane, in terms of visual amenity and overlooking;
 - Consider the potential impact of development on the safety of the nearby railway crossing at Brooks Lane.

Policy A11 Highgrove Farm, Bosham

Approximately 13 hectares of land at Highgrove Farm, Bosham is allocated for a residential-led development comprising:

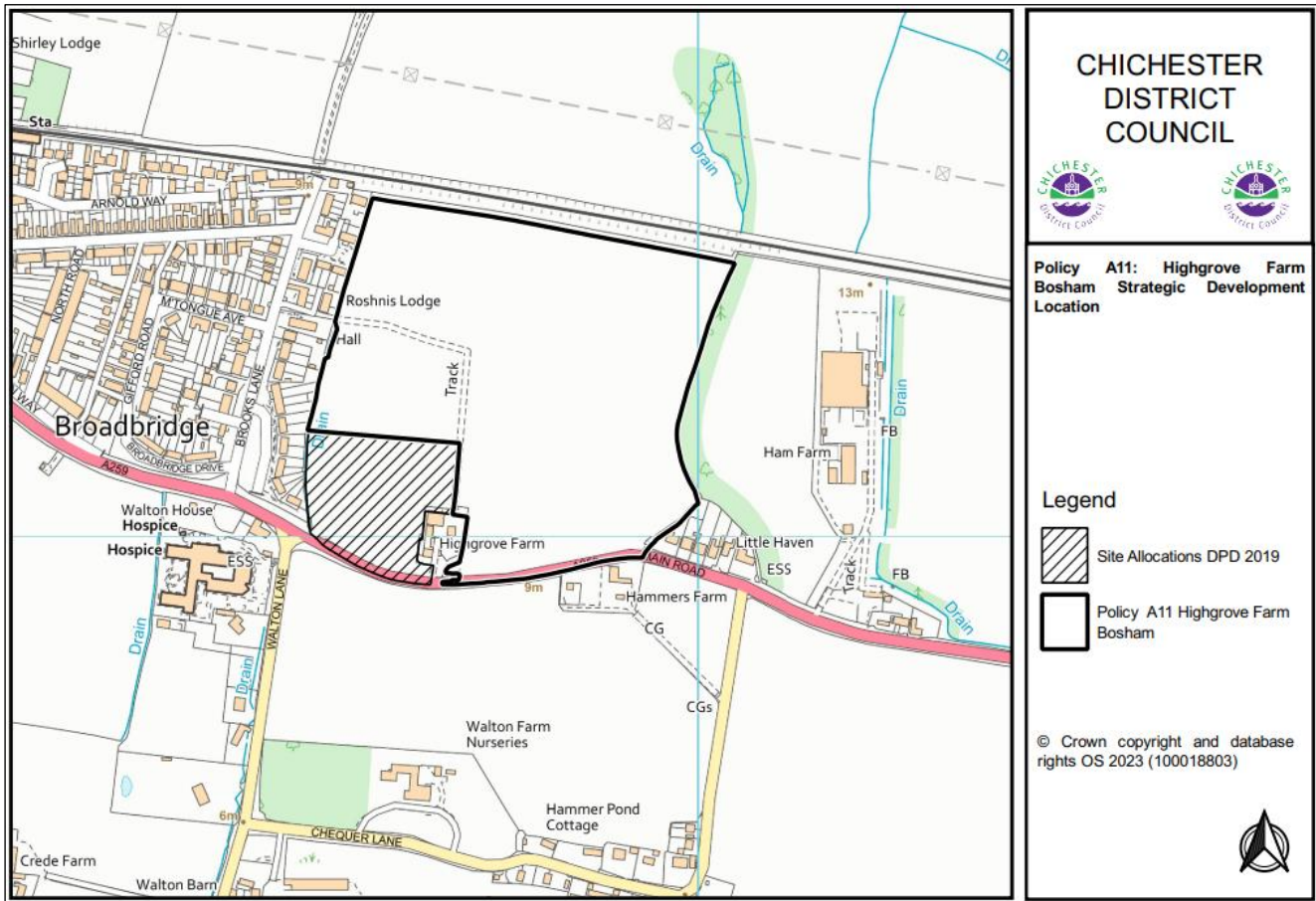
- Approximately 245 dwellings, including 12 suitable serviced plots to provide self/custom build housing;
- Specialist accommodation for older persons, to include a component of care or support, of a form which is appropriate for the site;
- Community building to provide an additional facility to serve a community function;
- Provision of on-site public open space and play area;
- Three gypsy and traveller pitches, if there remains an outstanding need for pitches at the time of the determination of the planning application.

Development of this site will need to accord with the following site-specific requirements:

1. To be masterplanned and designed to provide for a high-quality form of development;
2. Ensure that the new development is designed and laid out in order to form a sustainable extension to Bosham, that is well integrated with neighbouring areas, providing good access routes to key facilities and sustainable forms of transport;
3. Ensure that key views, particularly of the wider landscape and the South Downs National Park (as identified via the masterplanning process, any relevant Landscape and Visual Impact Appraisal or the council's Landscape Capacity Study) are protected and that such views are considered as part of the design and layout of the proposed development in order to create attractive views and vistas, particularly from important public spaces;
4. Provide for appropriate hard and soft landscaping, including street trees and buffer planting to the north, south, west and east of the site, in order to ensure that the development is well integrated with its surroundings and successfully mitigates the impacts on the wider landscape character;
5. Ensure that multifunctional green infrastructure provision is well related to the overall layout and character of the development as well as providing opportunities to extend into the wider countryside and surroundings;
6. Ensure that the design and layout avoids harm to protected species and existing important habitats features within, and in the vicinity of, the site, and provides the required level of biodiversity net gain, and facilitates the creation of high levels of habitat connectivity within the site and to the wider green infrastructure network;
7. Avoid and where relevant mitigate potential impacts on the Chichester Harbour SAC/SPA/Ramsar, including contributing to any strategic access management issues (including on-site mitigation where required as part of the Habitats Regulations Assessment), and potential for loss of functionally linked supporting habitat;
8. Provide safe and suitable access points for all users, including vehicular access from the A259, and make the requisite contributions for off-site highway improvements in conformity with the Policy T1 (Transport Infrastructure) and T2 (Transport and Development), which will include promoting sustainable transport options;
9. Provide for improved sustainable travel modes, and new improved cycle and pedestrian routes;

10. Provide any required mitigation to ensure there is no adverse impact on the safety of the railway crossing at Brooks Lane;
11. A site-specific flood risk assessment should demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its uses, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall. This should have regard to the measures identified in the Level 2 SFRA (2023). Flood mitigation measures and drainage features must be integrated into the development in a manner which facilitates the use of SuDS, the achievement of a high standard of design and layout, and supports biodiversity net gain;
12. The development will need to be phased in such a manner as to ensure that sufficient wastewater disposal capacity is available to accommodate the requirements resulting from this development; and
13. Provide for infrastructure and community facilities in accordance with the Infrastructure Delivery Plan as updated by the Infrastructure Business Plan.

Map 10.7 – Policy A11 Highgrove Farm, Bosham



Chidham and Hambrook

- 10.46. The Parish of Chidham and Hambrook is located to the west of Chichester city along the east-west corridor. It lies on the A259 Emsworth to Chichester road and also benefits from a station on the West Coastway railway line, linking Chichester with Portsmouth/Southampton. There are also bus services serving the village along the A259. The Local Plan defines Hambrook/Nutbourne as a service village with limited facilities. The village has been identified as a suitable location for strategic development as its location supports sustainable transport links and provides the opportunity to develop improved community facilities.
- 10.47. The parish is located close to Chichester Harbour and consideration must be given to the potential impact of development in terms of disturbance on the Chichester Harbour SPA/SAC/Ramsar, particularly for the area to the south of the A259 which also falls within the AONB.
- 10.48. The Local Plan sets the requirement for approximately 300 dwellings to come forward in the parish over the Plan period (minus extant permissions for 5 dwellings or more within the parish since 1 April 2021). As at 31 January 2025, 344 dwellings have been permitted, with 0 remaining to meet the policy requirement. Details of the extant permissions are set out in the trajectory in Appendix E. As sufficient land has already been committed, Policy A12 would only apply in the event that the committed supply does not come forward.
- 10.49. The Infrastructure Delivery Plan identifies the likely infrastructure requirements needed for the development/s.
- 10.50. There are a number of specific issues that need to be taken into account in planning development for the area. These should be considered and included in the overall masterplanning that will be required for the area, these include:
- Potential landscape sensitivities, including protecting views to the South Downs National Park and Chichester Harbour Area of Outstanding Natural Beauty and their settings and creating opportunities for new views;
 - Local community aspirations for improved facilities serving the village, including local convenience shopping and enhanced community and recreation facilities including indoor sport provision;
 - Consideration of the potential impact of development in terms of recreational disturbance on the Chichester Harbour SPA/SAC/Ramsar site;
 - Maximising the potential for sustainable travel links with Chichester city and settlements along the east-west Corridor;
 - Protecting residential properties from noise exposure from the A27;
 - Respecting the setting of historic trees and hedgerows, providing sufficient space between them and new development;
 - Creating new areas of open space and green infrastructure through planting, including maintenance and enhancement of perimeter landscaping to screen development and reduce noise;

- Account taken of the West Sussex Joint Minerals Local Plan, and associated Minerals and Waste Safeguarding Guidance, in relation to sites within the parish being within a defined Minerals Safeguarding Area;
- Account taken of the West Sussex Waste Local Plan and associated Minerals and Waste Guidance in relation to safeguarding policy W2.

Policy A12 Chidham and Hambrook

Policy H2 identifies Chidham and Hambrook as a strategic location where the neighbourhood plan is expected to make provision for approximately 300 dwellings. That would be met by the existing commitments from the plan period to date. However, should any extant permission fall away, land will be allocated for development in the revised Chidham and Hambrook Neighbourhood Plan to ensure that approximately 300 dwellings would be provided in the plan period, along with supporting facilities and infrastructure. The relevant allocation policies and site assessment/selection process will be expected to address the following requirements:

1. To be masterplanned (if larger sites allocated) and designed to provide for a high-quality form of development;
2. Provide appropriate specialist housing needs (such as for older people or self/custom build) in accordance with local evidence of need;
3. Ensure that the new development is designed and laid out in order to form a sustainable extension to an existing part of the settlement, and is well integrated with neighbouring areas, providing good access to key facilities and sustainable forms of transport;
4. Ensure that the development is well integrated with its surroundings and successfully mitigates the impacts on the wider landscape character, protects existing important landscape features and key views to the Chichester Harbour Area of Outstanding Natural Beauty and the South Downs National Park;
5. Ensure that development avoids harm to protected species and existing important habitats features and facilitates the achievement of biodiversity net gain, and facilitates the creation of high levels of habitat connectivity within the site and to the wider green infrastructure network and identified strategic wildlife corridors within the parish. This includes the provision of appropriate buffers as necessary in relation to important habitats which are being retained and/or created;
6. Avoid and if necessary mitigate, any adverse effects on the Chichester Harbour SAC/SPA/Ramsar, including contributing to any strategic access management issues (including on-site mitigation where required as part of the Habitats Regulations Assessment), and potential for loss of functionally linked supporting habitat;
7. Provide safe and suitable access points for all users and facilitate the requisite contributions for off-site highway improvements in conformity with the Policy T1 (Transport Infrastructure) and T2 (Transport and Development), which will include promoting sustainable transport options;
8. Facilitate improved sustainable travel modes, and new improved cycle and pedestrian routes, including linkages with Chichester city and settlement along the East/West Corridor;
9. Provide any required mitigation to ensure there is no adverse impact on the safety of railway crossings within the parish;
10. Ensure that allocations and policies accord with the sequential approach to flood risk, and that development will be safe for its lifetime, taking account of climate change impacts, as per the requirements set out in national policy and having due regard to the council's latest Strategic Flood Risk Assessment;

11. The development/s will need to be phased in such a manner as to ensure that sufficient wastewater disposal capacity is available to accommodate the requirements resulting from development/s;
12. Provide for infrastructure and community facilities in accordance with the Infrastructure Delivery Plan as updated by the Infrastructure Business Plan;
13. If a site is within the Minerals Safeguarding Area consider the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and the Minerals and Waste Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation;
14. Consider the implication of development on safeguarded waste management sites in the vicinity, to ensure development of the site does not prevent or prejudice any waste management uses, as required by Policy W2 of the West Sussex Waste Local Plan and the Minerals and Waste Safeguarding Guidance.

Southbourne

- 10.51. Southbourne is the largest settlement in the west of the plan area and is defined as a settlement hub within the settlement hierarchy. It lies on the A259 Emsworth to Chichester road and benefits from a station on the West Coastway rail line linking Chichester with Portsmouth/Southampton as well as more widely to London. Southbourne acts as a service centre for the surrounding villages, providing a variety of community services and facilities, including shops, a library, doctor's surgery and a range of education facilities. Currently there is good access to employment elsewhere (for example at Chichester city and Havant); however opportunities in Southbourne itself are very limited.
- 10.52. Southbourne has been identified as a suitable location for strategic development during the later part of the Plan period and a broad location for development, shown on the Key Diagram, has been identified. Within this area a mixed use development of 1,050 homes, local employment opportunities and supporting local facilities will be developed. Since the start of the plan period to 31 January 2025, 242 dwellings within Southbourne parish now have extant permission which leaves a residual of 808 dwellings to allocate through the Southbourne Allocation DPD. Details of the extant permissions are set out in the trajectory in Appendix E. The site will also provide for the accommodation needs of gypsies and travellers and travelling showpeople.
- 10.53. Further consideration of sites and the allocation of land to deliver this development will be made through a Southbourne Allocation DPD.
- 10.54. Southbourne is located close to Chichester Harbour and any opportunities for development must give consideration to potential impact in terms of recreational disturbance on the Chichester Harbour SPA/SAC/Ramsar site, particularly for the area to the south of the A259 which also falls within the AONB. Certain areas outside those designated sites functionally support species for which the sites are designated and consideration will need to be given as to whether there are likely to be any significant impacts on the functionally linked sites and the avoidance measures or mitigation that may be required⁽⁴²⁾.
- 10.55. Although the settlement is less affected by other constraints, regard will need to be paid to landscape considerations, particularly the setting of the AONB and protecting views to the South Downs National Park. Development will also need to ensure that the separate identity of neighbouring settlements along the A259 is maintained, with consideration being given to defining the precise boundaries of landscape gaps as required by Policy NE3 (Landscape gaps between settlements).
- 10.56. In addition, development will need to address the following issues:
- Development phasing;
 - Ensuring adequate provision of supporting infrastructure including additional education capacity, community and health facilities in accordance with the most recently published Infrastructure Delivery Plan. This is likely to include a new two

⁴² [Solent Waders and Brent Goose Strategy: Guidance on Mitigation and Off-setting Requirements, October 2018](#)

form entry primary school with potential for expansion, expansion of secondary school provision, early years' childcare provision, community hall/centre and expansion of doctors' surgery plus flexible space for employment/small-scale leisure use;

- Maximising the potential for sustainable travel links through improved public transport, including consideration of opportunities to reduce community severance caused by the railway line as well as the inclusion of cycling and pedestrian routes including linking to the National Cycle Network Route 2 along the A259 and proposed enhancements as part of the Chichester to Emsworth Cycle Path (ChEm Route);
- Protecting residential properties from noise on the A27, through for example the sensitive use of acoustic screening;
- Creating new areas of open space and green infrastructure through planting, including maintenance and enhancement of perimeter landscaping to screen development and reduce noise. There is an ambition in the Neighbourhood Plan to establish a Green Ring around Southbourne and appropriately located green infrastructure would contribute to achieving this;
- Account taken of the West Sussex Joint Minerals Local Plan, and associated Minerals and Waste Safeguarding Guidance, in relation to the sites within the parish being within a defined Minerals Safeguarding Area;
- Account taken of the West Sussex Waste Local Plan and associated Minerals and Waste Safeguarding Guidance in relation to the safeguarding policy W2.

10.57. With a range of ownerships within the Broad Location it is imperative that development should be comprehensively masterplanned to ensure sustainable development can be achieved. Piecemeal development that does not take account of the need for wider development in the broad location and prejudices opportunities for cumulative issues, particularly relating to infrastructure, to be addressed will not be supported.

10.58. If there are problems relating to land ownership in bringing forward this strategic development, the council will consider the use of compulsory purchase powers to secure its delivery.

Policy A13 Southbourne Broad Location for Development

Policy H2 identifies a Broad Location for Development at Southbourne for 1,050 dwellings. Excluding sites over 5 dwellings within Southbourne parish which were permitted between 1 April 2021 and 31 January 2025 (which take the total for Southbourne BLD to 1,050 dwellings), the requirements of Policy H2 will be met by land being allocated through the Southbourne Allocation DPD for approximately 800 dwellings, local employment opportunities and supporting community uses and facilities, to be masterplanned as a whole.

The site extent, definition of the boundary, including any amendments to the Southbourne settlement boundary, and detailed guidance for the development within this broad location will be established through the making of allocation(s) in the Southbourne Allocation Development Plan Document.

Development should be comprehensively masterplanned to achieve a high-quality design and layout that integrates well with the surrounding built and natural environments to enable a high degree of connectivity with them, particularly for pedestrians and cyclists, and provides good access to facilities and sustainable forms of transport.

Development within the broad location will need to:

1. Provide an appropriate mix of housing types, sizes and tenures to meet evidenced local need including affordable housing and specific provision to meet specialised housing needs including 53 serviced self/custom build plots, accommodation for older people and accessible and adaptable homes in accordance with relevant Plan policies;
2. Provide 12 gypsy and traveller pitches in accordance with Policy H11;
3. Provide a serviced site(s) for travelling showpeople which should deliver 12 plots, each of sufficient size to allow for the provision of accommodation and equipment plus storage/maintenance, in accordance with Policy H11;
4. Provide a suitable means of access to the site(s), securing necessary off-site improvements (including highways) in conformity with the Policy T1 (Transport Infrastructure) and T2 (Transport and Development) to promote sustainable transport options;
5. Ensure that the masterplanning and infrastructure provision adequately addresses the impact of the development, in terms of addressing severance caused by the railway line within the allocation area and the village generally. Provide any required mitigation to ensure there is no adverse impact on the safety of existing or planned railway crossings and make provision for suitable connectivity, both within the development and with the village;
6. Ensure adequate provision of supporting infrastructure including education provision, community facilities and transport in accordance with the Infrastructure Delivery Plan as updated by the Infrastructure Business Plan;
7. Give detailed consideration of the impact of development on the surrounding landscape, including the South Downs National Park and Chichester Harbour AONB and their settings. Development should be designed to protect long-distance views to the South Downs National Park;

8. Ensure that multifunctional green infrastructure provision is well related to the overall layout and character of the development as well as providing opportunities to extend into the wider countryside and surroundings;
9. Demonstrate that development would not have an adverse impact on the nature conservation interest of identified sites and habitats including the strategic wildlife corridors and facilitates the achievement of biodiversity net gain and the creation of high levels of habitat connectivity within the site, the wider green infrastructure network and identified strategic wildlife corridors;
10. Avoid, and if necessary, mitigate any adverse effects on the SPA, SAC and Ramsar site at Chichester Harbour including contributing to any strategic access management issues, loss of functionally linked supporting habitat and water quality issues relating to runoff into a European designated site;
11. Protect any other key views;
12. Ensure that allocations and policies accord with the sequential approach to flood risk, and that development will be safe for its lifetime, taking account of climate change impacts, as per the requirements set out in national policy and having due regard to the council's latest Strategic Flood Risk Assessment;
13. Ensure sufficient capacity within the relevant wastewater infrastructure before the delivery of development as required;
14. Preserve the significance of heritage assets, having due regard to their settings;
15. Maintain the character and integrity of existing settlements and provide clear separation between new development and neighbouring settlements including through the definition and protection of landscape gaps;
16. If a site is within the Minerals Safeguarding Area consider the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and the Minerals and Waste Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation;
17. Consider the implication of development on safeguarded waste management sites in the vicinity, to ensure development of the site does not prevent or prejudice any waste management uses, as required by Policy W2 of the West Sussex Waste Local Plan and the Minerals and Waste Safeguarding Guidance.

To enable a comprehensive and coordinated development approach, piecemeal or unplanned development proposals within the area which are likely to prejudice its delivery including the infrastructure required for the area will not be permitted.

