Chichester Local Plan 2021 - 2039

Main Modifications Schedule (MC01)

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April 2025

Chichester District Council Schedule of Main Modifications to the Chichester Local Plan 2021 – 2039 Proposed Submission

Key to Main Modifications in document:

The modifications below are expressed as strikethrough for ~~deletions~~ and **underlining** for additions of text, and by specifying the modification in words in *italics*.

The paragraph numbering below refers to the submission Local Plan, and does not take account of the deletion or addition of text.

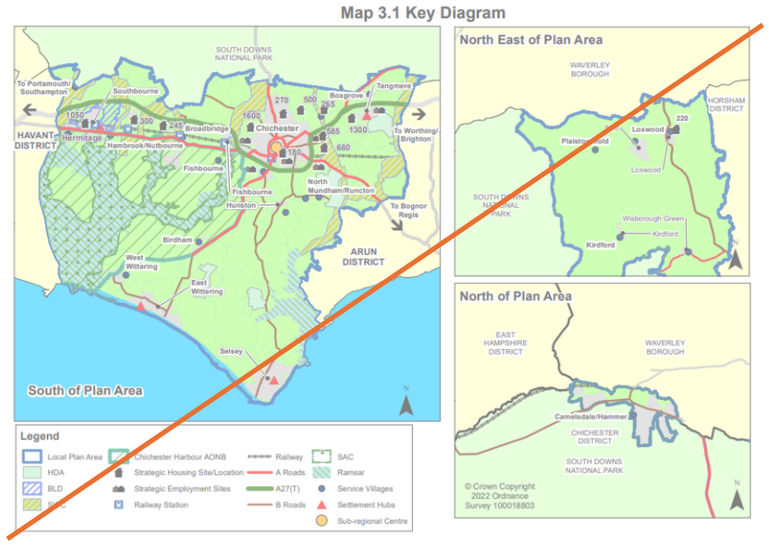
This schedule, along with the Additional Modifications Schedule (MC03) replace 'Councils suggested modifications schedule May 2024 - V2 September 24' (CDC15.01) at the Inspectors' request.

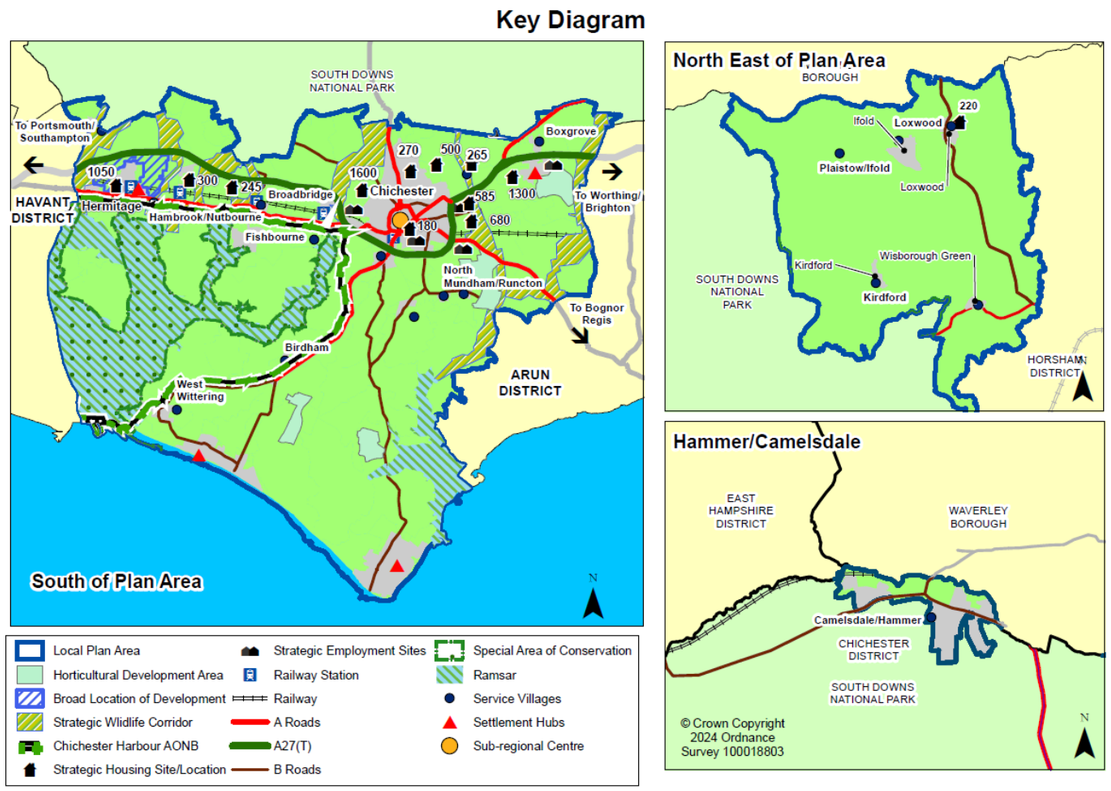
Modification Reference	Policy/ Paragraph	Proposed Changes
Chapter 1: Introduction		
MM1	Para 1.11	*Amend bullets,5,7:* The Local Plan includes: • A suite of **strategic Policies (see Appendix F) and non-strategic policies** providing a local planning framework to help achieve the vision and determine 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 • **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.
Chapter 2: Vision and Strategic Objectives		
MM2	Para 2.23	*Insert footnote:* 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[15]. The coastal and harbour areas are important for biodiversity, recreation and tourism. **[15]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.**
MM3	Vision	*Amend first bullet:* • 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;
MM4	Para 2.46	*Amend paragraph:* 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.
MM5	Objective 1	*Amend second paragraph:* New development will be in accessible locations **with local access at the core of the design, linked by high quality active travel, walking and cycle routes that also link to bus stops and, where available, rail stations where access is required to facilities that cannot be provided locally.** ~~designed to reduce reliance on the private car with convenient walking and cycling routes and public transport to access facilities and open spaces.~~
	Objective 2	*Add additional wording to first paragraph and amend last sentence of second paragraph:*

		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, and 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** ~~All~~ relevant**,** developments will ~~also~~ be nutrient neutral **and/or water neutral** to protect water quality **and quantity**.
	Objective 4	*Amend second paragraph:* 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.
	Objective 5	*Amend paragraph:* 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 ~~opportunities for~~ **with** active travel **designed into communities** to support active lifestyles and healthy communities. Development will contribute to air quality improvements.
	Objective 6	*Amend second paragraph:* 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	*Amend second and third paragraphs:* 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 ~~transport~~ **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** ~~delivered to~~ mitigate congestion, including ~~measures to mitigate~~ **mitigation of** potential impacts on the A27 through a monitor and manage process. **Nature based solutions will be used where these are appropriate.**
Chapter 3: Spatial Strategy		
Spatial Strategy		
MM6	Para 3.9	*Amend paragraph:* 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 ~~either~~ the ~~neighbourhood plan or~~ site allocation~~s~~ DPD)
	Para 3.19	*Amend paragraph:*

	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.
Para 3.21	*Amend paragraph:* The north of the plan area covers those parts of Chichester District which lie north 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.
Policy S1	*Amend criterion 3.* *Remove number from Point 7 and re-align to left margin.* *Delete last sentence.* *Remove footnote 16.* *Additional sentence at end of Policy.* *Policy Text Update:* 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. ~~Where opportunities arise, s~~**S**upporting 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. 7.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[16]. ~~To ensure that the council delivers its housing target, the distribution of development may need to be flexibly applied, within the overall context of seeking to ensure that the majority of new housing is developed in accordance with this Strategy where appropriate and consistent with other policies in this plan. Any changes to the distribution will be clearly evidenced and monitored through the Authority Monitoring Report.~~ **<u>Additional housing allocations, if required, will be made through the Site Allocation DPD (or review of the Local Plan).</u>** [16]See Appendix H for detail on saved Site Allocation DPD
MM7	Map 3.1 Key Diagram	*Remove strategic employment site icon for SW Chichester* *Chichester Harbour AONB boundary not clear where it is overlaid with roads – make boundary clearer* 

		
Chapter 4: Climate Change and Natural Environment		
Policy NE1 Stand-alone Renewable Energy		
MM8	Para 4.1	*Amend paragraph:* National policy promotes increasing energy efficiency, the minimisation of energy consumption and the development of renewable energy sources. This Plan ~~supports~~ **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.** ~~development that promotes these objectives. An important element in this is to ensure that the council embraces effective energy efficiency and the use of off-site renewable energy in all new development, helping to reduce the emission of greenhouse gases and therefore climate change.~~ **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.**
	Policy NE1	*Amend 1st paragraph.* *Amend criterion 1.* *Amend 3rd paragraph.* *Delete final paragraph.* *Policy Text Update:* Policy NE1 Stand-alone Renewable Energy