Land West of Tangmere

- 10.59. Tangmere is the largest village in the area to the east of Chichester city, with a range of local facilities, including small shops, primary school, GP surgery and village hall, and good road accessibility via the A27.
- 10.60. The Local Plan identifies Tangmere as being capable of accommodating further sustainable growth to enhance and develop its role as a settlement hub, through the provision of new housing and infrastructure to support the new development and the existing village.
- 10.61. The Chichester Local Plan Key Policies allocated the Tangmere strategic development location for comprehensive development of 1,000 dwellings and supporting infrastructure. Detailed subsequent site investigations and the masterplan process have demonstrated that the site can satisfactorily accommodate an additional 300 dwellings to achieve an allocation of 1,300 dwellings together with the required community facilities, open space, recreation and supporting infrastructure.
- 10.62. The development location is situated around the western and southern edges of the village, south of the A27 and north of Tangmere Road. The site comprises approximately 73 hectares of land predominantly used for agriculture. The site will have primary access from the A27/A285 grade separated junction, with a spine road linking to Tangmere Road at the south of the site.
- 10.63. The Tangmere Neighbourhood Plan (made in July 2016) identifies the site for strategic development and provides design guidance and several policy aspirations to inform the masterplanning process. In particular, the Neighbourhood Plan places significant emphasis on achieving a 'one village' approach where the new development will be integrated within the existing village.
- 10.64. The site has an endorsed Masterplan (reference 19/02836/MAS) which was developed in accordance with the Chichester Local Plan, emerging Local Plan Review and the Tangmere Neighbourhood Plan and demonstrates how the policy aspirations of the development plan will be achieved. The site also benefits from outline resolution to grant permission (reference 20/02893/OUT).
- 10.65. There are a number of site-specific issues which should be considered when planning the development and site layout in this location, including:
- Taking account of the Tangmere Neighbourhood Plan including the 'One Village' aspiration to integrate the new development with the existing village, and the other design considerations contained in the Neighbourhood Plan;
 - Local community aspirations for new/improved facilities serving the village, including transforming the existing village centre into a local centre focused around a village main street, primary education, and enhanced recreation;
 - Potential physical constraints such as landscape sensitivities, particularly external views from the surrounding area including the South Downs National Park, high groundwater levels, particularly in the southern part of the site, and the need for

noise mitigation measures for residential properties on the A27, for example through the use of acoustic screening;

- Conserving, enhancing and better revealing the known archaeological assets within the site, to advance understanding of the significance of the assets;
- Conserving and enhancing the setting of the historic village, particularly the Conservation Area, the archaeological and heritage assets within the surrounding area, and preserving the heritage of the World War II airfield, including provision for the relocation of existing allotment space that could facilitate the expansion or relocation of the Tangmere Military Aviation Museum;
- The opportunity to provide off-site green links with existing and planned development at Tangmere, and with the South Downs National Park and Chichester city, and the potential to develop strategic green infrastructure in conjunction with other planned development to the east of Chichester city;
- Opportunities, in partnership with relevant authorities, to provide improved sustainable public transport routes linking the village with Chichester city, to improve cycle routes to the city, and better transport links to Barnham rail station and the 'Five Villages' area in Arun District; and
- The availability of minerals in the vicinity and the need to take account of the Minerals Safeguarding Area.

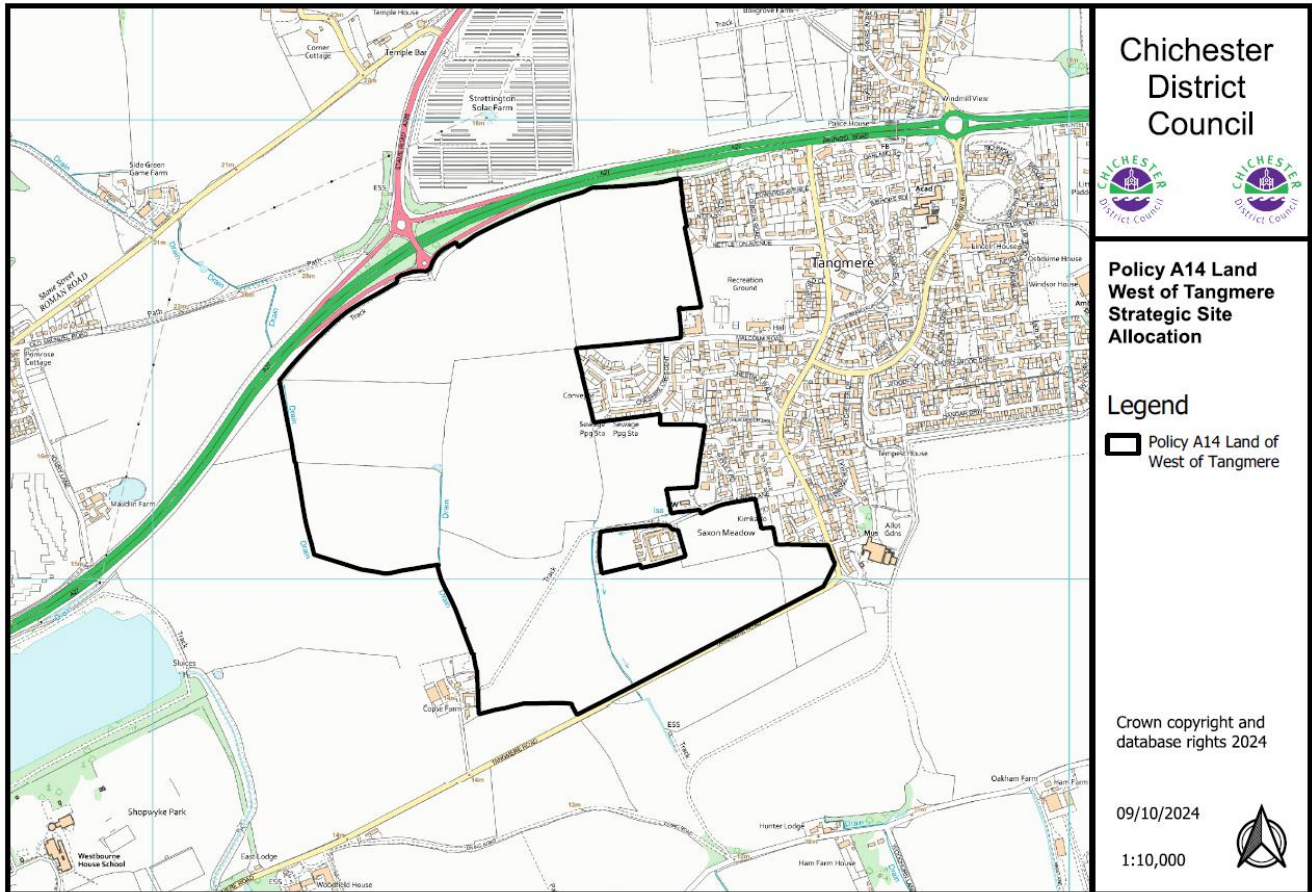
Policy A14 Land West of Tangmere

Approximately 73 hectares of land to the west of Tangmere is allocated for comprehensive residential-led development of 1,300 dwellings, community facilities and open space.

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

1. Be planned as an extension to Tangmere village, that is well integrated with the existing village and provides good access to existing facilities;
2. A range of types, sizes and tenures of residential accommodation to include specific provision to meet specialised housing needs, including accommodation for older people;
3. Expanding and enhancing the existing local centre providing new village centre amenities;
4. Make provision to accommodate a new two-form entry primary school and associated development, including provision for an early years setting and a special support centre. Further land shall be safeguarded to facilitate the potential expansion of the two-form entry primary school to three-form entry;
5. Incorporate open space and green infrastructure, including parks, a community orchard, playing pitches, sports pavilion and new allotments, enabling the relocation of the existing allotments at the Tangmere Military Aviation Museum;
6. Make provision for green links to Tangmere village, and the South Downs National Park and Chichester city. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city;
7. Respect important existing views of Chichester Cathedral spire and reduce any impact on views from within the South Downs National Park, particularly sensitive locations such as the Trundle and Halnaker Hill;
8. Subject to detailed transport assessment, provide primary road access to the site from the slip-road roundabout at the A27/A285 junction to the west of Tangmere providing a spine road link with secondary access from Tangmere Road. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with Policy T1 (Transport Infrastructure) and T2 (Transport and Development);
9. Make provision for improved sustainable travel modes between Tangmere and Chichester city, in partnership with relevant authorities, including improved and additional cycle routes linking Tangmere with Chichester city, Shopwhyke and Westhampnett. Opportunities should also be explored for improving transport links with the 'Five Villages' area and Barnham rail station in Arun District; and
10. Conserve or enhance the heritage and archaeological interest of the site, the historic village and its setting (particularly that of the Conservation Area), including making provision for the relocation of existing allotment space to facilitate the potential expansion or relocation of the Tangmere Military Aviation Museum;
11. Occupation of development will be phased to align with the delivery of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards;
12. Proposals for the development should have regard to the West Sussex County Council Minerals Safeguarding Area and associated guidance.

Map 10.8 – Policy A14 Land West of Tangmere



Loxwood

- 10.66. The Parish of Loxwood is located in the northeast of the District. The B2133 runs through the village between the A281 to the north and the A272 to the south. The Wey and Arun canal runs east/west through the southern part of Loxwood Parish. There are bus services serving the village and providing connections to larger towns such as Billingshurst, however, services are limited. The Local Plan defines Loxwood as a service village with local facilities and services. Whilst it is recognised that this part of the plan area would not normally be identified for higher levels of growth, the council has had to look at what could be achieved in this area, due to the transport constraints posed by the A27 in the south of the plan area. The village has been identified as a suitable location for a higher level of growth as it has suitable HELAA sites which could come forward through the Neighbourhood Plan process.
- 10.67. The Local Plan sets the requirement for approximately 220 dwellings to come forward in the parish over the Plan period (minus extant permissions for 5 dwellings or more within the parish since 1 April 2021), together with improved community facilities including recreation and open space. As at 31 January 2025, 32 dwellings have been permitted, with 188 remaining to meet the policy requirement. Details of the extant permissions are set out in the trajectory in Appendix E. Loxwood Parish Council are preparing a neighbourhood plan for the parish which will identify potential development site(s) and the council will work closely with the parish council in the neighbourhood planning process.
- 10.68. The parish is located within the key conservation area for The Mens SAC and all impacts to bats must be considered as the habitats are critical for sustaining populations of bats with the SAC.
- 10.69. The Infrastructure Delivery Plan identifies the likely infrastructure requirements needed for the development/s.
- 10.70. There are a number of specific issues that need to be taken into account in planning development for the area. These should be considered and included in the overall masterplanning that will be required for the area, these include:
- Potential landscape sensitivities, including taking into account the rural character of the area, and creating opportunities for new views;
 - Maximising the potential for sustainable travel links with nearby towns such as Billingshurst and Horsham;
 - Respecting and retain existing trees, hedgerows and ancient woodland, providing sufficient space between them and new development, particularly those that support or are in close proximity to suitable commuting and foraging habitats;
 - Creating new areas of open space and green infrastructure through planting;
 - Phasing of development to ensure water neutrality and wastewater infrastructure improvements;
 - Development should not increase flood risk elsewhere, taking into account risks from all sources of flooding in accordance with Policy NE16;

- Account taken of the West Sussex Joint Minerals Local Plan, and associated Minerals and Waste Safeguarding Guidance in relation to the sites within the parish being within a defined Minerals Safeguarding Area for clay.

Policy A15 Loxwood

Policy H2 identifies Loxwood as a strategic location where the neighbourhood plan is expected to identify sites for 220 dwellings. Land will be allocated for development in the revised Loxwood Neighbourhood Plan for approximately 220 dwellings (minus extant permissions for 5 dwellings or more within the parish since 1 April 2021) and supporting facilities and infrastructure.

The relevant allocation policies and site assessment/selection process will be expected to address the following requirements:

1. To be masterplanned (if larger sites allocated) and designed to provide for a high-quality form of development;
2. Provide appropriate specialist housing needs (such as for older people or self/custom build) in accordance with local evidence of need;
3. Ensure that the new development is designed and laid out in order to form a sustainable extension to an existing settlement of Loxwood, and is well integrated with neighbouring areas, providing good access to key facilities and sustainable forms of transport;
4. Ensure that the development is well integrated with its surroundings and successfully mitigates the impacts on the wider landscape character, protects existing important landscape features and key views, including any determined through the process of preparing the revised Neighbourhood Plan;
5. Ensure that development avoids harm to protected species and existing important habitats features and facilitates the achievement of biodiversity net gain, and facilitates the creation of high levels of habitat connectivity within the site and to the wider green infrastructure network within the parish. This includes the provision of appropriate buffers as necessary in relation to important habitats which are being retained and/or created;
6. Provide safe and suitable access points for all users and facilitate the requisite contributions for off-site highway improvements, which will include promoting sustainable transport options, including improvements to bus services;
7. Facilitate improved sustainable travel modes, and new improved cycle and pedestrian routes;
8. Ensure that allocations and policies accord with the sequential approach to flood risk, and that development will be safe for its lifetime, taking account of climate change impacts, as per the requirements set out in national policy and having due regard to the council's latest Strategic Flood Risk Assessment;
9. The development/s will need to be phased in such a manner as to ensure that sufficient wastewater disposal capacity is available to accommodate the requirements resulting from development/s and to ensure that water neutrality can be achieved;
10. Provide for infrastructure and community facilities in accordance with the Infrastructure Delivery Plan as updated by the Infrastructure Business Plan;
11. If a site is within the Minerals Safeguarding Area consider the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and the Minerals and Waste Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation.

Goodwood Motor Circuit and Airfield

- 10.71. The Goodwood Estate lies to the immediate north of Chichester and is known worldwide as a global brand. The Estate through its range of businesses, provides very significant economic, environmental and cultural benefits to a wide area, not just to Chichester District, but also regionally and nationally. The contributions made are well documented, with the Estate, together with its tenant, Rolls-Royce, delivering very significant sums annually to these economies.
- 10.72. According to an independent study by the London School of Economics, during 2022⁽⁴³⁾ the Goodwood Estate generated an estimated economic contribution of £444m into the national economy, including £133m in tax contributions, and of which, £323m was of benefit to the local economy directly (including £108m in tax contributions). Since 2003, Rolls-Royce has contributed more than £4 billion to the UK economy and annually the contribution exceeds £500m⁽⁴⁴⁾. Both Goodwood and Rolls-Royce are major local employers, directly and in the supply chain.
- 10.73. The council remains supportive of the ongoing operation of the site as a motor circuit and airfield, recognising that these are central to the revenue stream of the Estate. These operations are subject to agreements, permissions and other arrangements that ensure activities can operate in a manner that is not harmful to material considerations such as noise, traffic and environmental concerns. For example, the motor circuit has to adhere to trackside decibel levels and activity is limited through category days, while at the airfield measures such as Noise Preferential Routes (NPRs) and restrictions on the number of annual flights (both fixed wing and rotary) are imposed. The airfield operates in line with the Government's General Aviation Handbook⁽⁴⁵⁾. Continued beneficial operation is encouraged and the council recognises the need for an effective, yet flexible, range of controls (including planning permissions and legal agreements) that are responsive to change and which bring about an enhancement to the offer of the Circuit and Airfield, as well as continued control over environmental issues.
- 10.74. Opportunities to replace, add to and improve the facilities within the site and its use will be supported, subject to the considerations set out in the following policy.

⁴³ Rolls-Royce Motor Cars Pressclub article 27.04.2023

⁴⁴ The Goodwood Estate – Socioeconomic Contribution: 2022 by Dr Alexander Grous, London School of Economics (published July 2023)

⁴⁵ General aviation handbook - <https://www.gov.uk/government/publications/general-aviation-handbook>

Policy A16 Goodwood Motor Circuit and Airfield

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

The following criteria will also apply to such proposals:

1. The proposed development must avoid a significant observed adverse noise effect at neighbouring sensitive receptors such as dwellings and businesses. Any adverse effects will have to be mitigated to a minimum acceptable level to safeguard amenity;
2. The character of the site and its environs should be conserved and reinforced;
3. Any proposed development should be appropriate in scale and character to the site's historic setting, whilst meeting contemporary operational needs;
4. Any anticipated additional demand for traffic movements should be appropriately mitigated with opportunities for non-car based travel options secured, and additional private vehicular traffic confined to using the existing access;
5. The development should avoid harm to protected species and existing important habitats features within, and in the vicinity of, the site, provide the required level of biodiversity net gain, and facilitate the creation of high levels of habitat connectivity within the site and to the wider green infrastructure network and identified strategic wildlife corridors.

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

- a) it is necessary for the continued operation of the site, is designed to complement existing buildings, and is appropriate in scale and character;
- b) it ensures the ongoing safe and operational efficiency of the airfield and circuit; and
- c) it would not increase the number of flights above the existing, or any subsequently agreed, legal agreement.

Development within the vicinity of Goodwood Motor Circuit and Airfield

- 10.75. The Motor Circuit and Airfield is located immediately northeast of the city of Chichester, with the settlements of Westhampnett and Westerton being located relatively close to the southern and eastern boundaries of the site.
- 10.76. The relationship between the motor circuit and airfield and surrounding residential properties and other noise-sensitive neighbours is a significant consideration for the council. For some years, the council has operated a 400 metre buffer zone around the motor circuit and airfield site where there has been a presumption against allowing residential or noise sensitive development.
- 10.77. To inform this Plan, the suitability of maintaining this buffer zone was investigated by MAS Environmental Ltd. The resultant report 'Goodwood Noise Study – An Assessment of Motor Circuit and General Aviation Noise Criteria Evaluation for Future Development for Chichester District Council' concluded that, taking into account the complex combination of noise-generating activities taking place within the site, a 400m buffer between the site and any proposals for noise-sensitive development should be maintained. Within the 400m buffer, a general presumption against noise-sensitive development should be maintained unless it can be clearly demonstrated that the development will achieve acceptable appropriate internal and external amenity standards with regard to noise and disturbance experienced, taking into account the particular characteristics of the noise emanating from the site and does not otherwise compromise any provision of Policy A16.
- 10.78. The 400m should not be interpreted as a distinct policy boundary as the report also identifies the potential for noise disturbance arising from activities at the Motor Circuit and Airfield to be a significant issue beyond the 400m buffer, including below preferred aircraft routings⁽⁴⁶⁾. Any development proposals beyond the 400m buffer would need to accord with the provisions of Policy NE24 (Noise), taking into account the detailed findings of the MAS Study and any other evidence available. Both within and beyond the 400m buffer, and where noise is considered to have a potential adverse impact, it is expected that a detailed and focussed noise impact assessment is submitted to accompany any proposed development application, in order to demonstrate the aforementioned requirements are met.
- 10.79. As set out in the NPPF, existing businesses and facilities should not have unreasonable restrictions placed upon them as a result of development permitted after they were established. This will be a consideration when any development in the vicinity is proposed.

⁴⁶ Latest NPRs are available on Goodwood website - <https://www.goodwood.com/flying/pilot-information/>

Policy A17 Development within the vicinity of Goodwood Motor Circuit and Airfield

There is a general presumption against development proposals for noise-sensitive development within 400m of Goodwood Motor Circuit and Airfield, as defined on the policies map. Where noise-sensitive development is proposed within this area, or below Noise Preferential Routes, planning permission will only be granted where the noise impact assessment clearly and demonstrably shows that:

1. An acceptable level of amenity, by reason of expected experienced noise and disturbance, will be provided for the future occupiers of the noise-sensitive development within both internal and external areas of the development;
2. That the above levels of amenity are achieved without an adverse impact on the design and layout of the proposed development by reason of noise mitigation measures;
3. The development will not compromise the safe and continued operation of Goodwood Circuit and Airfield, nor place unreasonable restrictions on such operation, in accordance with the 'agent of change' principle outlined in the National Planning Policy Framework; and
4. The development avoids harm to protected species and existing important habitats features within, and in the vicinity of, the site, provides the required level of biodiversity net gain, and facilitates the creation of high levels of habitat connectivity within the site and to the wider green infrastructure network and identified strategic wildlife corridors.

In considering the above, the council shall assess any cumulative impact of relevant noise sources, such as but not necessarily limited to, road traffic, motor circuit, airfield and any other neighbouring activities that have the potential to give rise to an adverse noise impact.

Consideration shall be given to site specifics and to any particular characteristic of identified noise sources, being mindful of the MAS (December 2018) Goodwood Noise Study. Recognition that general aviation, associated with Goodwood Airfield, has specific characteristics that give rise to greater perceived impact than transport aviation shall be taken into account.

Thorney Island

- 10.80. Thorney Island is a peninsula extending into Chichester Harbour with a singular vehicular access from the A259. Much of the island is covered by a Ministry of Defence military base and airfield occupied by the Royal Artillery. The Island is low-lying and thus at risk of flooding and its salt marshes and grasslands are important habitats for wildlife.
- 10.81. The council will support the Ministry of Defence in its continued operation of the military base, including development proposals required to sustain its operational capability. Should any form of physical expansion of the site be required, this will be considered in conjunction with the constraints of the site. If proposals emerge which would require a significant uplift in military personnel, the council will work with the Ministry of Defence, local authorities within the vicinity of the island, and other key stakeholders to ensure that any identified increased need for housing is provided for in a way which meets the operational requirements of the base and the sustainable development of the wider area.
- 10.82. If for any reason the existing military use ceases, any future use will need to be planned sensitively through the preparation of a masterplan, developed with the local planning authority in conjunction with the local community. This should take into account the particular characteristics of the Island and its environmental designations. In particular, much of the Island is identified as core or supporting areas essential to the continued function of the Solent Waders and Brent Goose ecological network. The Environment Agency are also developing a habitat creation scheme in partnership with the Ministry of Defence and Chichester Harbour Conservancy through managed realignment of the coast at the south-western edge of Thorney Island barracks. In addition, development would need to be compatible with the Chichester Harbour AONB and avoid or mitigate any impact on the adjoining SPA/SAC/Ramsar designation. This is likely to preclude the use of the airfield for civil or general aviation purposes and land and sea-based noisy sports. Proposals will also need to demonstrate that suitable vehicular access to the site can be secured.
- 10.83. Given the existing contribution that the military makes to the economy of the area, the focus for consideration of any alternative uses should be on employment-led development in the first instance. The cultural and historical significance of the existing military use of the Island, and the potential for remains of archaeological interest, should inform the scope for the future development of the site and be retained, where possible.
- 10.84. Opportunities should be explored to reduce the extent of developed land on the island and to significantly enhance the quality of the landscape, the natural environment and support the creation of new habitats, where possible. Opportunities for increased public access should only be explored where they are compatible with the environmental designations.