		~~Development proposals~~ **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,** ~~A~~**a**ll 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** ~~within the site of the proposed development~~. 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. ~~The social and economic benefits of the development proposal will be taken into account, particularly the degree of community participation in or ownership of a scheme, as well as the potential benefits of the proposed development to host communities generally.~~
Policy NE2 Natural Landscape		
MM9	Para 4.9	*Amend paragraph:* 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	*Amend criterion 4. Delete footnote 17 (moved to supporting text).* *Delete criterion 5.* *Amend 2nd paragraph.* *Delete 3rd paragraph.* *Policy Text Update:* 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~~17~~). Where proposals would result in the ~~significant~~ 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 ~~its~~ **their** status as ~~a~~ 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 ~~must comply with~~ **should have regard to** the Chichester Harbour AONB Management Plan**,** ~~and~~ the Chichester Harbour AONB Joint SPD **and South Downs Partnership Management Plan and South Downs Local Plan** ~~which are material planning considerations~~. **For large-scale proposals** ~~larger schemes in identified character areas~~, Landscape and Visual Impact Assessments (LVIA**s**) may be required. The LVIA should be used to identify, **describe** and assess the **likely significant** ~~significance of the~~ effects **of a project** ~~change resulting from the development~~ on ~~both~~ the landscape **(including the direct and indirect change to the landscape's sensitivity, character and condition) as well as the** ~~as an environmental resource and on views and~~ 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. ~~All development proposals affecting the natural landscape will be required to meet criteria contained in other relevant policies, especially: Landscape Gaps; Chichester Harbour AONB; Development around the Coast; Development in the Countryside; Biodiversity; Development and Disturbance of Birds; Trees, Hedgerows and Woodlands; Equestrian Development and the pollution policies.~~ ~~[17]See paragraph 001 of national planning practice guidance "Natural Environment"~~
Policy NE3 Landscape Gaps between settlements		
MM10	Policy NE3	*Amend 1st, 2nd paragraphs.* *Policy Text Update:* 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** ~~The~~ precise boundaries of **landscape** gaps will be defined in either a Site Allocation~~s~~ 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.
Policy NE4 Strategic Wildlife Corridors		
MM11	Para 4.17	*Amend paragraph:* 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.**
	Para 4.18	*Amend paragraph:* 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 ~~no land outside the corridor is available for development and~~ 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.**
	New para	*New paragraph after 4.18:*

		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.
New para		*2nd new paragraph after 4.18:* **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		*Amend paragraph 1.* *Delete paragraph 2, criterion 1,2.* *Delete paragraph 3, criterion a,b.* *Policy Text Update:* Policy NE4 Strategic Wildlife Corridors Development **proposals** will only be permitted where **they can demonstrate they** ~~it~~ would not lead to an adverse effect upon the ecological value, function, integrity and connectivity of the strategic wildlife corridors**, and protect and enhances its features and habitats.** ~~Development proposals within strategic wildlife corridors will only be granted where it can be demonstrated that:~~ ~~1. There are no sequentially preferable sites available outside the wildlife corridor; and~~ ~~2. The development will not have an adverse impact on the integrity and function of the wildlife corridor and protects and enhances its features and habitats.~~ ~~Development proposals outside, but in close proximity to the strategic wildlife corridor will be acceptable where it can be demonstrated that:~~ ~~a) The development will not have an adverse impact on the integrity and function of the wildlife corridor; and~~ ~~b) The proposal will not undermine the connectivity and ecological value of the corridor.~~ 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.
Policy NE5 Biodiversity and Biodiversity Net Gain		
MM12	Para 4.23	*Relocation of footnote 19 from policy text:* 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 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[19]. **[19] 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.**
	Para 4.24	*Amend paragraph:* 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 ~~and the Nature Conservation Strategy~~.

	Policy NE5	*Amend criterion E.* *Amend 2nd paragraph.* *Amend 3rd paragraph.* *Amend criterion 1b,1c, split criterion 1d and addition or text, amend criterion e, f.* *Amend criterion 3c, 3e)i.* *Footnote deleted and moved to supporting text.* *Policy Text Update:* <u>Policy NE5 Biodiversity and Biodiversity Net Gain</u> 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: A. Internationally designated sites (SPA, SAC, Ramsar) B. Irreplaceable habitats, including ancient woodland and ancient or veteran trees C. Nationally designated sites, such as Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) and Marine Conservation Zones (MCZ) D. Riverine and Marine Habitats E. **<u>Protected and</u>** Priority Habitats and Species F. Biodiversity Opportunity Areas (BOA)/ Nature Recovery Networks (NRN) G. Locally designated sites, such as local wildlife sites and Local Nature Reserves H. 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. **<u>Regard will be had to the Local Nature Recovery Strategy to inform opportunities for nature recovery.</u>** **<u>Unless exempt, development</u>** ~~Development~~ proposals will be permitted ~~where it can be demonstrated that~~ **<u>subject to</u>** the following criteria **<u>being</u>** ~~have been~~ 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[19]: 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) **<u>can</u>** ~~will~~ 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 **<u>the</u>** Chichester **<u>plan area</u>** ~~District~~) where it should contribute towards strategic networks such as green infrastructure, wildlife corridors or nature recovery networks; d) Where **<u>agreed</u>** appropriate, **<u>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</u>**; e) ~~d) as~~ **<u>As</u>** a last resort, and with the agreement of the local planning authority that on or ~~local~~ off-site provision is not possible, applicants will be required to purchase credits for biodiversity gain through the national biodiversity credit scheme; f) ~~e)~~ Development **<u>proposals</u>** will provide for the long-term management **<u>and maintenance</u>** of biodiversity features retained, ~~and~~ enhanced **<u>or created</u>** within the site or for those features created **<u>or enhanced</u>** off-site, for a minimum period of 30 years through planning obligations; and g) ~~f)~~ **<u>Losses to designated</u>** ~~Designated~~ sites and irreplaceable habitats are ~~excluded~~ **<u>not calculated within</u>** ~~from~~ 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 ~~where possible~~. ~~[19] 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 NE6 Chichester's Internationally and **European** ~~Nationally~~ Designated Habitats		
MM13	Para 4.27	*Amend paragraph:* 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 and SPA, 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 NE16 (Water Management and Water Quality), Policy NE18 (Nutrient Neutrality), and Policy NE7 (Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast SPAs and Medmerry Compensatory Habitat).
	Para 4.28	*Amend paragraph:*