Policy A18 Thorney Island

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

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

All development proposals should seek to enhance the overall character of the Island as well as support opportunities for habitat creation whilst avoiding impacts on existing habitat creation schemes. Proposals must also mitigate any adverse impacts on local infrastructure and ecology, preserve the character of the surrounding area and take opportunities to increase public access. Proposals must avoid adverse impacts on the Chichester Harbour AONB/SAC/SPA and Ramsar designations, comply with Policy NE14 (Chichester Harbour AONB) and have regard to the Chichester Harbour Management Plan and Joint Chichester Harbour AONB SPD. Development proposals for aviation and noisy sports uses are unlikely to be considered acceptable. All proposals must ensure that the cultural and historical significance of the military facilities (and any other significant archaeological assets) located on the site, are understood and inform the scope of future development of that site whilst seeking to retain any significant archaeological assets.

Employment Allocations

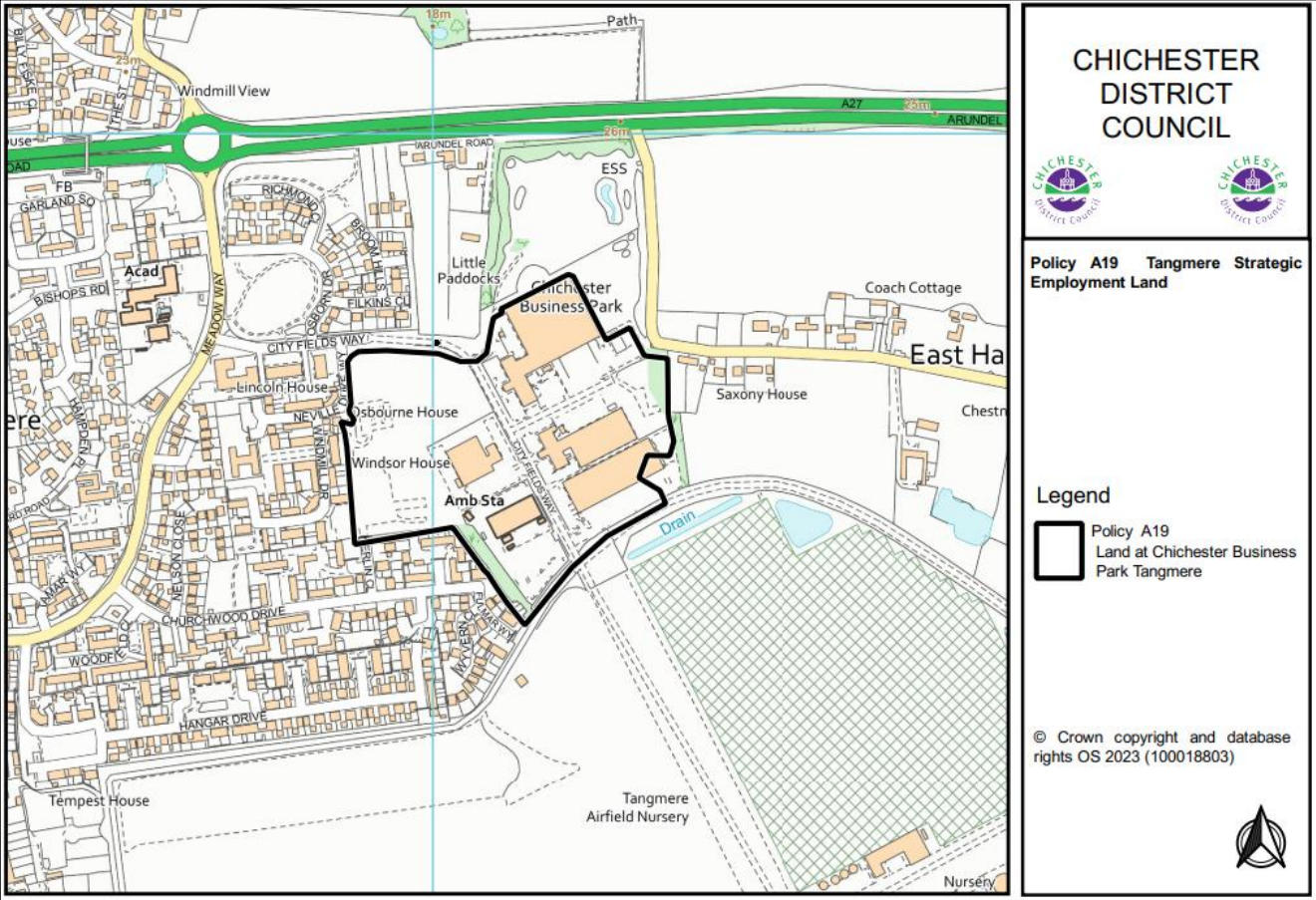
Tangmere Strategic Employment Land

- 10.85. A total of around 2.7 hectares of land allocated for Class E(g), B2 and B8 uses in the Chichester District Local Plan 1999 and Chichester District Local Plan Key Policies 2014-2029 remains undeveloped. The remaining land allocated has planning permission for 2.47 hectares of flexible B1c and/or B8 uses.
- 10.86. The provision of a significant new residential development to the west of the village could further enhance the attractiveness of this site for employment uses within the commercial property market. Given that there is an existing business park immediately adjoining the allocation, the retention of the allocation would have the benefit of delivering a greater critical mass of potential floorspace at this existing business location and also enable commercial traffic movements to access the A27 directly from Meadow Way, rather than through residential areas. Therefore, this Plan continues to allocate the land for Class E(g), B2 and B8 uses.

Policy A19 Land at Chichester Business Park, Tangmere

2.7 hectares of employment land is allocated for Class E(g), B2, and B8 uses in the form of an extension to the Chichester Business Park to the east of Tangmere village, with access to the A27 via City Fields Way/Meadow Way.

Map 10.9 – Policy A19 Tangmere Strategic Employment Land



Land south of Bognor Road

- 10.87. This employment allocation is located to the south of Bognor Road (A259), and east of Vinnetrow Road and the A27 just to the southeast of Chichester, within the parish of North Mundham. The lakes surrounding Lakeside Holiday Park are adjacent to the site, on the other side of Vinnetrow Road, including the Chichester Gravel Pits and Leythorne Meadow Local Wildlife Site (LWS). The allocation wraps around the existing Brick Link Nursery with the eastern part of the site extending into Oving Parish.
- 10.88. Two adjacent sites to the north of Bognor Road, within Oving Parish, which were allocated for employment in the Site Allocation DPD 2014 – 2029, both have permission.
- 10.89. The Runcton Horticultural Development Area lies to the south of the site which makes the location particularly suitable for food related employment uses linked to local horticulture.
- 10.90. Currently the site is in agricultural and horticultural use with part of the site used for growing soft fruit in polytunnels.

Site Specific Considerations

- 10.91. There are a number of site-specific issues which should be considered when planning the development and site layout in this location, including:
- The need for realignment of Vinnetrow Road and works to Bognor Round roundabout as part of a package of A27 improvements;
 - Small parts of the site are affected by surface water flooding. A larger area to the eastern part of the site is affected by groundwater flooding. A management plan should be prepared to address this;
 - The need to protect key views of Chichester Cathedral and into and from the SDNP.
 - Confirmation that access can be provided onto the A259;
 - The existing cycle route along the A259 presents an opportunity to maximise cycle links into the site, which is also on a bus route with frequent services between Portsmouth and Brighton, and less frequent buses between Chichester University campuses, although additional bus stops and pedestrian crossing points would be required. Development should take into account provision of a bus lane along the A259;
 - Site is within the Singleton and Cocking Tunnels SAC 12km wider conservation area within which barbastelle and Bechstein bats may forage;
 - Account should be taken of the West Sussex Joint Minerals Local Plan and associated Minerals and Waste Safeguarding Guidance, in relation to the site being within a defined Minerals Safeguarding Area;
 - Account should be taken of the West Sussex Waste Local Plan and associated guidance in relation to the safeguarding policy W2.

Policy A20 Land South of Bognor Road

A 19.5ha site is allocated for:

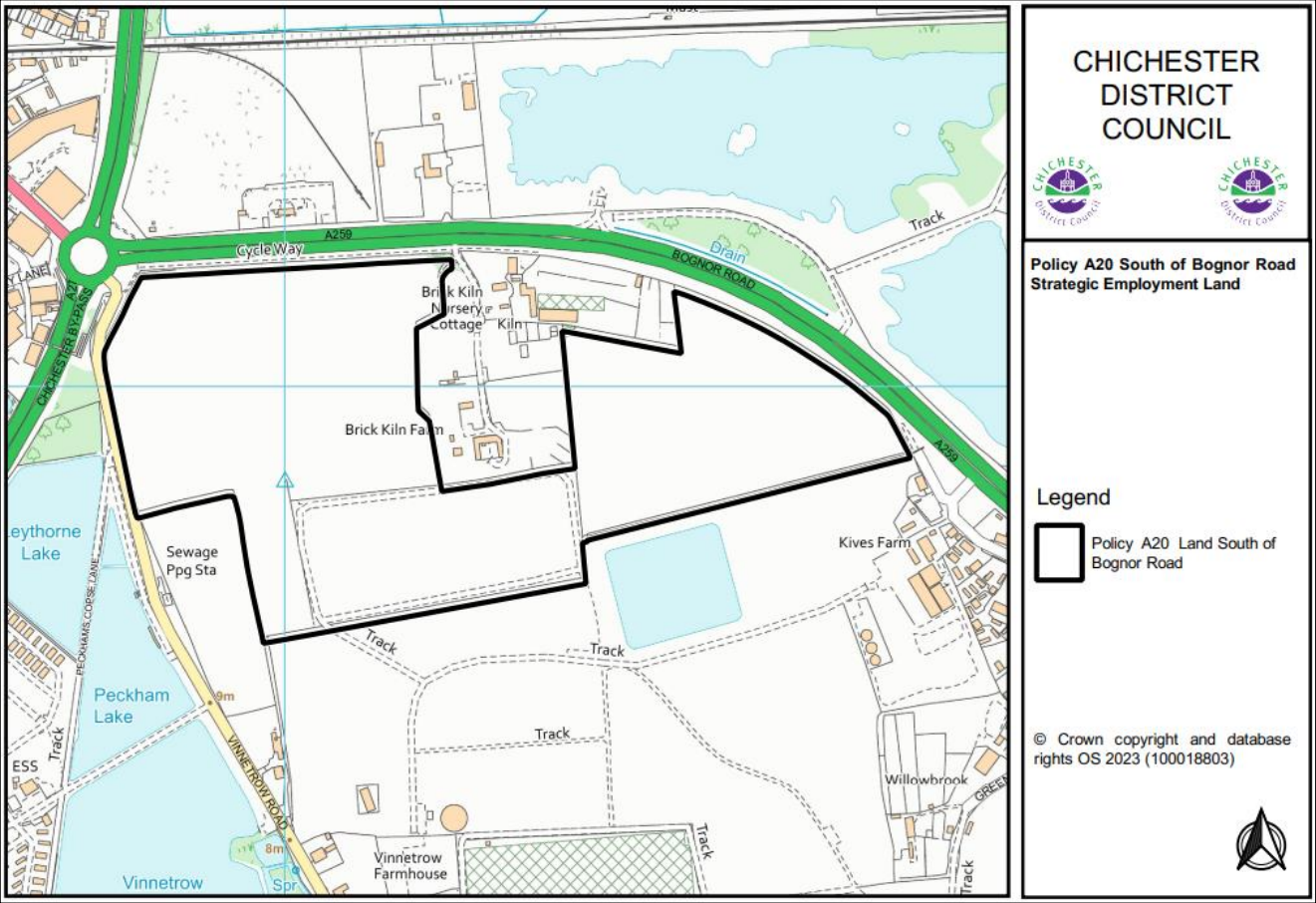
- employment uses, to accommodate at least 28,000sqm of employment floorspace, and
- 5 plots for travelling showpeople (if there remains a need for plots at the time of the determination of the planning application) with adequate ancillary storage.

Development of this site will need to accord with the following site-specific requirements:

1. Provide a high-quality form of development, designed and masterplanned in accordance with any design code or guidance adopted or approved which is relevant to the site, including Policy H14 (Gypsy and Traveller and Travelling Showpeople Site Design);
2. The design and layout should provide for pedestrian and cycle connections through the site and on to the existing pedestrian and cycle network adjoining the site. This shall include, but not be limited to, connection with the existing pedestrian and cycle infrastructure on the A259 to allow access to the existing bus services and onward sustainable connections into the city centre and employment sites to the north and east of the site;
3. Ensure that key views, particularly of Chichester Cathedral spire and views into and from within the South Downs National Park, particularly sensitive locations such as the Trundle and Halnaker Hill are considered as part of the design and layout in order to create attractive views and vistas, particularly from public spaces;
4. Preserve the significance of the grade II listed Vinnetrow Farm House;
5. Provide for appropriate hard and soft landscaping, including street trees and buffer planting, and protect existing landscape features worthy of retention in order to ensure that the development is well integrated with its surroundings and successfully mitigates the impacts on the wider landscape character. Features to be retained include, but are not limited to, dry ditch features to be enhanced with planting, native hedgerow parallel to the A259 which is to be enhanced through supplementary planting, native hedgerow across the southern boundary, native hedgerow with trees on the northwest boundary and a line of trees to the centre of the site which will be enhanced by supplementary planting and a strip of vegetation on either side;
6. Ensure that green infrastructure provision is well related to the overall layout and character of the development and how it relates to its surroundings;
7. Ensure that the design and layout avoids harm to protected species and existing important habitats features within, and in the vicinity of, the site; provides the required level of biodiversity net gain, and facilitates the creation of high levels of habitat connectivity within the site and to the wider green infrastructure network. This includes the protection of Chichester Gravel Pits and Leythorne Meadow Local Wildlife Site which is close to the site and the provision of appropriate buffers in relation to important habitats being retained or created;
8. Subject to detailed transport assessment, the main vehicular access should be from the A259 Bognor Road and access through the site should facilitate the closure of the northern end of Vinnetrow Road to vehicular traffic and should safeguard land for a bus lane along the A259 Bognor Road;

9. Improve provision for and promote the use of sustainable transport options, to minimise and mitigate the increase in vehicular traffic, in line with Policies T1 and T2;
10. Ensure that the design and layout minimises the risk of flooding from all sources (both now and in the future) impacting the development without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall, incorporating SuDS if appropriate. A management scheme should be prepared to address groundwater flooding affecting the eastern part of the site, which should be funded via s106 contributions. Flood mitigation measures and drainage features must be integrated into the development in a manner which facilitates the achievement of a high standard of design and layout, and supports biodiversity net gain;
11. Provide for infrastructure in accordance with the Infrastructure Delivery Plan;
12. Consider the implication of development on safeguarded waste infrastructure in the vicinity to ensure development does not prevent or prejudice any waste management uses, as required by Policies W2 and W10 of the West Sussex Waste Local Plan; and
13. Consider the implication of development on safeguarded minerals in line with the West Sussex Joint Minerals Local Plan (Policy M9) and Minerals and Waste Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation.

Map 10.10 – Policy A20 South of Bognor Road



Safeguarded Employment Land

Land East of Rolls-Royce

- 10.92. This policy provides a framework to support the proposed extension to the home of Rolls-Royce, which is crucial to its long term viability. The future shape of low-volume, high-value automotive production is dynamic and the industry must be able to respond to evolving requirements and economic conditions, both known and unknown. The policy is essential to provide Rolls-Royce with certainty that the manufacturing plant could continue to expand production from the current 6,000 units per year. This necessitates an increase in manufacturing space, associated logistics operations and space for other uses. Because of uncertainty around the timing of growth when preparing this Local Plan, the policy is based on safeguarding the land for future needs.
- 10.93. Since the site first became operational, Rolls-Royce has seen strong sales growth worldwide. Employee numbers and the scale of vehicle production on the site have grown significantly. The number of vehicles produced has increased from less than 1,000 to around 6,000 vehicles per annum, in response to increased demand and expanding export markets. More than 90% of the vehicles produced are exported.
- 10.94. Some 2,500 people are employed on site, including Rolls-Royce employees, contractors, agency workers, interns and students. Around 75% live within 15 miles of the plant. In partnership with several local colleges in the Higher Education sector in West Sussex, Rolls-Royce has established a highly successful Apprenticeship Programme. Since the launch of the programme in September 2006, the volume of apprentices joining the scheme has steadily increased. Rolls-Royce Motor Cars (RRMC) seeks to nurture future talent by offering almost 100 students from across the globe a 13-month paid internship across all areas of the business, including assembly, interior surface, interior trim, quality management, commercial and administrative roles. There are around 100 active apprentices at RRMC at any given time, who are offered full time roles in the company upon successful completion of the programme.
- 10.95. It is clear that potential further growth of production at Rolls-Royce Motor Cars will be constrained without the availability and certainty of long-term strategic expansion land.
- 10.96. The proposed extension land is close to the South Downs National Park and it is important that the proposed development conserves and enhances its setting by taking a landscape-led approach to the design of the new buildings. Furthermore, a footpath currently crosses the site and it is important that this footpath is diverted around the site so that walkers can continue to access the National Park on foot.
- 10.97. It should be noted that as this site is safeguarded to address a specific need, the land is not counted towards the overall Local Plan employment land requirement.

Site Specific Considerations

- 10.98. The proposed extension land is close to the South Downs National Park and it is important that the proposed development conserves and enhances its setting by taking a landscape-led approach to the design of the new buildings.

- 10.99. The site lies within a Minerals Safeguarding Area, as defined by the West Sussex Joint Minerals Local Plan.
- 10.100. A footpath currently crosses the proposed site and it is important that this footpath is diverted around this area so that walkers can continue to access the National Park on foot.

Policy A21 Land east of Rolls-Royce

Approximately 10 hectares of land is safeguarded for Rolls-Royce related employment development on the eastern side of the existing Rolls-Royce Motor Cars manufacturing plant in Westhampnett.

This safeguarding will create long-term strategic expansion land to support the potential growth of manufacturing by Rolls-Royce Motor Cars. The range of uses could include:

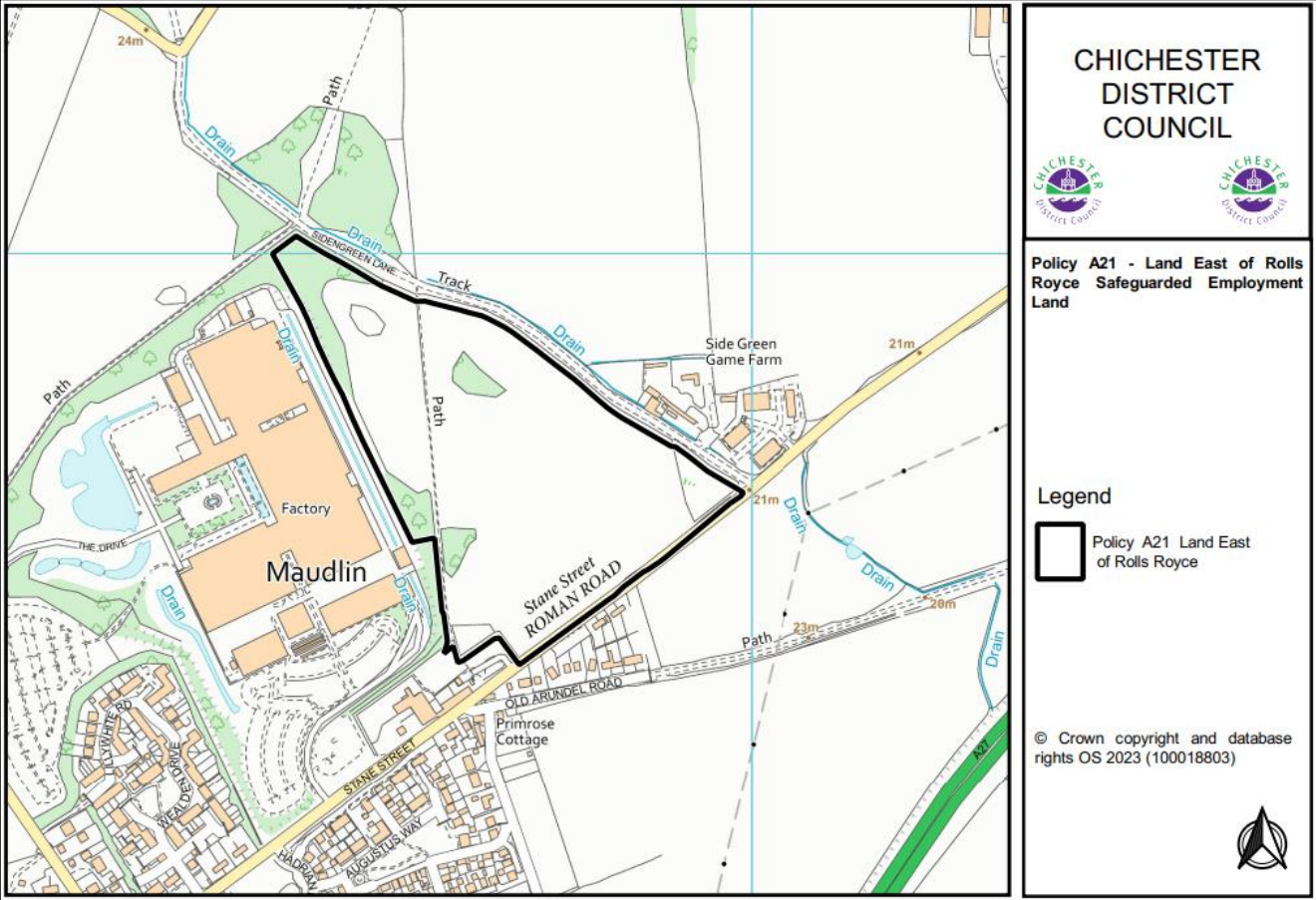
- Low-volume, high-value manufacturing;
- Just-in-time sequencing of production parts;
- Supporting logistics space;
- Ancillary offices for the manufacturing activity; and
- Ancillary and replacement car parking.

Any planning application for employment development will need to demonstrate that:

1. It will support low-volume, high-value manufacturing;
2. It has a direct connection to Rolls-Royce Motor Cars;
3. Increased traffic generation is minimised and mitigated by the use of sustainable transport measures;
4. The highest design and environmental standards are used to complement the existing building;
5. Any adverse impacts on the landscape and setting of the South Downs National Park are first avoided, then mitigated;
6. Access into the South Downs National Park is maintained through diversion and protection of the existing footpath;
7. Car parking will be managed in the shift changeover periods to minimise delay on the local highway network. This will be supported by a Car Parking Strategy; and
8. Proposals have regard to the West Sussex County Council Minerals and Waste Safeguarding Guidance.

The site should be designed and masterplanned in accordance with the National Design Code and any design code or guidance adopted or approved which is relevant to the site.

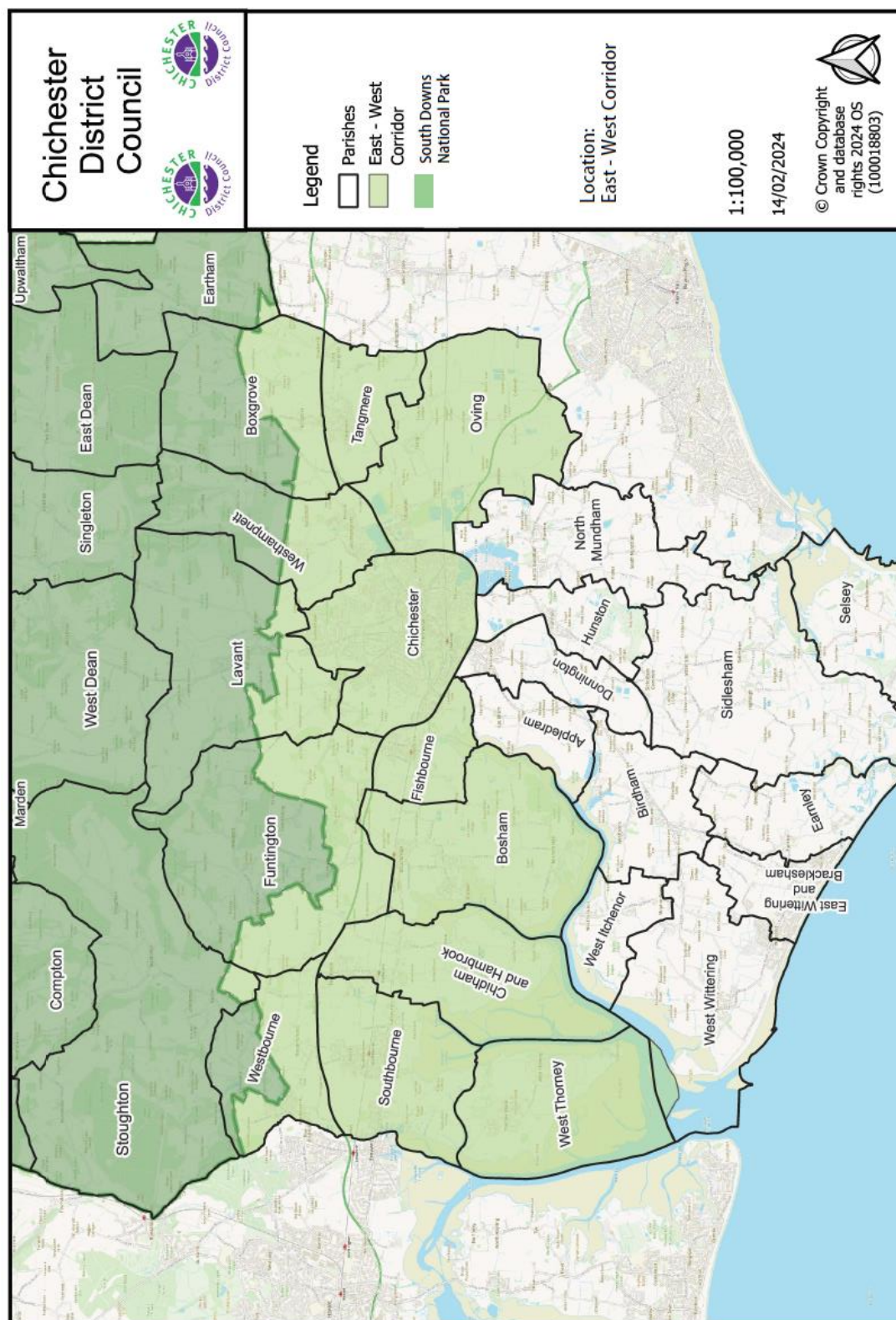
Map 10.11 – Policy A21 Land East of Rolls-Royce



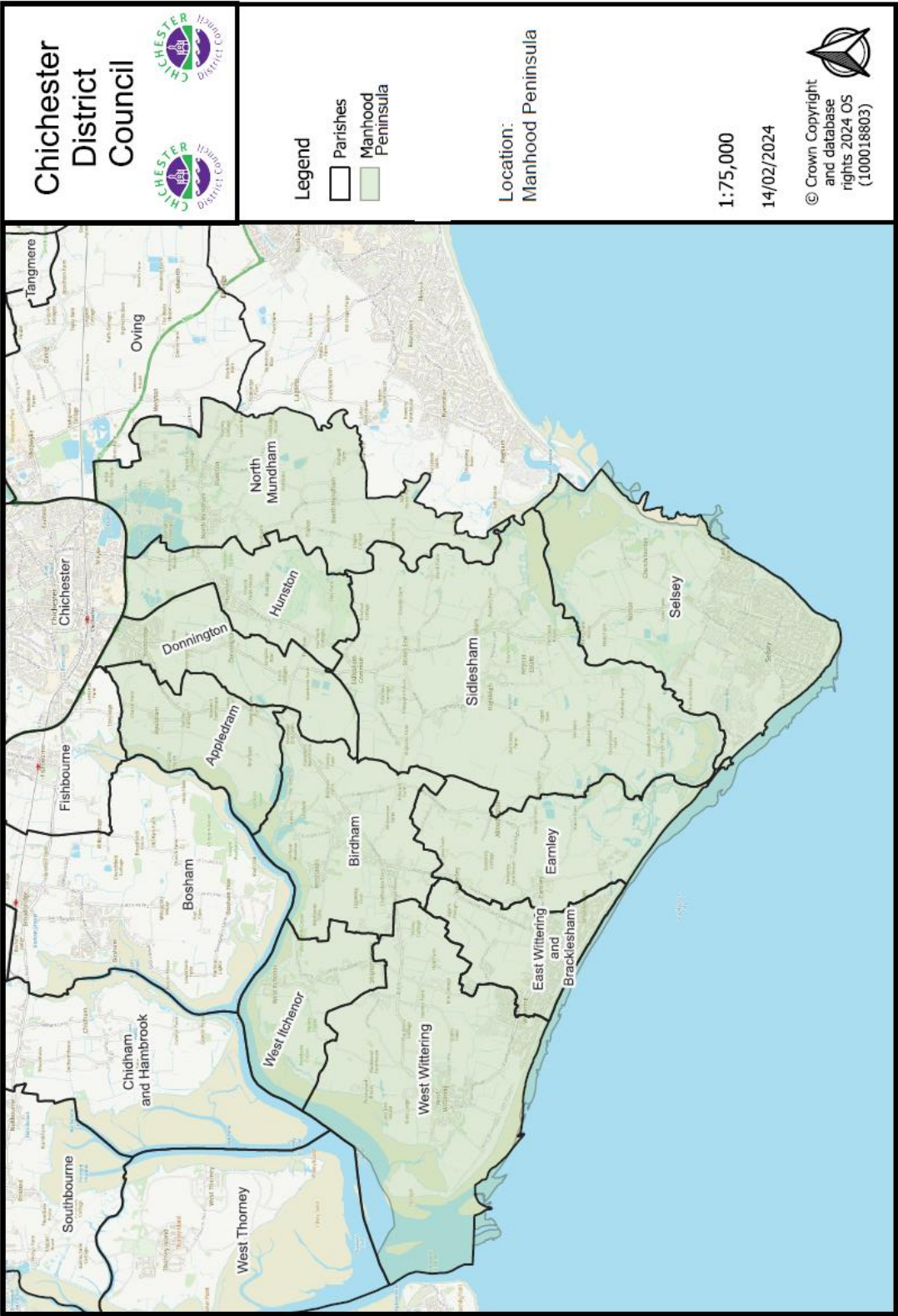
Appendices

Appendix A: Plan Area sub-area maps

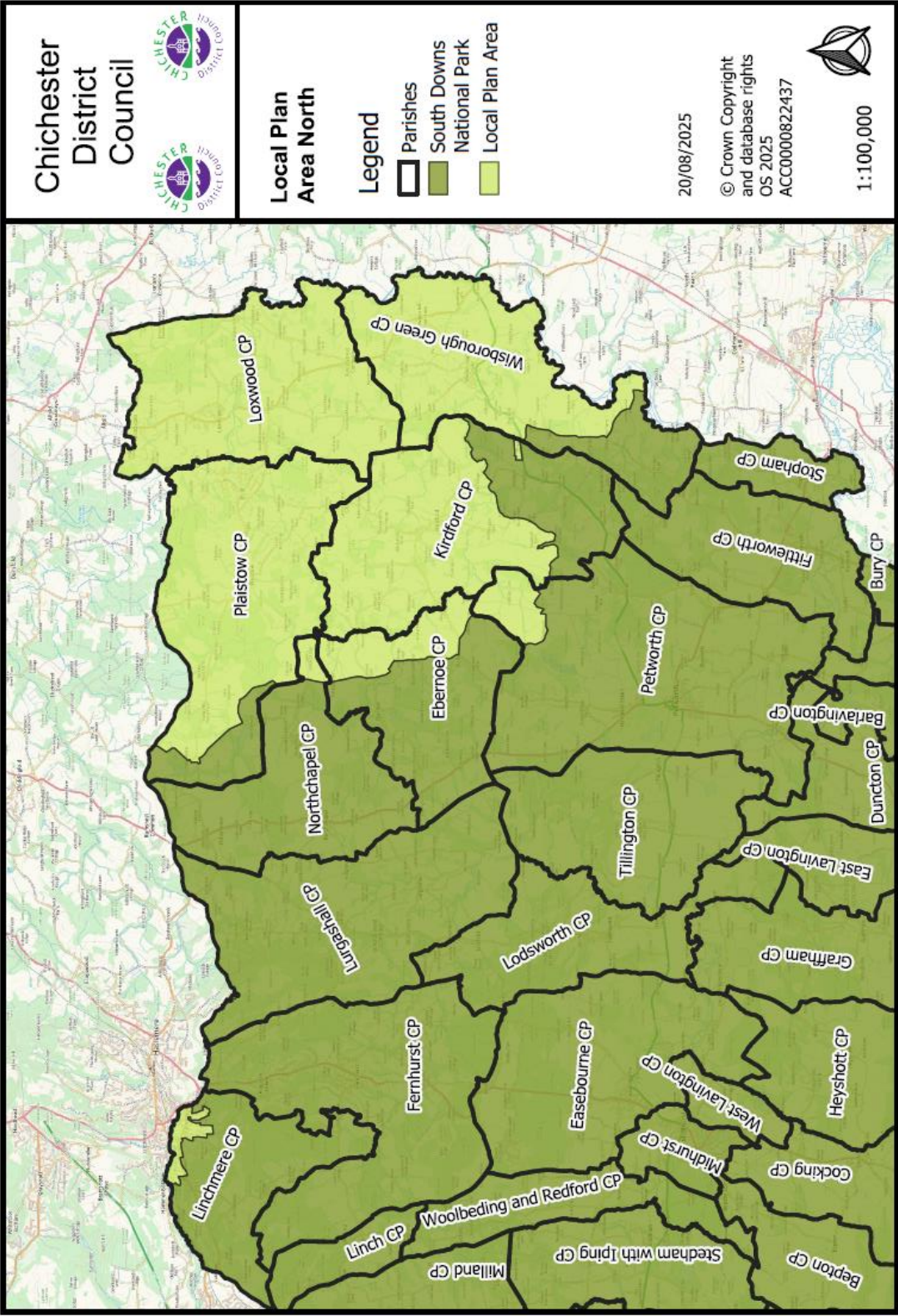
Map A1 – East-West Corridor



Map A2 – Manhood Peninsula

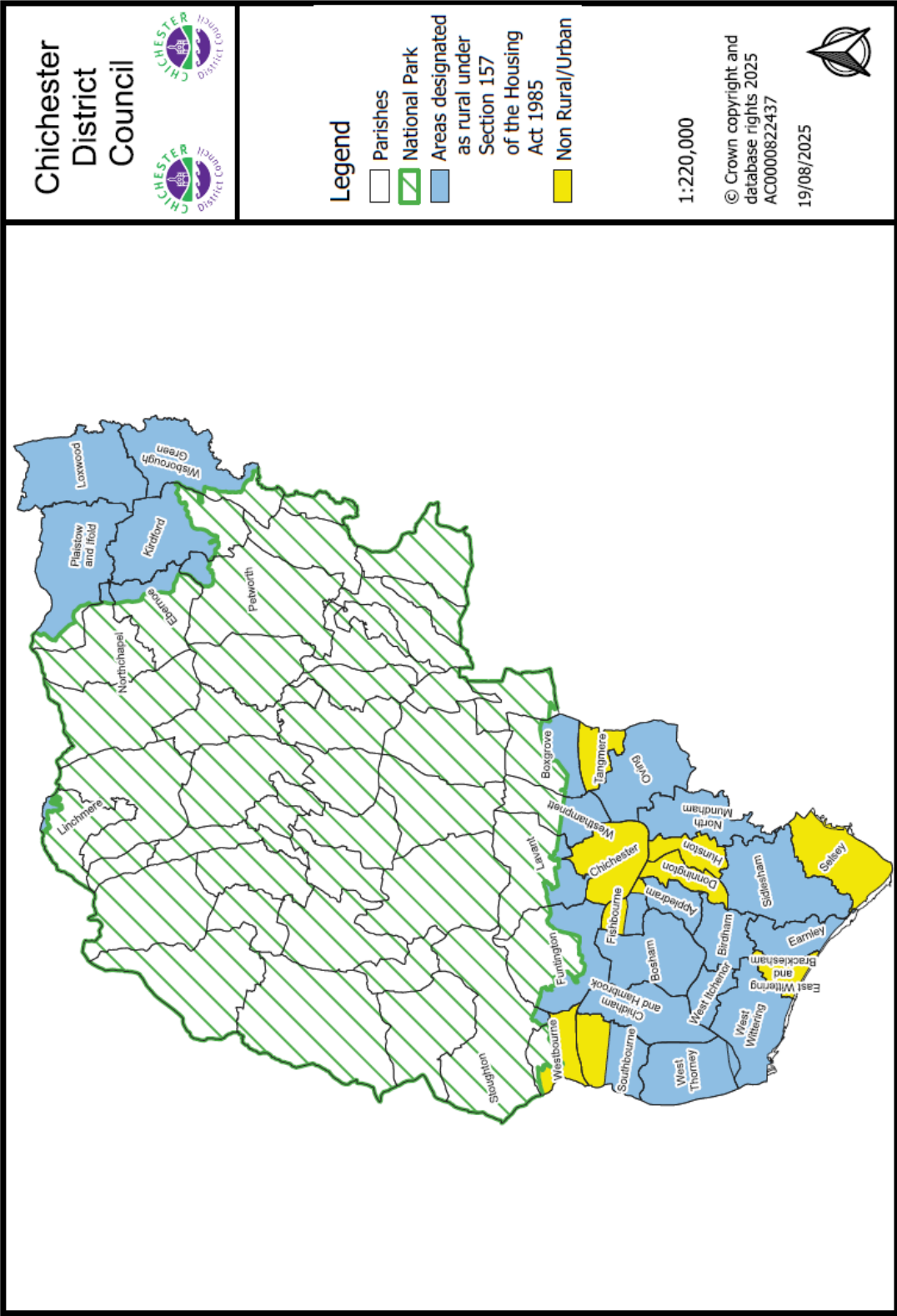


Map A3 – North of the Plan Area



Appendix B: Plan Area Map of designated rural areas

Map B1 – Areas designated as Rural and Non-Rural Areas



Appendix C: Additional Guidance

The appendix below is included because it is referred to in several of the policies included in this schedule and provides further information on marketing requirements and evidence to be submitted in support of planning applications.

Appendix C – Additional Guidance

Marketing Guidance and additional information required to support planning applications

Introduction

C.1 Applications for some changes of use or redevelopment of property/land need to be accompanied by evidence that sufficient marketing has taken place before concluding that the property/land is no longer required for its current use, or preferable alternatives to that proposed. This appendix gives guidance on the marketing evidence and additional information to be provided. Policies contained in the Local Plan to which this guidance relates are:

- Policy H8 - Specialist Housing
- Policy H9 - Accommodation for Agricultural, Horticultural and other Rural Workers
- Policy P17 - New and Existing Local and Community Facilities including Local Shops
- Policy E2 - Employment Development
- Policy E6 - Chichester City Centre
- Policy E7 - Local Centres
- Policy E8 - Built Tourist and Leisure Development
- Policy E9 - Caravan and Camping Sites
- Policy NE11 - Development in the Countryside

Proportional Approach

C.2 This appendix sets out the usual minimum standard of marketing. It is however recognised that any marketing should be proportionate to the size and characteristics of the site/property and the scale of the proposed alternative use. Before beginning a marketing campaign applicants should contact the council to agree the length and nature of marketing required and to discuss the extent of alternative uses to be explored.

General Requirements of Marketing

C.3 It is important that the marketing of the land, buildings or a site(s) explores appropriate alternative uses; that the marketing price is competitive (set by an independent valuer with relevant qualifications); the marketing has been appropriate and genuine; and that a record of all the marketing is presented with the application proposal. The type and scale of marketing should be commensurate with the scale of the facility proposed to be lost.

C.4 A marketing report should be submitted as part of any relevant planning application, to demonstrate that a robust marketing strategy has been followed. Unless material considerations justify otherwise, or a different period has been agreed with the council,

the marketing report should include evidence that the site has been continuously marketed for at least 1 year, and an appropriate amount of time according to the market conditions. The period of marketing should not have ended more than 3 months prior to the date the planning application was submitted.

C.5 The marketing report must include as a minimum:

1. Confirmation by an appropriate marketing agent that the premises were continuously marketed for the required length of time. Evidence of the continuous marketing should include: copies of all advertisements in the local press and trade journals (at least four weeks' worth of advertisements, spread across a six month period); and evidence of regular marketing across popular digital platforms, such as a commercial agent's website or other commercial property website, over a minimum of 12 months.
2. Confirmation from an independent valuer that the marketing price is realistic;
3. Details of the conditions/state of the land/premises and their upkeep before and during marketing and viability;
4. Information on how interest in the site has been dealt with including an enquiry log, details of how enquiries were followed up and why any enquiries were unsuccessful;
5. A review of the marketing process, and price, has been undertaken after 3 months if interest remains low.

Assets of Community Value

C.6 Where the property is listed as an Asset of Community Value under the Localism Act 2011, the council will expect to see evidence of discussion with the local community about options for its continued use. This might include exploring the potential for a community enterprise.

Additional Information relating to the loss of specialist housing

C.7 In addition to the general criteria above, evidence will be required to demonstrate whether:

1. The proposal would lead to a net loss of residential accommodation on the site;
2. The accommodation is inherently unsuitable to meet these specialist needs.

Additional information relating to the loss of employment land and use

C.8 In addition to the general criteria above, where a planning application will lead to the loss of an existing site currently within the business and industrial use classes (E(g), B2 and B8) or similar employment generating uses to alternative uses (without satisfactory provision for replacement land/floorspace or relocation of existing businesses) supporting information will also be required to demonstrate that:

1. The site/premises has been vacant for some time and has not been made deliberately unviable;
2. The site/premises has been actively marketed for business, industrial or similar employment generating uses at a realistic rent/price for a minimum of 1 year or a reasonable period based on the current economic climate;

3. Alternative employment uses for the site/premises have been fully explored; where an existing firm is relocating elsewhere within the district, maintaining or increasing employment numbers will be acceptable; and
4. For proposals involving a net loss of 1,500m² or more employment floorspace, the loss of the site will not result in an under-supply of available employment floorspace in the local area.

Additional Information relating to either proposals for, or the loss of, tourism, leisure development and/or caravan and camping sites

C.9 In addition to the general criteria above, the following information may be required:

1. Marketing and viability assessment for loss of tourist or leisure development including holiday accommodation and caravan and camping sites;
2. Evidence of the need for new tourist facilities to show a high level of demand on existing sites and justification for new sites, having regard to the quantitative and qualitative analysis of the range of tourist accommodation available, including details about other local touring and permanent sites.

Additional Information relating to accommodation for agricultural, horticultural and other rural workers

C.10 In addition to the general criteria above, evidence may be required to demonstrate:

1. That the accommodation has been marketed for a reasonable period of time based on the current economic climate, how such marketing has been targeted, whether the disposal is freehold, leasehold or on a rental basis. This should be at a realistic market price for accommodation tied to a rural business. Normally a discount of around 30% against open market price would be expected to establish whether it could meet the existing needs of another local farm or rural business.

C.11 Supporting information required for new temporary, seasonal or permanent accommodation to support existing agricultural, horticultural or other rural business activities includes:

1. there is a clearly established existing functional need such as workers needing to be readily available;
2. the need relates to a person working solely or mainly in agriculture, horticulture, forestry or other rural business;
3. the functional need could not be fulfilled by other existing accommodation on the site or in the nearby area which is suitable and available for occupation by the workers concerned;
4. the rural enterprise is currently financially sound, and has a clear prospect of remaining so; and
5. other planning requirements, e.g. in relation to access, or impact on the countryside, are satisfied.

Appendix D: Shopping frontages

Primary and Secondary Retail Frontages

The following streets within the primary shopping area of Chichester have been defined as primary and secondary retail frontages.

Primary Retail Frontage

East Street – North side from No. 1 to No. 50

East Street – South side from No. 51 to No. 94

Eastgate Square – South side from No. 13 to No. 17

North Street – West side from No. 1 to No. 37

North Street – East side from St Peters House to No. 86-87

South Street – West side from No. 1-3 to No. 12-13a

South Street – East side from No. 63 (Old Theatre Mall) to No. 74

West Street – North side from No. 1 to No. 4

Secondary Retail Frontage

Eastgate Square – North side from No. 1 to No. 12 South side

Market Road – West side from No. 4-5 to No. 13

Market Road – East side from No. 16 to No. 17

Crane Street – both sides

Little London – East side from No. 35 to No. 42

Little London – West side from No. 1 to No. 3

North Street – West side from No. 38 to No. 49

North Street – East side from No. 50 to No. 63

Boardwalk Arcade

Northgate – both sides

South Street – West side from No 13 to No. 41

South Street – East side from No. 42 to No. 63

Southgate – West side from No. 8-9 to No. 29

Southgate – East side from No. 30 to No. 34

St. Martins Street

The Square, Eastgate

St. Pancras

The Hornet – North side from No. 11 to No. 25

The Hornet – South side from No. 4 to No. 46-48

West Street – North side from No. 5 to No. 18

330

[illegible]

Comprising:	Parish	Planning Ref	Permitted	Area																2025-30	2030-39	2025-39
Land North of Cooks Lane	Southbourne	18/03145/OUT 22/00157/REM	Outline 02/03/20 REM 31/08/22	EWC					35	0	0	0	0	0	0	0	0	0	0	164	0	164
Land West Of Guildford Road**	Loxwood	20/01977/FUL	Full 16/08/23	PN					4	0	0	0	0	0	0	0	0	0	0	23	0	23
Warrendell, off Plainwood Close	Chichester	98/02043/OUT 20/01164/REM	Outline 29/11/18 REM 16/07/21	EWC					4	0	0	0	0	0	0	0	0	0	0	17	0	17
Former Lowlands Nursery Lagness Road**	North Mundham	20/01686/FUL	Full 11/08/21	MP					10	0	0	0	0	0	0	0	0	0	0	29	0	29
Greenways Nursery, Kirdford Road	Wisborough Green	13/00744/FUL	Full 30/12/14	PN					0	0	0	1	0	1	1	1	1	1	7			
Park Farm Park Lane	Selsey	20/00085/FUL	Full 20/05/20	MP					38	0	0	0	0	0	0	0	0	0	0	0	0	0
Phase 3A (Shopwhyke Care Site) Land On The North Side Of Shopwhyke Road	Oving	21/00258/FUL	Full 09/07/21	EWC					45	0	0	0	0	0	0	0	0	0	0	0	0	0
Graylingwell Hospital	Chichester	14/01018/OUT 22/01501/REM	Outline 21/03/18 REM 30/05/23	EWC					0	63	0	0	0	0	0	0	0	0	0	63	0	63
Sites of 10+ dwellings with an outstanding detailed planning permission					112	121	144	169	196	50	25	0	0	0	0	0	0	0	75	742	817	
Comprising:	Parish	Planning Ref	Permitted	Area																		
Land South Of Lowlands**	North Mundham	20/02989/FUL	Full 01/12/23	MP				8	0	0	0	0	0	0	0	0	0	0	0	66	0	66
Land North Of 30 To 56 Mill Road**	Westbourne	20/01061/FUL	Full 02/02/23	EWC				0	0	0	0	0	0	0	0	0	0	0	0	12	0	12
Chas Wood Nurseries Main Road**	Chidham & Hambrook	20/01854/OUT 23/01164/REM	Outline 17/10/22 REM 14/02/24	EWC				0	0	0	0	0	0	0	0	0	0	0	0	26	0	26
G & R Harris, Main Road**	Southbourne	22/01283/FUL/EIA	Full 18/09/23	EWC				43	0	0	0	0	0	0	0	0	0	0	0	103	0	103
Highgrove Farm**	Bosham	21/00571/FUL Site Allocation DPD Policy BO1	Full 09/11/23	EW				50	50	50	50	25	0	0	0	0	0	0	0	225	75	300
Field North West Of The Saltings, Crooked Lane	Birdham	13/01391/FUL & 16/01809/FUL	Full 29/11/13 Full 14/10/16	MP				0	0	15	0	0	0	0	0	0	0	0	0	15	0	15

Comprising:	Parish	Planning Ref	Permitted	Area	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39
Land To The West Of Church Road Church Road	West Wittering	20/02491/OUT 24/00266/REM	Outline 22/04/22 REM 09/10/24	MP		0	0	12	48	10	0	0	0	0	0	0	0	0	0
Land south of Clappers Lane	Eamley	20/03125/OUT 23/02916/REM	Outline 16/08/22 REM 15/08/24	MP		0	2	31	40	27	0	0	0	0	0	0	0	0	0
Land at Flat Farm, Broad Road	Chidham & Hambrook	20/03378/OUT 23/02730/REM	Outline 31/08/23 REM 11/07/24	EWC		0	0	0	15	15	0	0	0	0	0	0	0	0	0
Russells Garden Centre	Birdham	23/00067/FUL	Full 12/09/24	MP		0	0	0	0	14	0	0	0	0	0	0	0	0	0
Land At The Junction Of Western Road Shopwhylke Lakes	Oving	23/02212/FUL	Full 23/08/24	EWC		0	0	0	0	55	0	0	0	0	0	0	0	0	0
Land North West Of 56 Stane Street (Rohan Stables)**	Boxgrove	23/02169/FUL	Full 09/12/24	EWC		0	0	0	16	10	0	0	0	0	0	0	0	0	0
Sites of 10+ dwellings with outline planning permission						0	0	50	50	142	194	185	135	54	0	0	0	0	0
Comprising:	Parish	Planning Ref	Permitted	Area															
Land South Of Loxwood Farm Place High Street	Loxwood	20/01617/OUT	Outline 15/10/20	PN		0	0	0	0	0	18	6	0	0	0	0	0	0	0
Land East Of Glenmore Business Park Longacres Way	Oving	21/00594/OUT	Outline 21/01/22	EWC		0	0	0	0	0	23	0	0	0	0	0	0	0	0
Land Within The Westhampnett / North East Chichester Strategic Development Location (north Of Madgwick Lane)	Westhampnett	20/02824/OUT	Outline 27/05/22	EWC		0	0	50	50	65	0	0	0	0	0	0	0	0	0
Eamley Concourse Clappers Lane	Eamley	19/02493/OUT	Outline 30/05/22	MP		0	0	0	0	25	5	0	0	0	0	0	0	0	0
Land Off Main Road	Birdham	21/01830/OUT	Outline 09/02/24	MP		0	0	0	0	0	43	43	43	21	0	0	0	0	0
						2025-30	2030-39	2025-39											
						70	0	70											
						100	0	100											
						30	0	30											
						14	0	14											
						55	0	55											
						26	0	26											
						242	568	810											

Comprising:	Parish	Planning Ref	Permitted	Area	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39
Land East of Broad Road, Nutbourne**	Chidham & Hambrook	20/03320/OUTE1A	Outline 29/08/23	EWC		0	0	0	0	30	34	34	34	0	0	0	0	0	0
Land West of Drift Lane**	Chidham & Hambrook	20/03321/OUTE1A	Outline 29/08/23	EWC		0	0	0	0	22	22	24	0	0	0	0	0	0	0
Charman's Field	North Mundham	22/02191/OUT	Outline 08/03/24	MP		0	0	0	0	0	29	29	29	7	0	0	0	0	0
Four Acre Nursery Cooks Lane**	Southbourne	22/01903/OUT	Outline 22/08/24	EWC		0	0	0	0	0	20	20	0	0	0	0	0	0	0
Land To The North Of Penny Lane Penny Lane Hermitage**	Southbourne	23/00024/OUT	Outline 04/12/24	EWC		0	0	0	0	0	0	29	29	26	0	0	0	0	0
Permissions on small sites 5-9 dwellings					17	13	25	10	8	8	0	0	0	0	0	0	0	0	64
Comprising:	Parish	Planning Ref	Permitted	Area															
Elmsleigh 30 First Avenue	Southbourne	16/00407/FUL	Full 25/05/16	EWC	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land North West Of 139 Main Road**	Southbourne	20/02297/FUL	Full 23/06/22	EWC	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Land south of Reedbridge Farm	Hunston	18/01320/FUL Site Allocation DPD Policy HN1	DPD Allocation Full 16/09/18	MP	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
99 - 101 High Street	Selsey	22/02196/FUL	Full 29/11/21	MP	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Earnley Gardens Almodington Lane Almodington	Earnley	20/03289/FUL	Full (11/02/22)	MP	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1-4 Claytons Corner	Birdham	24/00061/FUL	Full (21/03/24)	MP	0	-4	0	5	0	0	0	0	0	0	0	0	0	1	0
Caravan And Camping Site Orchard Farm Drift Lane	Bosham	21/02303/OUT	Outline (20/11/23)	EWC	0	0	4	5	0	0	0	0	0	0	0	0	0	0	9
Land South West Of Willets Way Willets Way**	Loxwood	23/01104/FUL	Full (15/08/23)	PN	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5

Comprising:	Parish	Planning Ref	Permitted	Area																2025-30	2030-39	2025-39
Land West of Monks Hill	Westbourne	22/00209/FUL	Full (18/10/23)	EWC	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9
Land South Of West View Cottages South Lane**	Southbourne	22/00593/FUL	Full (28/03/24)	EWC	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7	0	7	
Land at Stable Field**	Wisborough Green	22/00618/FUL	Full (17/04/24)	PN	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	0	8	
The Bill House Rest Home 98 Grafton Road	Selsey	24/01100/FUL	Full (07/08/24)	MP	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	0	8	
Glennar House Brandy Hole Lane**	Chichester	19/02241/FUL	Full (17/01/25)	EWC	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	
38 South Street**	Chichester	24/01029/LBC	Full (22/01/25)	EWC	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	
Permissions on small sites 4 or less dwellings					48	47	47	0	0	0	0	0	0	0	0	0	0	0	0	94	0	94
Sites allocated in Local Plan 2014-2029						8	100	120	120	120	280	280	280	192	160	160	160	160	160	468	1692	2160
Comprising:	Parish	Planning Ref	Permitted	Area																		
West of Chichester SDL (Phase 2)	Chichester	LP Policy 15	Outline - subject to s106 10/01/24	EWC		8	100	120	120	120	120	120	120	22	0	0	0	0	468	382	850	
Tangmere SDL	Tangmere	Chichester Local Plan Policy 18	Outline - subject to s106 16/08/23	EWC		0	0	0	0	0	160	160	160	160	160	160	160	160	0	1300	1300	
Land north of Little Springfield Farm, ifold	Plastow & ifold	Site Allocation DPD Policy PL1		PN		0	0	0	0	0	0	0	0	10	0	0	0	0	0	10	10	
Sites allocated in made Neighbourhood Plans						0	0	0	0	0	17	32	15	30	0	0	0	0	0	94	94	94
Comprising:	Parish	Planning Ref	Permitted	Area																		
Land at Farm Close	Loxwood	Loxwood NP Policy 4		PN		0	0	0	0	0	17	0	0	0	0	0	0	0	0	17	17	
Tangmere Academy	Tangmere	Tangmere NP Policy 4		EW		0	0	0	0	0	0	0	0	15	0	0	0	0	0	15	15	
Land to the West of Malcolm Road	Tangmere	Tangmere NP Policy 7		EWC		0	0	0	0	0	0	12	0	0	0	0	0	0	0	12	12	
Clark's Yard, Billingshurst Road	Wisborough Green	Wisborough Green NP Policy SS2		PN		0	0	0	0	0	0	11	0	0	0	0	0	0	0	11	11	

	2025-30	2030-39	2025-39
	0	15	15
	0	6	6
	0	9	9
	0	6	6
	0	3	3
	180	540	720

Comprising:	Parish	Planning Ref	Permitted	Area	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39
Land at the Roman Palace	Fishbourne	Fishbourne NP Policy SD2		EWC		0	0	0	0	0	0	0	0	15	0	0	0	0	0
Land at Townfield	Kirdford	Kirdford NP Policy KSS2a		PN		0	0	0	0	0	0	0	6	0	0	0	0	0	0
Land at Cornwood and/or School Court	Kirdford	Kirdford NP Policy KSS5		PN		0	0	0	0	0	0	0	9	0	0	0	0	0	0
Land adjacent to Chantry Hall, Foxbury Lane	Westbourne	Westbourne NP Policy SS3		EWC		0	0	0	0	0	0	6	0	0	0	0	0	0	0
Land at The Old Granary	Boxgrove	Boxgrove NP Policy H5		EWC		0	0	0	0	0	0	3	0	0	0	0	0	0	0
Windfall						0	0	0	0	0	0	0	0	60	60	60	60	60	60

* Sites highlighted and with two asterisks (**) are counted towards housing requirements as set out Policies H2 and H3.

New Strategic and Parish Allocations																			
Comprising:	Parish	Policy Ref	Permitted	Area	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39
Chichester City	Chichester	Policy A2		EWC		0	0	0	0	0	12	24	24	24	24	35	35	35	35
Southern Gateway	Chichester	Policy A4 & A5		EWC		0	0	0	0	0	0	0	42	28	0	0	47	47	16
East of Chichester	Oving	Policy A8		EWC		0	0	0	0	45	60	60	80	80	80	80	65	65	65
Maudlin Farm	Westhamphnett	Policy A10		EWC		0	0	0	0	40	50	50	50	50	25	0	0	0	0
Highgrove Farm Bosham	Bosham	Policy A11		EWC		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chidham & Hambrook	Chidham & Hambrook	Policy A12		EWC		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Southbourne	Southbourne	Policy A13		EWC		0	0	0	0	0	8	100	100	100	100	100	100	100	100
Loxwood	Loxwood	Policy A15		PN		0	0	0	0	0	0	0	0	0	0	38	50	50	50
Boxgrove	Boxgrove	Policy H3		EWC		0	0	0	0	0	0	0	0	0	0	0	0	7	17

2025-30	2030-39	2025-39	No. of Dwellings in Policy
85	3096	3181	4118
		Remaining Figure to Allocate*	
0	248	248	270
0	180	180	180
45	635	680	680
40	225	265	265
0	0	0	245
0	0	0	300
0	808	808	1050
0	188	188	220
0	24	24	50

Comprising:	Parish	Planning Ref	Permitted	Area	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	No. of Dwellings in Policy
Westbourne	Westbourne	Policy H3		EWC																30
Fishbourne	Fishbourne	Policy H3		EWC																30
North Mundham	North Mundham	Policy H3		MP																50
Kirdford	Kirdford	Policy H3		PN																50
Plastow and Ifold	Plastow and Ifold	Policy H3		PN																25
Wisborough Green	Wisborough Green	Policy H3		PN																75
Site Allocation DPD - to deliver residual dwellings as required by Policy H1		Policy H1																		598

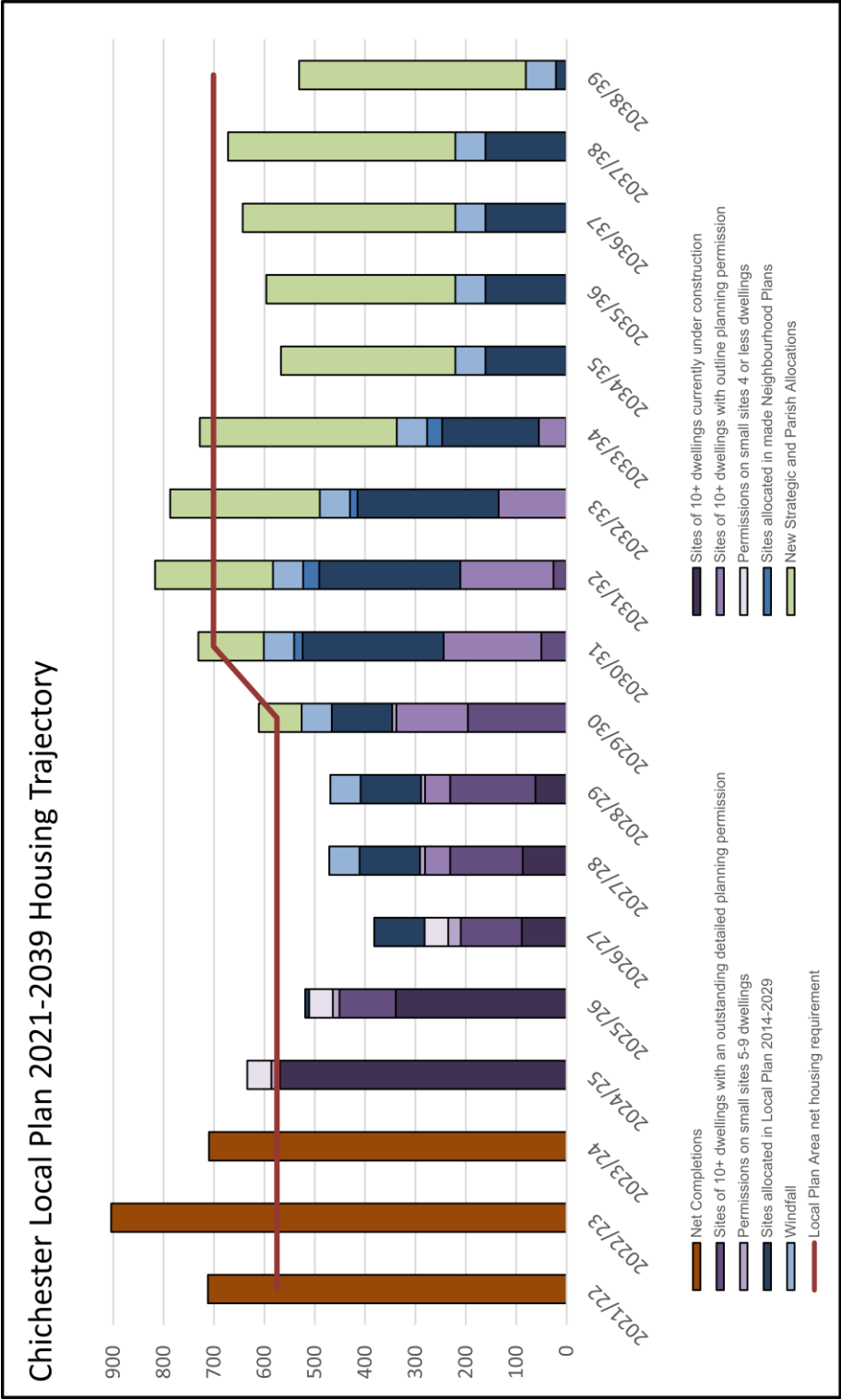
Total Projected Housing Supply	634	519	382	471	469	611	731	817	787	728	567	596	643	672	531

Completions above housing requirement (average over 5 year supply period)	120	132	132	132	132	132									

Total Housing Supply (including completions above housing requirement)	754	651	514	603	601	743	731	817	787	728	567	596	643	672	531

Total Supply 2021-2039 11484

Projected Five Year Supply Position	3123	3019	3112	3192	3495	3679	3806	3630	3495	3321	3206	3009
Projected five year housing supply	3019	3019	3112	3192	3495	3679	3806	3630	3495	3321	3206	3009
Adjusted five year housing requirement (+5% buffer)												
Projected years housing supply												



Appendix F: Monitoring Framework

- F.1 This Appendix shows how the implementation of policies in the Local Plan will be monitored.
- F.2 The purpose of monitoring is to assess whether the policies of the Local Plan are achieving the objectives and intended policy outcomes, whether they are having any unintended consequences and whether they require a review.
- F.3 In accordance with the transitional arrangements set out in the NPPF (2024) paragraph 236, the council is required to immediately commence a review of the Local Plan under the new plan-making system.
- F.4 Monitoring proposed by the Sustainability Appraisals to check the predicted effects of the Local Plan policies has informed the monitoring framework.
- F.5 The monitoring framework is set out in relation to the Local Plan chapters with those policies with identified targets listed together with their relevant monitoring indicators.
- F.6 The effectiveness of policies is assessed, where possible, against measurable targets. However, some policies aim to deliver a qualitative rather than a quantitative outcome. In such instances, it is appropriate to monitor whether the policy is delivering the intended trend or direction of travel. For some policies, measurable targets may be set through subsequent Development Plan Documents or Supplementary Planning Documents.
- F.7 The indicators have been selected based on their appropriateness for gauging the effectiveness of the Local Plan policies. The choice of specific indicators is dependent upon the availability of data and in this respect, it is possible these could change over time. The specific indicators used will therefore be reviewed on a regular basis and where the availability of data changes, then some indicators may need to be removed whilst others could potentially be added.
- F.8 The indicators will be monitored annually through the Authority's Monitoring Report (AMR). The AMR will contain information on the implementation of the Local Plan policies and an assessment of their effectiveness whilst indicating whether any changes need to be considered if a policy is not working or if the targets are not being met. The AMR is published on the council's website.

Chapter/policies	Target to be achieved	Delivery	Monitoring indicators	Responsible agency/partner
Chapter 3 Spatial Strategy				
Policies: S1 Spatial Development Strategy; S2 Settlement Hierarchy;	Distribution of development in line with development strategy	Local Plan Neighbourhood Plans Site Allocation DPD	Distribution throughout plan area of new homes and all other built development split by settlement hierarchy	Chichester DC Parish Councils Developers and Landowners
	Delivery of local community facilities, small-scale employment, tourism and leisure	Development Management process	Distribution of completed community development, employment, tourism and leisure/recreation proposals throughout plan area	Infrastructure providers
Chapter 4 Climate Change and the Natural Environment				
Policies: NE2 Natural Landscape; NE3 Landscape Gaps between Settlements; NE4 Strategic Wildlife Corridors; NE5 Biodiversity and Biodiversity Net Gain; NE6 Chichester's Internationally and European Designated Habitats;	Protect and enhance the natural landscape; strategic wildlife corridors; biodiversity habitats and coastal areas	Local Plan Neighbourhood Plans Site Allocations DPD Development Management process	Monitor number of permissions granted: within 5.6 km 'Zone of Influence' within strategic wildlife corridors; within landscape gaps or between settlements;	Chichester DC Parish Councils Developers and Landowners Sussex Biodiversity Record Centre
	Mitigate/avoid effect on SPAs of all net increases in residential development within Zone of Influence	Biodiversity Action Plans Sussex North Water Neutrality	outside settlement boundaries; for marine development; contrary to Environment Agency advice	West Sussex CC Environment Agency

Chapter/policies	Target to be achieved	Delivery	Monitoring indicators	Responsible agency/partner
NE7 The Mens SAC and Air Quality; NE8 Development and Disturbance of Birds in Chichester and Langstone Harbours, Pagham Harbour, Solent and Dorset Coast SPAs and Medmerry Compensatory Habitat; NE11 Development in the Countryside;	Achieve zero permissions granted contrary to Local Lead Flood Authority advice on flood risk issues and Environment Agency advice on flood risk and water quality issues	Mitigation Strategy	on flood risk and water quality issues; contrary to LLFA advice on flood risk issues; for air quality sensitive development granted within AQMAs; near designated Dark Sky Discovery Sites/SDNP International Dark Sky Reserve	Joint affected LPAs across Sussex North Water Resource Zone Natural England Chichester DC and, if required, Horsham DC
NE12 The Coast; NE16 Flood Risk and Water Management; NE17 Water Management and Water Quality; NE18 Water Neutrality; NE19 Source Protection Zones;	To avoid an in-combination effect of ammonia deposition on The Mens SAC for beech woodland supporting lichens and bryophytes above the 1% critical level threshold from development		Automatic Number Plate Recognition (ANPR) monitoring on the A272 to determine the uptake of ultra-low emission vehicles over time (within 5 years of adoption)	
NE20 Nutrient Neutrality; NE21 Pollution	Prevent coalescence of built-up areas and maintain separate identity of settlements; restrict development outside of settlement boundaries to		Monitor decisions on planning applications refused and appeals upheld on landscape considerations; number of EIA Application approvals within AONB; areas of	

Chapter/policies	Target to be achieved	Delivery	Monitoring indicators	Responsible agency/partner
	countryside uses		best and most versatile agricultural land taken out of agricultural use for major developments	
	Protect water quality and water supply within the Chichester Local Plan area; achieve water neutrality within Sussex North Water Resource Zone		Daily domestic water use; number of permissions granted within Sussex North Water Resource Zone; number of applications refused for failing to demonstrate water neutrality; number of permissions granted within Source Protection Zones 1 and 1c	
	Ensure no net increase and where possible, reduce nutrients discharged into Chichester Harbour		Percentage of SSSI land in favourable condition including percentage in coastal area; changes in areas of biodiversity importance and percentage of water bodies assessed as good ecological status / good chemical status	
	Protect/improve amenities and the environment by mitigating possible pollution		Annual average NO ₂ data from selected sites in the District; Carbon dioxide emissions – total	

Chapter/policies	Target to be achieved	Delivery	Monitoring indicators	Responsible agency/partner
	impacts of development		by sector and per capita	
Chapter 5 Housing				
Policies: H1 Meeting Housing Needs; H2 Strategic Locations/ Allocations H3 Non-Strategic Parish Housing Requirements; H4 Affordable Housing; H6 Custom and/or Self Build Homes H11 Meeting Gypsies, Travellers and Travelling Showpeoples' Needs	Delivery of 11,484 net additional homes between 2021 and 2039 (638 dwellings per year) stepped as follows: 575 dpa for the years 2021/22 to 2029/30; 701 dpa for the years 2030/31 to 2038/39; meeting parish housing requirement If previous years cumulative housing delivery exceeds past cumulative housing requirement as set out in Policy H1, any oversupply will be factored into the most recent 5 Year Housing Land Supply assessment	Local Plan Neighbourhood Plans Site Allocations DPD Development Management process	New homes built each year (net) split by strategic sites, parish housing and windfall	Chichester DC/ West Sussex CC/Parish Councils Developers and Landowners/ Registered Social Landlords Infrastructure providers Homes England and Regulator of Social Housing , Gypsy, Traveller and Travelling Showpeople's organisations
	Affordable Housing: North of the Plan Area – 40% on greenfield sites, 30% on previously		Affordable homes built each year by type and as a percentage of all homes built	

Chapter/policies	Target to be achieved	Delivery	Monitoring indicators	Responsible agency/partner
	developed land; South of the Plan Area – 30% on greenfield sites, 20% on previously developed land			
	130 net pitches for Gypsies and Travellers and 40 net plots for Travelling Showpeople over the plan period		Net additional GTTS pitches and plots granted permission each year	
	Self/Custom Build: provide for 112 suitable serviced plots over the plan period		Net additional self/custom build plots provided each year	
Chapter 6 Placemaking, Health and Wellbeing				
Policies: P1 Design Principles; P9 The Historic Environment P14 Green Infrastructure; P16 Health and Wellbeing; P17 New and Existing Local and Community Facilities including Local Shops	Promote high quality design principles for new development that enhance the area	Local Plan	Monitoring decisions on planning applications refused and appeals upheld on design grounds	Chichester DC
	Improve and promote healthy communities	Neighbourhood Plans	Percentage of adults who participate in different levels of exercise per week; Waste collected/ recycled per household	West Sussex CC
		Site Allocations DPD		Parish Councils
		Infrastructure Delivery Plan		Developers and Landowners
Reinforce and enhance role of green infrastructure	Development Management process	Monitoring: delivery of green infrastructure and amenity	Infrastructure providers	
				Historic England

Chapter/policies	Target to be achieved	Delivery	Monitoring indicators	Responsible agency/partner
		Design and Access Statements	open space provision; strategic development schemes providing long term agreement to maintain and enhance green infrastructure network in vicinity of site	Sussex Wildlife Trust
		Character Appraisals for Conservation Areas		
	Conserve or enhance heritage assets within the plan area		Monitoring planning permissions and appeals affecting heritage assets at risk	
			Number of designated heritage assets and number and proportion of heritage assets at risk; Current conservation area appraisals	
Chapter 7 Employment and the Economy				
Policies: E1 Meeting Employment Needs; E3 Addressing Horticultural Needs E5 Retail Strategy and New Development; E7 Local Centres;	Delivery of 115,000 sq.m net additional floorspace in E(g), B2 and B8 Use Classes between 2021 and 2039, in line with HEDNA	Local Plan Site Allocation DPD Neighbourhood Plans Development Management process	Employment floor space completions, commitments, losses (including vacancy rates), net position by use class across Local Plan area and on allocated employment sites Percentage change in the number of VAT registered businesses; Percentage of	Chichester DC West Sussex CC Parish and Town Councils Developers, Landowners and Local Businesses/ Organisations

Chapter/policies	Target to be achieved	Delivery	Monitoring indicators	Responsible agency/partner
		Economic Development Strategy	employees in different sectors	Coast to Capital LEP Chichester BID West Sussex Growers Association
	For the period to 2035 provision will be made for 6600 sq.m (gross) of comparison and convenience goods retail floorspace and food/beverage uses across the Local Plan area, primarily through the re-occupation of vacant floorspace, as well as limited new development within strategic housing sites		Monitoring of retail and food/beverage floor space, gained or lost (including vacancy rates) in Chichester city and the Local Plan area	
	Maintain vitality and viability of local centres		Monitoring of commercial, leisure and retail development gained or lost (including vacancy rates) in local centres	
	Delivery of approximately 204 hectares land within Local Plan area (67 hectares within HDAs) for horticultural development		Amount of horticultural development permitted by type and location inside and outside of HDAs including any losses; Amount of land remaining undeveloped in HDAs	

Chapter/policies	Target to be achieved	Delivery	Monitoring indicators	Responsible agency/partner
Chapter 8 Transport and Accessibility				
Policies: T1 Transport Infrastructure; T2 Transport and Development;	Provide better integrated transport network and improve accessibility to key services and facilities	Local Plan	Record of transport infrastructure projects committed or completed	Chichester DC
		Neighbourhood Plans		West Sussex CC
	Apply monitor and manage approach by monitoring demand on local transport networks across Local Plan area to identify sustainable transport initiatives and highway improvement schemes	IDP	Estimated traffic flow for all vehicle types	National Highways
		Development Management process	Travel patterns across Local Plan area/ forecasts of future transport needs	Infrastructure providers
	Support proposals that contribute towards safe, sustainable, connected and accessible transport network	TIMG (Transport and Infrastructure Management Group)	Percentage of residents who travel on foot or cycle; Record of cycle lanes and routes; car club locations in Chichester	
Chapter 9 Infrastructure				
Policy: I1 Infrastructure Provision	Delivery in line with IDP	Local Plan	Record of infrastructure projects committed or completed as recorded in the Infrastructure Business Plan (IBP) and Infrastructure	Chichester DC
		IDP		West Sussex CC
		Neighbourhood Plans		Infrastructure providers

Chapter/policies	Target to be achieved	Delivery	Monitoring indicators	Responsible agency/partner
		Development Management process	Funding Statement (IFS)	
Chapter 10 Area Based Policies				
Policy: A17 Development within vicinity of Goodwood Motor Circuit and Airfield	Limit noise-sensitive development within 400m of motor circuit and airfield	Local Plan Development Management process	Number and type of permissions granted within 400m of motor circuit and airfield	Chichester DC Developers, Landowners and Local Businesses

Appendix G: Policies linked to Vision and Objectives

Vision	1,2,4,5,6	3,11	4	6	2,7,8,9,10, 11,12,13,14	4,9,10	5,11,13
Strategic Objectives	Objective 1: Climate Change	Objective 2: Natural Environment	Objective 3: Housing	Objective 4: Employment and Economy	Objective 5: Health and Wellbeing	Objective 6: Design and Heritage	Objective 7: Strategic Infrastructure
CHAPTER 3: SPATIAL STRATEGY							
S1 - Spatial Development Strategy	1		3	4			
S2 - Settlement Hierarchy	1		3	4	5		
CHAPTER 4: CLIMATE CHANGE AND NATURAL ENVIRONMENT							
NE1 - Stand Alone Renewable Energy	1						
NE2 - Natural Landscape		2					
NE3 - Landscape Gaps Between Settlements		2					
NE4 - Strategic Wildlife Corridors		2					
NE5 - Biodiversity and Biodiversity Net Gain	1	2					
NE6 - Chichester's Internationally and European Designated Habitats		2					
NE7 – The Mens SAC and Air Quality	1	2					
NE8 - Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbour and Solent and Dorset Coast SPAs and Medmerry Compensatory Habitat		2					
NE9 - Trees, Hedgerows and Woodlands		2					
NE10 - Canals						6	
NE11 - Development in the Countryside		2					
NE12 - The Coast	1	2					
NE13 - Development around the Coast	1	2					
NE14 -Chichester Harbour AONB		2					
NE15 - Integrated Coastal Zone Management for the Manhood Peninsula	1	2					
NE16 - Flood Risk and Water Management	1	2					
NE17 - Water Management and Water Quality	1	2					7
NE18 - Water Neutrality	1	2					
NE19 - Source Protection Zones		2					
NE20 - Nutrient Neutrality		2					
NE21 - Pollution		2			5		
NE22 - Lighting		2			5		
NE23 - Air Quality	1	2			5		
NE24 - Noise					5		
NE25 - Contaminated Land		2			5		
CHAPTER 5: HOUSING							
H1 - Meeting Housing Needs			3				
H2 - Strategic Locations/ Allocations 2021-2039			3				

H3 – Non-Strategic Parish Housing Requirements 2021-2039			3				
H4 - Affordable Housing			3				
H5 - Housing Mix			3				
H6 - Custom and/or Self Build Homes			3				
H7 - Rural and First Homes Exception Sites			3				
H8 - Specialist Housing			3				
H9 - Accommodation for Agricultural, Horticultural and other Rural Workers			3	4			
H10 - Accessible and Adaptable Homes			3				
H11 - Meeting Gypsies, Travellers and Travelling Showpeople's Needs			3				
H12 - Intensification Sites			3				
H13 - Accommodation for Gypsies, Travellers and Travelling Showpeople			3				
H14 - G&T Site Design			3		5	6	7
CHAPTER 6: PLACE-MAKING, HEALTH AND WELL-BEING							
P1 - Design Principles	1		3			6	
P2 - Local Character and Distinctiveness						6	
P3 - Density	1		3			6	
P4 - Layout and Access						6	
P5 - Spaces and Landscaping	1					6	
P6 - Amenity			3		5	6	
P7 - Alterations and Extensions						6	
P8 - Materials and Detailing	1					6	
P9 - The Historic Environment	1					6	
P10 - Listed Buildings and Scheduled Monuments						6	
P11 - Conservation Areas						6	
P12 - Non-Designated Heritage Assets						6	
P13 - Registered Parks and Gardens						6	
P14 - Green Infrastructure	1	2			5	6	7
P15 - Open Space, Sport and Recreation		2			5		
P16 - Health and Wellbeing					5		
P17 - New and Existing Local and Community Facilities including Local Shops					5		
CHAPTER 7: EMPLOYMENT AND ECONOMY							
E1 - Meeting Employment Needs			3				
E2 - Employment Development			3				
E3 - Addressing Horticultural Needs			3				
E4 - Horticultural Development			3				
E5 - Retail Strategy and New Development			3				
E6 - Chichester City Centre			3				
E7 - Local Centres			3				
E8 - Built Tourist and Leisure Development			3				
E9 - Caravan and camping Sites			3				
E10 - Equestrian Development			3				
CHAPTER 8: TRANSPORT AND ACCESSIBILITY							
T1 - Transport Infrastructure	1						7
T2 - Transport and Development	1				5		7
T3 - Active Travel - Walking and Cycling Provision	1				5		7
T4 - Parking Provision							7
CHAPTER 9: INFRASTRUCTURE							

I1 - Infrastructure Provision	1						7
CHAPTER 10: STRATEGIC AND AREA BASED POLICIES							
A1 - Chichester City Development Principles				4	5	6	
A2 - Chichester City - Strategic Housing location			3				
A3, A4 and A5 - Southern Gateway			3	4			
A6 - Land West of Chichester			3	4			
A7 - Land at Shopwyke (Oving Parish)			3	4			
A8 - Land East of Chichester			3	4			
A9 - Land at Westhampnett/North East Chichester			3				
A10 – Land at Maudlin Farm			3				
A11 - Highgrove Farm, Bosham			3				
A12 - Chidham and Hambrook Parish			3				
A13 - Southbourne BLD			3	4			
A14 - Land West of Tangmere			3				
A15 - Loxwood			3				
A16 - Goodwood Motor Circuit and Airfield				4			
A17 - Development within the Vicinity of Goodwood Motor Circuit and Airfield				4			
A18 - Thorney Island		2					
A19 - Land at Chichester Business Park, Tangmere				4			
A20 – Land South of Bognor Road				4			
A21 - Land East of Rolls Royce				4			

Appendix H: Local Plan strategic policies

The council has used the guidance provided within the NPPF and in the national PPG to define the strategic policies in the Chichester Local Plan 2021 – 2039. This list of the identified strategic policies will provide clarity for neighbourhood plan purposes.

Policy S1	Spatial Development Strategy
Policy S2	Settlement Hierarchy
Policy NE2	Natural Landscape
Policy NE3	Landscape Gaps between Settlements
Policy NE4	Strategic Wildlife Corridors
Policy NE5	Biodiversity and Biodiversity Net Gain
Policy NE6	Chichester's Internationally and European Designated Habitats
Policy NE7	The Mens SAC and Air Quality
Policy NE8	Development and Disturbance of Birds in Chichester and Langstone Harbours, Pagham Harbour, Solent and Dorset Coast Special Protection Areas and Medmerry Compensatory Habitat
Policy NE11	Development in the Countryside
Policy NE12	The Coast
Policy NE15	Integrated Coastal Zone for the Manhood Peninsula
Policy NE16	Flood Risk and Water Management
Policy NE17	Water Management and Water Quality
Policy NE18	Water Neutrality
Policy NE19	Source Protection Zones
Policy NE20	Nutrient Neutrality
Policy NE21	Pollution
Policy H1	Meeting Housing Needs
Policy H2	Strategic Locations/Allocations 2021 – 2039
Policy H3	Non-Strategic Parish Housing Requirements 2021 – 2039
Policy H4	Affordable Housing
Policy H6	Custom and/or Self Build Homes
Policy H11	Meeting Gypsies, Travellers and Travelling Showpeople's Needs
Policy P1	Design Principles
Policy P9	The Historic Environment
Policy P14	Green Infrastructure
Policy P16	Health and Well-being
Policy P17	New and Existing Local and Community Facilities including Local Shops
Policy E1	Meeting Employment Needs
Policy E3	Addressing Horticultural Needs
Policy E5	Retail Strategy and New Development
Policy E7	Local Centres
Policy T1	Transport Infrastructure
Policy T2	Transport and Development
Policy I1	Infrastructure Provision
Policy A16	Goodwood Motor Circuit and Airfield
Policy A17	Development within the vicinity of Goodwood Motor Circuit and Airfield
Policy A18	Thorney Island

Appendix I: List of extant and deleted Local Plan 2014 – 2029 and Site Allocation DPD 2014 – 2029 policies

The Local Plan 2021 – 2039 will replace all the policies in the Chichester Local Plan: Key Policies 2014 – 2029.

All of the policies and allocations within the Site Allocation DPD 2014 – 2029 remain extant (as set out below) pending review as part of a future Site Allocation DPD

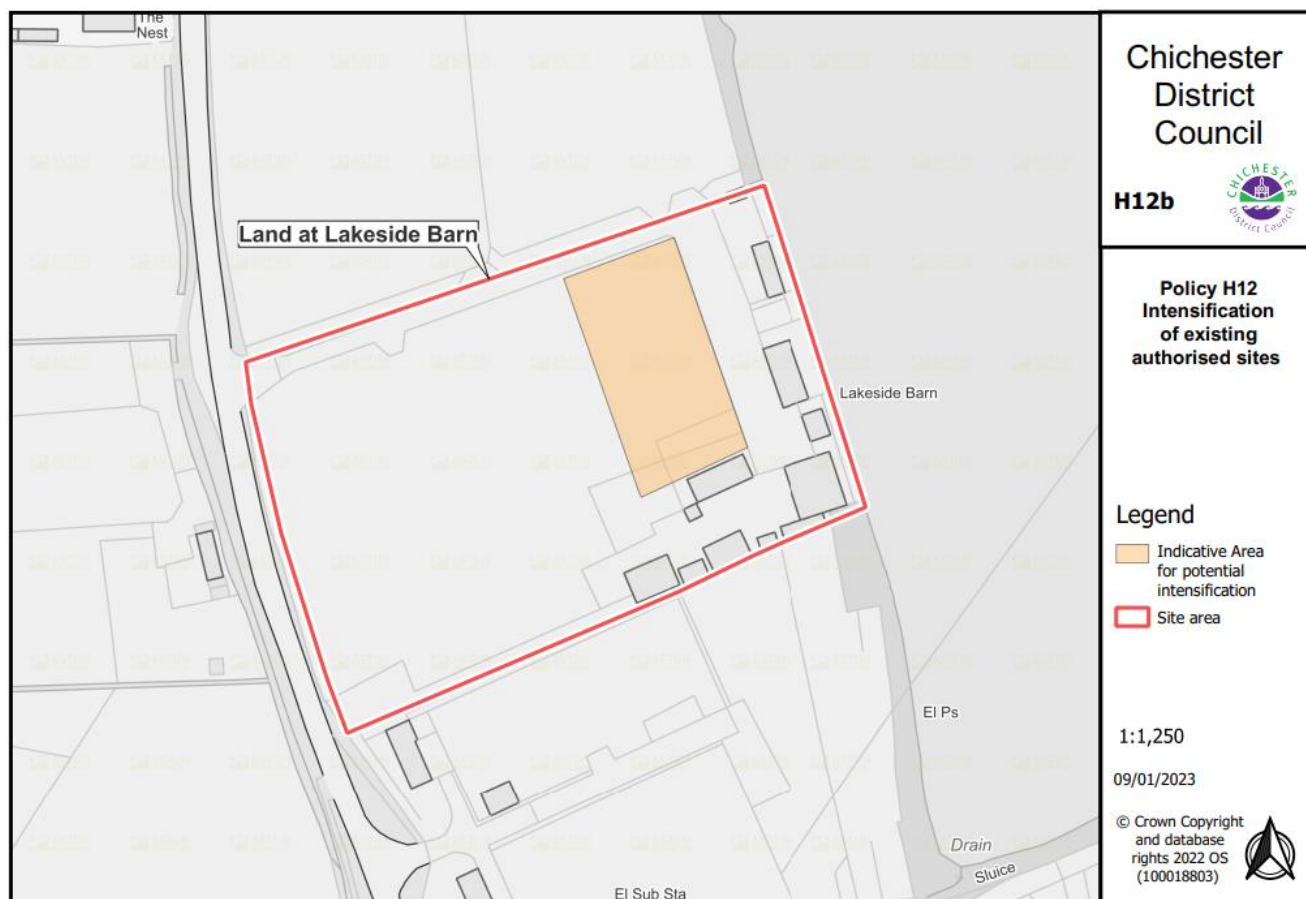
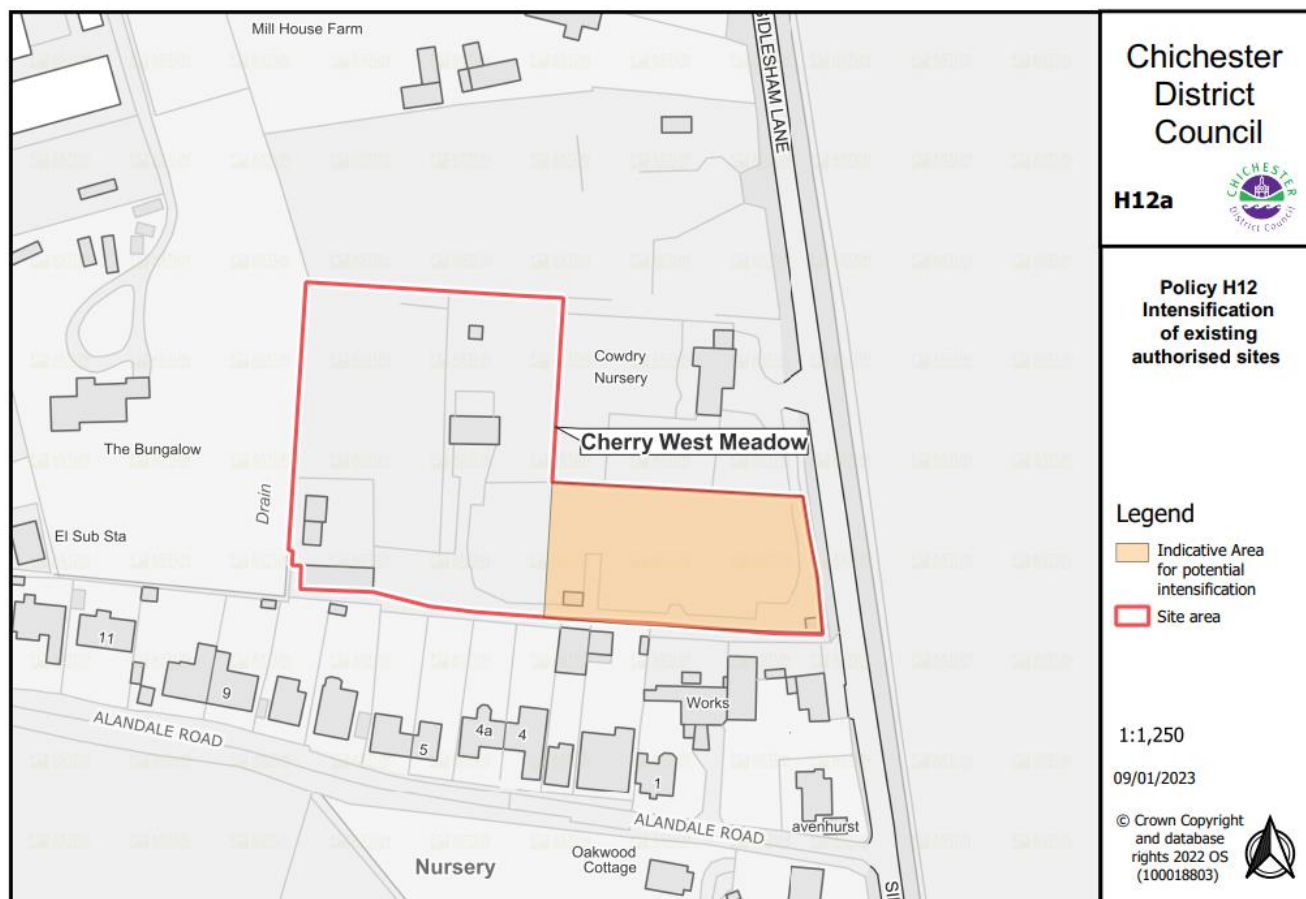
In Policy SA1 (Identified Sites), the reference to the relevant policies set out in the Chichester Local Plan: Key Policies 2014 – 2029 should be read as the relevant policies set out within this Local Plan.

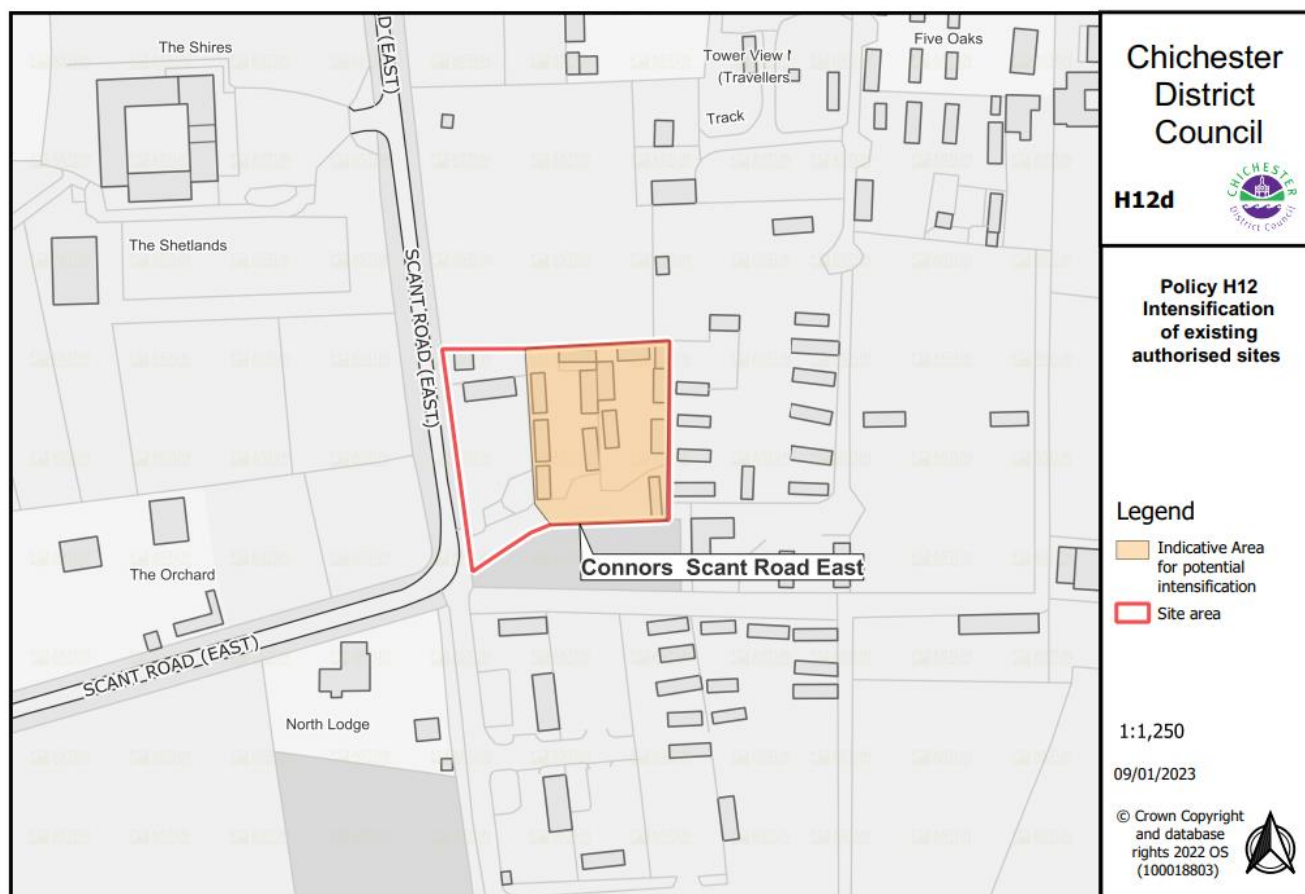
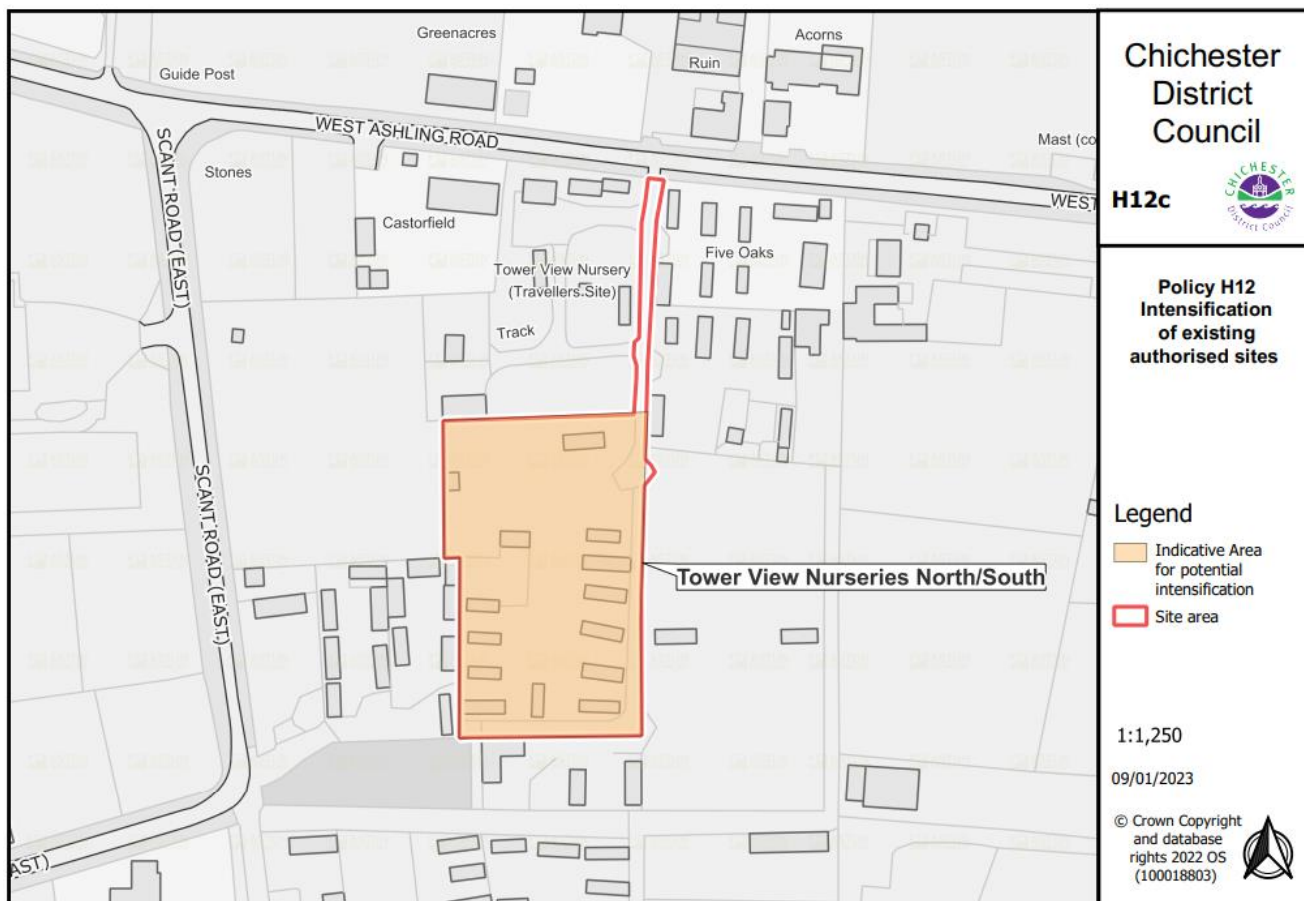
In Policy CC4 (Shopwyke Strategic Development Location, Oving) reference to a previous policy in the Chichester Local Plan: Key Policies 2014 – 2029 that has not been saved, should refer instead to its replacement policy in this Local Plan.

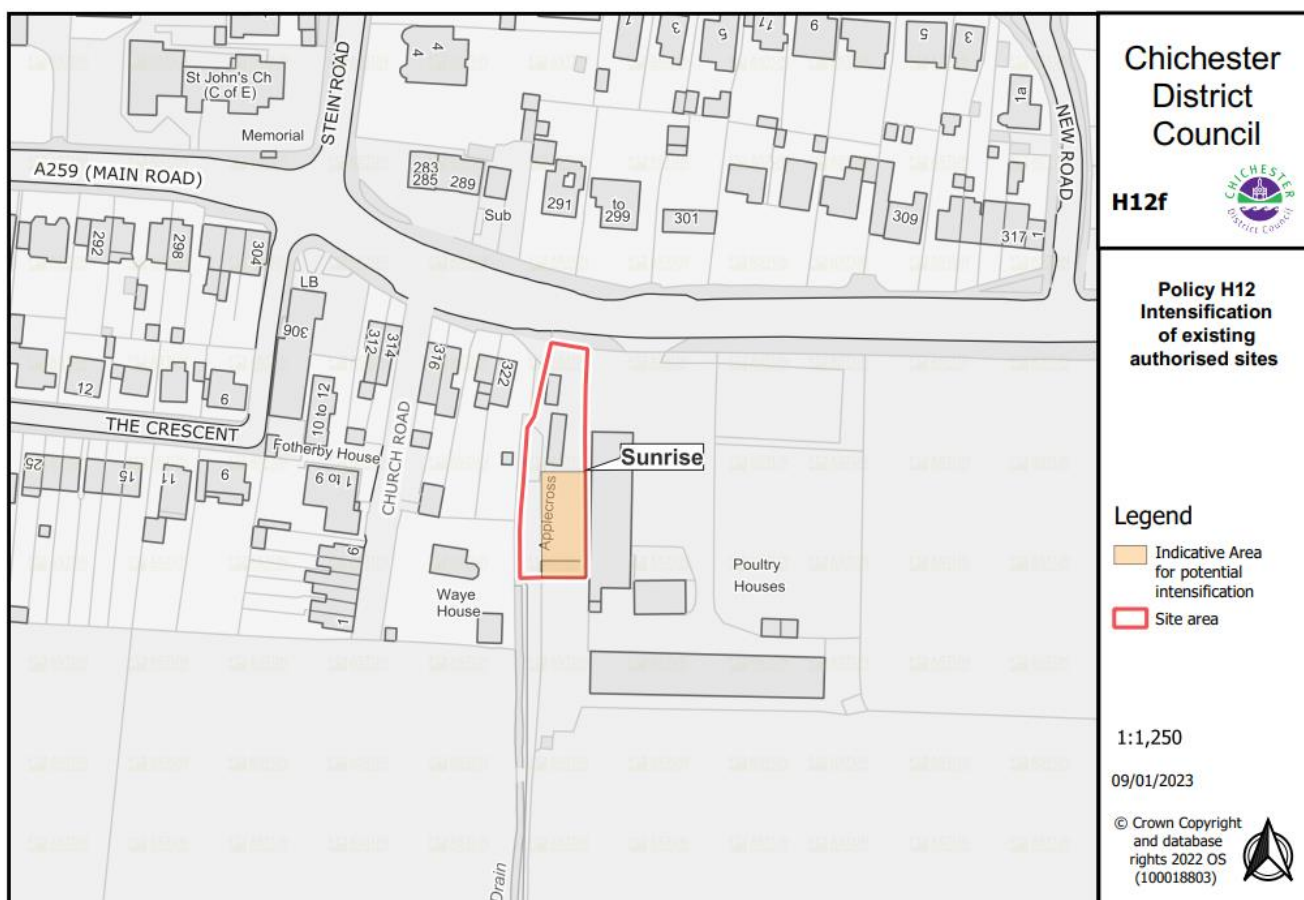
Where reference is made to the Chichester Local Plan: Key Policies 2014-2029 policies map, this will be replaced by the Chichester Local Plan 2021 – 2039 policies map on adoption. Settlement boundary amendments made through the Site Allocation DPD 2014 – 2029 remain extant and will be shown on the policies map.

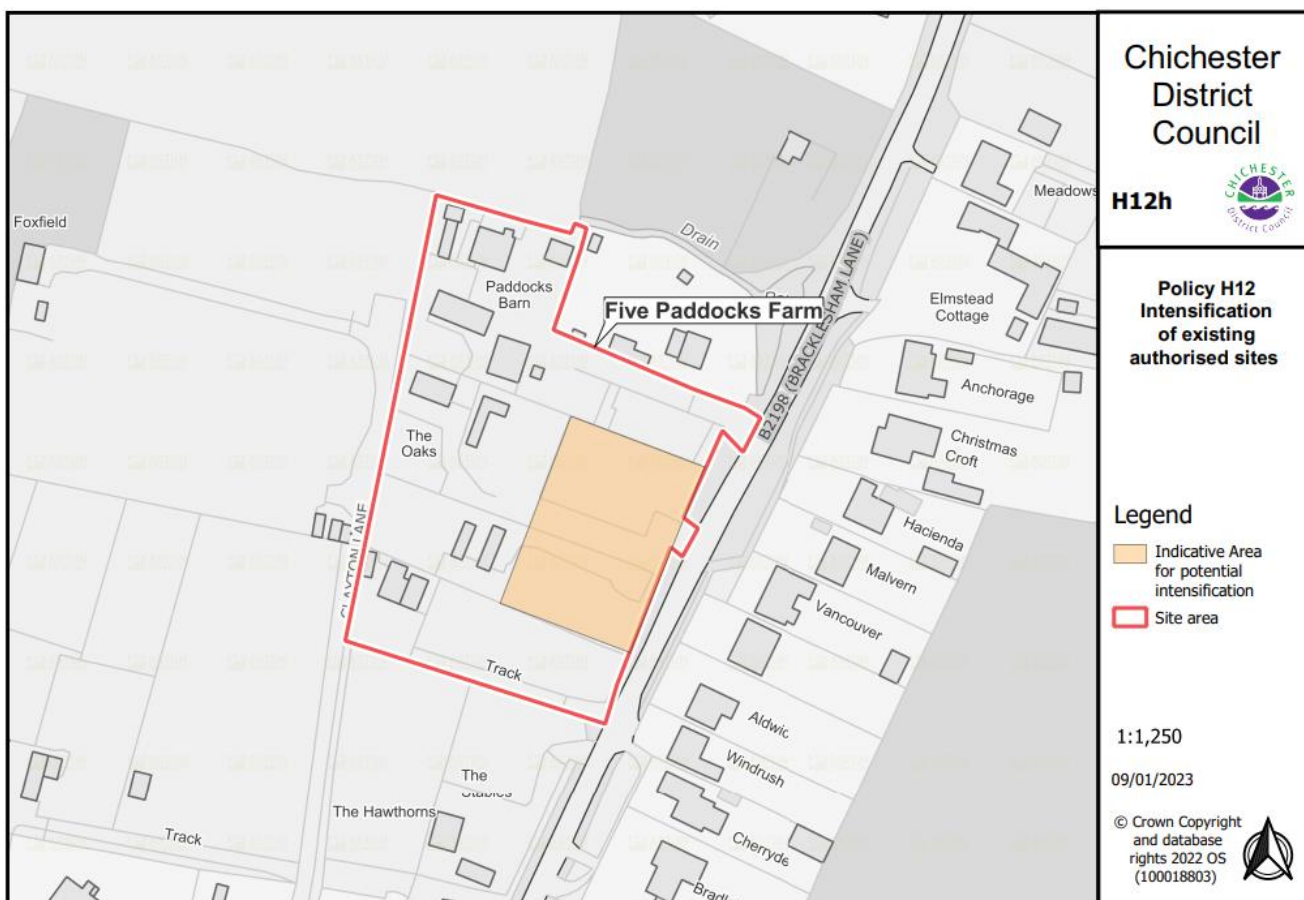
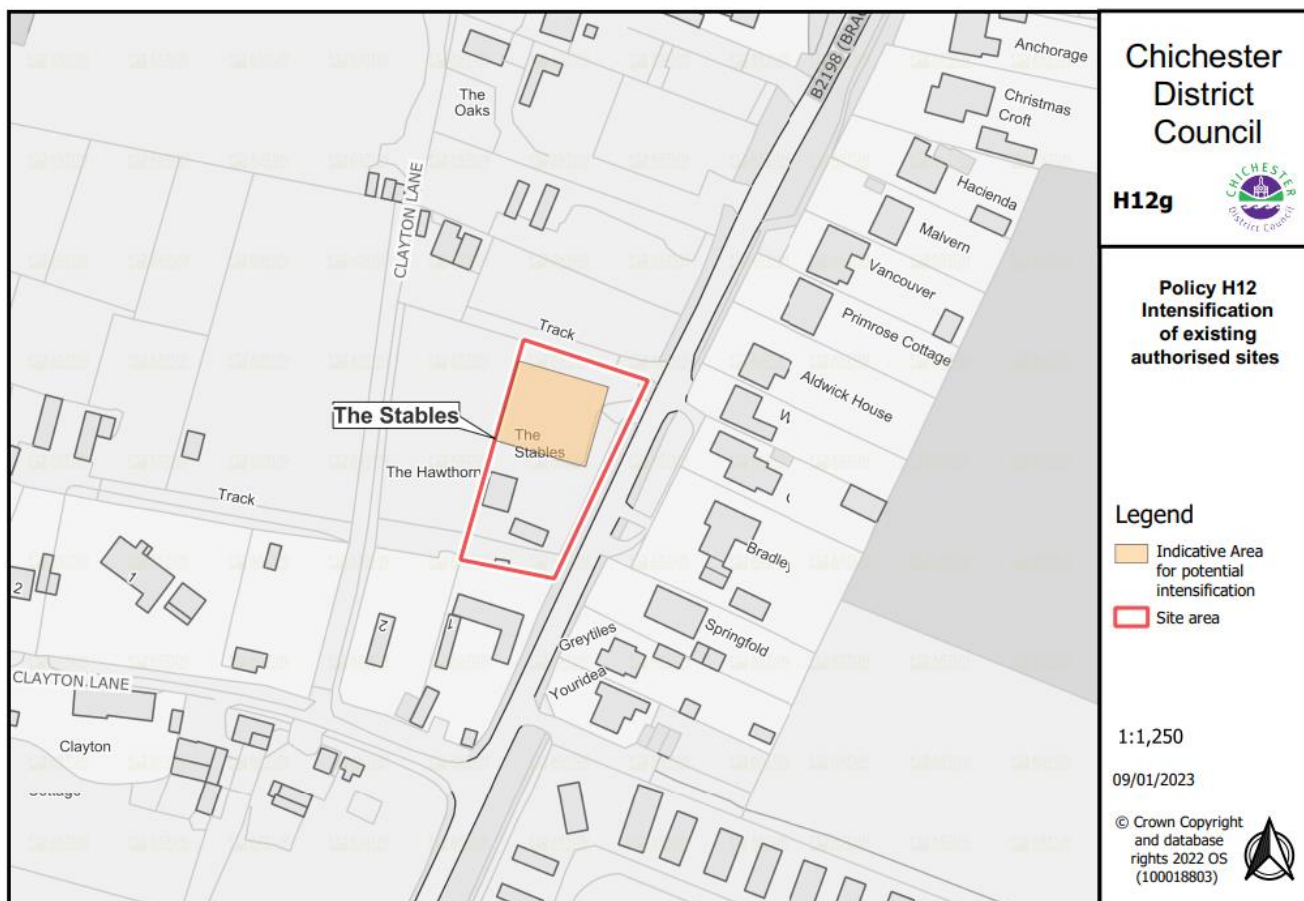
Extant policies in the Chichester Site Allocation DPD 2014 - 2029
SA1 Identified Sites
BO1 Land at Highgrove Farm
BX1 Land west of the Street
CC1 Adjacent Tesco Petrol Station, Fishbourne Road
CC2 Bartholomews, Bognor Road
CC3 117 The Hornet
CC4 Shopwyke Strategic Development Location, Oving
CC5 Boys High School, Kingsham Road
CC6 Plot 12 Terminus Road (Chichester Enterprise Hub)
CC7 Fuel Depot Site, Bognor Road (adjacent to Springfield Park), Oving
CC8 Springfield Park (adjacent to Fuel Depot), Oving
East Wittering and Bracklesham Parish – Local Centre (as defined on Inset Map 11)
Hunston Parish – settlement boundary amendment (as shown on Inset Map 12)
HN1 Land south of Reedbridge Farm
Lynchmere Parish – settlement boundary amendment (as shown on Inset Map 13)
North Mundham – settlement boundary amendment (as shown on Inset Map 14)
PL1 Land north of Little Springfield Farm
West Wittering Parish – settlement boundary amendment (as shown on Inset Map 16)

Appendix J: Gypsy and traveller site intensification plans (Policy H12)









Appendix K: Glossary

Active travel: Active travel means a mode of transport which involves physical activity such as walking and cycling to get from one destination to another, including travel to and from the places we live, work, learn, visit and play.

Affordable Housing: Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). For planning purposes, specific definitions of what constitutes affordable housing are set by Government and can change from time to time. The current definition is contained in the Glossary to the [National Planning Policy Framework -
https://www.gov.uk/government/publications/national-planning-policy-framework--2](https://www.gov.uk/government/publications/national-planning-policy-framework--2) and has set definitions under affordable housing for rent, starter homes, discounted market sales housing and other affordable routes to home ownership.

Air Quality Management Areas: These are declared in areas where national objectives for air quality are not being met, or at risk of not being met. They are declared by a local authorities who must then prepare an Action Plan to identify measures to meet the national air quality objectives.

Amenity: Positive elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.

Amenity space: External amenity space comprising for example: public and private gardens, roof terraces and balconies.

Ancient or veteran tree: A tree, which because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value

Ancient woodland: An area that has been wooded continuously since at least 1600 AD.

Appropriate Assessment: An assessment of the potential effects of a proposed plan on one or more European Special Areas of Conservation. The 'assessment' proper is a statement which says whether the plan does or does not; affect the integrity of a European site.

Authority's Monitoring Report (AMR): This enables the local authority to assess the extent that the policies and proposals set out in the Local Plan are being achieved. The AMR allows the local planning authority to identify when a review of policies or proposals will be necessary.

Archaeological Priority Area: an area where there is significant known archaeological interest or potential for new discoveries. Used to help highlight where development might affect heritage assets.

Areas of Outstanding Natural Beauty (AONB): Areas of high scenic quality that have statutory protection in order to conserve and enhance the natural beauty of their landscapes. AONB landscapes range from rugged coastline to water meadows to gentle lowland and upland moors. Natural England has a statutory power to designate land as AONB under the Countryside and Rights of Way Act 2000. Chichester Harbour AONB is located within the Local Plan area. Also known as National Landscapes since a rebranding in 2022.

Article 4 Direction: A special planning regulation adopted by a local planning authority to provide additional powers of planning control in a particular location. It operates by removing "Permitted Development" rights over certain specified classes of minor alterations and extensions, such as porches, replacement of windows and doors and painting of the exterior of a building.

Biodiversity: The totality of genes, species, and ecosystems of a region.

Biodiversity net gain (BNG): is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand

Biodiversity Opportunity Areas (BOAs): Biodiversity Opportunity Areas represent a targeted landscape scale approach to conserving biodiversity and the basis for an ecological network.

BREEAM New Construction: Is a standard against which the sustainability of new, non-residential buildings is assessed. Developers use the scheme at key stages to measure, evaluate, improve and reflect the performance of their buildings.

Coalescence: The merging or coming together of separate towns or villages to form a single entity.

Coastal squeeze: The loss of natural habitats, or deterioration of their quality, arising from human structures or actions, preventing the landward transgression of those habitats that would otherwise naturally occur in response to sea level rise together with other coastal processes. Coastal squeeze affects habitat on the seaward side of existing structures.

Community Infrastructure Levy (CIL): A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Community Facilities: Facilities that provide for the health and well-being, social, educational, spiritual, recreational, leisure and cultural needs of the community.

Comparison shopping: The purchase of items where the shopper compares the price and quality before a purchase is made, e.g. clothes, gift merchandise, electrical goods, and furniture. Generally high street shopping.

Compensatory habitat: Habitat created to offset loss or damage to Special Areas of Conservation, Special Protection Areas and Marine Conservation Zones, to maintain the coherence of natural networks.

Conservation Area: An area of special architectural or historic interest, designated under the Planning (Listed Buildings & Conservation Areas) Act 1990. There is a statutory duty to preserve or enhance the character, appearance, or setting of these areas.

Conservation Area Character Appraisal: An appraisal of the characteristics and features that are important to the character of a particular Conservation Area.

Convenience shopping: Broadly defined as food shopping, drinks, tobacco, newspapers, magazines and confectionery, purchased regularly for relatively immediate consumption. Generally supermarket shopping.

Density (Housing): The number of dwellings per net residential area, normally measured by dwelling per hectare.

Designated Heritage Asset: A World Heritage Site, scheduled monument, listed building, protected wreck site, registered park and garden, registered battlefield or conservation area designated under the relevant legislation.

Developer Contributions: Financial and physical contributions necessary and directly related to the needs of a development for infrastructure and community facilities. They are usually secured by the use of a planning obligation.

Development: Defined within the Town and Country Planning Act 1990 (as amended) as “the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land.” Most forms of development require planning permission.

Development Plan: This includes adopted Local Plans (including Minerals and Waste Local Plans), neighbourhood plans, and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.

Development Plan Document (DPD): Formal plans that set out policies for a particular geographical area. They are subject to public consultation and a Sustainability Appraisal. They must also be considered at independent examination and obtain council approval before they can be adopted.

Environment Agency: A national organisation set up with effect from April 1996, assuming the responsibilities for environmental matters previously held by the National Rivers Authority, Her Majesty’s Inspectorate of Pollution, and the Waste Regulation Authorities.

Environmental Impact Assessment (EIA): A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Extant: Current or still existing. Extant permissions include applications where planning permission has been granted and has not expired, the permission has a technical start or is under construction.

Flood Risk Assessment (FRA): An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Greenfield: An undeveloped site, especially one being evaluated and considered for commercial development.

Green and Blue Infrastructure: A network of multifunctional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and well-being benefits for nature, climate, local and wider communities and prosperity. Green infrastructure includes trees, woodlands, orchards, parks, green walls/roofs and blue elements include rivers, canals, ponds, wetlands and floodplains

Gypsies and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan, but excluding

members of an organised group of travelling showpeople or circus people travelling together as such.

Habitats Regulation Assessment (HRA): The European Habitats Directive (92/43/EC) requires Appropriate Assessment of plans and projects that are either alone, or in combination with other plans and projects, likely to have a significant impact on national and international designated sites.

Health Impact Assessment (HIA): A health impact assessment considers the potential impacts of planning policies and decisions on health and health inequalities. They identify actions that can enhance the positive effects, and mitigation, or eliminate, the negative effects of development.

Heritage Asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

Historic Environment Record (HER): an index to the known archaeological sites and finds, historic buildings, designed and historic landscapes, parks and gardens and scheduled monuments.

Historic parks and gardens: A park or garden of special historic value and have been included on the national Register of Parks and Gardens of special interest in England based on an assessment by Historic England.

Horticultural Development Areas (HDA): Locally designated areas for horticulture, the purpose of which is to promote this important sector of agriculture while protecting the environment and amenities of residents.

Infrastructure: The basic physical and organisational structures and facilities (e.g. buildings, roads, and power supplies) necessary for development to take place.

Infrastructure Delivery Plan (IDP): This will set out the current planned and required infrastructure, when it will come forward, who will be leading on each aspect and funding responsibilities.

International, European and locally designated sites of importance for biodiversity: All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.

Landscape Character Assessment: A background study that identifies the features or combinations of elements that contribute to the character of the landscape. LCA's can make a contribution to planning policies and the allocation of land for development.

Landscape Gaps: Areas of predominantly undeveloped land between settlements that protect the individual identity of those settlements and prevent their coalescence (the merging together of separate settlements to form one single settlement).

Listed Building: A building of special architectural or historic interest designated by Historic England and included on a statutory list. They are graded I, II* or II, with grade I being the highest.

Local Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Enterprise Partnership (LEP): A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. Government funding for LEPs ceased in 2024 with core functions being transferred to councils (primarily to West Sussex County Council in this area).

Local Nature Reserve (LNR): Designated under the National Parks and Access to the Countryside Act 1949 by Local Authorities in consultation with Natural England for their locally important wildlife or geological features.

Local Transport Plan: A five-year plan, which is drawn up by the Transport Authority in association with local authorities and subject to widespread consultation. It includes future investment plans and proposed packages of measures to meet local transport needs.

Local Wildlife Sites (LWS): A non-statutory designation made by West Sussex County Council. Their special characteristics mean they are high priority sites and their maintenance is important.

M4(2) Accessible and Adaptable Dwellings: Optional building standard met where a new dwelling makes reasonable provision for most people to access the dwelling and incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.

M4(3) Wheelchair Accessible Dwellings: Optional building standard met where a new dwelling makes reasonable provision, either at the point of completion or at a point following completion, for a wheelchair user to live in the dwelling and use any associated private outdoor space, parking and communal facilities that may be provided for the use of the occupants.

Main Town Centre Uses: Defined in the NPPF as retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)

Major Development: Major development is defined in legislation. In the Local Plan major development is considered to be any development which involves 10 or more dwellings (or a site of 0.5 hectares or more where the dwelling number is unknown) or the provision of a building or buildings with a gross internal floor area of 1,000 square meters or greater or the development on a site of 1 hectare or above.

Marine Conservation Zone (MCZ): Area designated to protect nationally important, rare or threatened marine habitats and species.

Masterplan: A document outlining the use of land and the overall approach to the design and layout of a development scheme in order to provide detailed guidance for subsequent planning applications.

Mitigation measures: Measures requested/carried out in order to limit the damage by a particular development or activity.

Mixed use (or mixed development): Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

National Landscapes: Areas legally designated as areas of outstanding natural beauty under the National Parks and Access to the Countryside Act 1949 and Countryside and Rights of Way Act 2000.

National Nature Reserve (NNR): Designated under the National Parks and Access to the Countryside Act 1949 or the Wildlife and Countryside Act 1981 primarily for nature conservation but can also include sites with special geological or physical features.

National Park: Nationally important precious landscapes whose distinctive character and natural beauty are so outstanding that it is in the nation's interest to safeguard them. Together with Areas of Outstanding Natural Beauty they enjoy the highest level of protection through the planning system.

The Environment Act 1995 set out two statutory purposes for National Parks in England and Wales:

1. Conserve and enhance the natural beauty, wildlife and cultural heritage
2. Promote opportunities for the understanding and enjoyment of the special qualities of National Parks by the Public

National Parks have the duty to seek to foster the economic and social well-being of local communities. Within Chichester District, the South Downs National Park Authority (SDNPA) is the organisation responsible for promoting the purposes of the National Park and the interests of the people who live and work within it. The South Downs National Park lies outside of the plan area and is the subject of a separate Local Plan.

National Planning Policy Framework (NPPF): Sets out the Government's planning policies for England and how these are expected to be applied.

National Planning Practice Guidance (PPG): revised and updated planning practice guidance.

Nature Recovery Network (NRN): a single, national network which will benefit people and wildlife by increasing, improving and joining-up wildlife rich places across England. At its core will be enhanced sites designated for nature conservation and other existing wildlife rich places. Additional, newly created or restored nature rich habitat, corridors and stepping-stones will help wildlife populations grow and move. It will improve landscape resilience to climate change, provide natural solutions that reduce carbon and manage flood risk, and sustain vital ecosystems such as improved soil, clean water and clean air. It will reinforce the natural and cultural diversity of landscapes, help to protect historic environments, and enable people to enjoy and connect with nature where they live, work and play – benefiting health and well-being.

Neighbourhood Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which parish councils and neighbourhood forums can grant permission for a specific development proposal or classes of development.

Neighbourhood plans: A plan prepared by a parish council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Noise sensitive properties/ receptors: these include all residential properties, educational establishments, hospitals, hotels, hostels, concert halls and theatres.

Non-designated heritage asset: buildings, structures and historic features which, while not statutorily protected by designation, are considered to be heritage assets of architectural, historic, archaeological or artistic interest. These heritage assets make a substantial contribution to the local character and appearance of the district and are worthy of conservation for the benefit of future generations.

Open Space: Open space includes formal facilities such as parks, sports and recreation grounds, children's play areas, outdoor sports facilities, playing pitches, amenity spaces and allotments, and also more informal facilities such as natural green spaces, beaches, lakes, watercourses and recreational routes.

Pitch/Plot: a pitch on a gypsy and traveller site and plot on a travelling showpeople site (often called a yard). This terminology differentiates between residential pitches for gypsies and travellers and mixed use plots for travelling showpeople, which may need to incorporate space to be split for the storage of equipment.

Planning obligation: A legally enforceable obligation entered into under S106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

Previously developed land (also known as brownfield land): Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary and Secondary Shopping Frontages: Primary shopping frontages (PSF) are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary shopping frontages (SSF) provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

Primary Shopping Area: An area where retailing and the number of shops in a town centre is most concentrated.

Priority habitats and species: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Protected species: plant and animal species afforded protection under certain Government Acts and Regulations

Ramsar sites: Wetlands of international importance, designated under the 1971 Ramsar Convention.

Renewable and low carbon energy: Renewable energy covers energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies help reduce emissions (compared to conventional use of fossil fuels).

Rural exception sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

S106: See planning obligations.

Scheduled Monument: A nationally important archaeological site included in the Schedule of Ancient Monuments maintained by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979.

Self Build and Custom Build Housing: Self build homes are defined as those where someone directly organises the design and construction of their home. This covers a wide range of projects from a traditional DIY self-build home to projects where the self-builder employs someone to build their home for them. Community led projects can also be defined as self-build.

Custom build homes are where an individual or group works with a developer to help deliver the home(s). The developer may help to find a plot, manage the construction and arrange the finance for the new home(s).

Sensitive receptor: A sensitive receptor is a component of the natural or built environment such as a person, water, air, a building (e.g. residential, schools, hospitals/care home) or a plant, that is affected by an impact of construction works and/or the operation of a proposed development.

Sequential Test: A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield land before greenfield sites, town centres before out of centre and sites at less risk of flooding before others.

Sequentially preferable: a planning principle that seeks to identify, allocate or develop certain types or locations of land before others.

Settlement boundary: These are defined around settlements and their purpose is to prevent settlements from sprawling. Generally development proposals will be considered more favourably within the Built-Up Areas.

Site of Special Scientific Interest (SSSI): Sites designated by Natural England under the Wildlife and Countryside Act 1981.

Special Area of Conservation (SAC): Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Special Protection Areas (SPA): Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.

Stepping-stones: Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.

Strategic Environmental Assessment (SEA): A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Suitable Alternative Natural Greenspace (SANG): Alternative green space provided to divert visitors from visiting a Special Protection Area (SPA). SANG are intended to provide avoidance measures for the potential impact of residential development on the SPA by preventing an increase in visitor pressure on the SPA.

Supplementary Planning Documents (SPD): Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPDs are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainability Appraisal (SA): A tool for appraising policies to ensure that they reflect sustainable development objectives (i.e. economic, social and environmental factors). It incorporates Strategic Environmental Assessment (SEA). An SA is required under the 2004 Planning and Compulsory Purchase Act to be carried out on all DPDs and certain SPDs.

Sustainable Drainage Systems (SuDS): systems designed to mimic the natural drainage of a site in order to control the quantity of run-off; and to enhance the nature conservation, landscape and amenity value of the site and its surroundings. These typically include swales, attenuation ponds, wetlands, and permeable surfaces.

Transit sites: Sites made available for Gypsies and Travellers who need to temporarily stop. Generally used by families who have been evicted from their previous accommodation and are looking for a new place to live. There are limits on how long families can stay on these sites which is normally between 28 days and 3 months.

Travelling Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently but excludes Gypsies and Travellers.

Use Classes Order (UCO): This is supplementary legislation which specifies a number of broad "classes of use"; changes of use can be made between different uses within the same class without the need for planning permission. In some circumstances it is possible to change

between classes without applying for planning permission as specified by the General Permitted Development Order.

Wastewater Treatment Works (WwTW): also known as sewage treatment works where contaminants are removed from wastewater and sewage.

Water Framework Directive (WFD): This European Directive, together with emerging River Basin Management Plans, looks at integrated management of water resources, taking account of abstraction, water quality and flooding.

Windfall sites: Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Zone of Influence: The zone of influence is the area around an ecologically valuable site or habitat that may be affected by the proposed changes within the site. Impacts could include the removal or alteration of habitat, increased human presence on or around the site, or the introduction of artificial lighting within the site.