	Evidence demonstrates that there are ~~two~~ 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.
Para 4.31	*Amend paragraph:* 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.
Policy NE6	*Amend Policy Title and 1st paragraph.* *Add new criterion c.* *Bring footnote into policy.* *Policy Text Update:* Policy NE6 Chichester's Internationally and **European** ~~Nationally~~ 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 ~~and nationally important~~ **protected** habitat sites, including: **a) Water Neutrality in the Sussex North Water Resource Zone – Arun Valley SPA, ~~and~~ 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 NE17 (Water Neutrality). **b) 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 NE19 (Nutrient Neutrality). **c) 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 NE12 (Development around the Coast).** **d) ~~c)~~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** Harbour**s** 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 NE7 (Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast SPAs and Medmerry Compensatory Habitat). **e) ~~d)~~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[20] to safeguard against disturbance: i. 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 ii. 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. ~~[20]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.~~
NEW POLICY - Policy NEXX The Mens SAC and Air Quality		
MM14	New para	*New paragraph:* **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.**
	New para	*New paragraph:* **The Horsham and Chichester Local Plans Outline Air Quality Strategy (AECOM - September 2024) includes a number of specific measures 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. Chichester District Council and Horsham District Council will undertake Automatic Number Plate Recognition (ANPR) monitoring on the A272 to determine the uptake of ultra-low emission vehicles (ULEVs)[XX] over time. The outcome of this monitoring will determine whether and when Policy NEXX is engaged. The councils will also continue to work with Natural England and other stakeholders to explore additional options for mitigation.** **[XX] A general term for all vehicles that do not operate using combustion engine technology and thus have no exhaust emissions, particularly electric vehicles.**
	New para	*New paragraph:* **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.**
	New Policy	*New Policy:* **Policy NEXX – 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, 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.**
Policy NE7 Development and Disturbance of Birds in Chichester and Langstone Harbours, Pagham Harbour, Solent and Dorset Coast Special Protection Areas and Medmerry Compensatory Habitat		
MM15	Para 4.39	*Amend paragraph:* For both Chichester and Pagham Harbours some of the bird species for which they are ~~designed~~ **designated**, Brent Geese in particular, use functionally linked supporting habitats around the SPA for feeding and roosting. ~~Developments~~ **All development (not just residential or tourism related)** on or adjacent to these areas ~~can have an impact~~ **could potentially impact** the SPAs**,** separate ~~to~~ and **in** additio~~nal~~ to the impact of recreational disturbance. For Chichester and Langstone Harbours SPA, the Solent Waders and Brent Goose Strategy (https://solentwbgs.wordpress.com/page-2/) 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[24], 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. [24]https://solentwbgs.files.wordpress.com/2021/03/swbgs-mitigation-guidance-oct-2018.pdf
Policy NE7	*Amend 1st. 3rd, 4th, 6th, 7th paragraphs.* *Policy Text Update:* Policy NE7 Development and Disturbance of Birds in Chichester and Langstone Harbours, Pagham Harbour, Solent and Dorset Coast Special Protection Areas and Medmerry Compensatory Habitat **Development and Disturbance of Birds in Chichester and Langstone Harbours and Solent and Dorset Coast Special Protection Areas** **Recreational disturbance** ~~It is Natural England's advice that all~~ **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** ~~either alone or in combination with other developments~~ and will need to be subject to the provisions of Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (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 AONB Management Plan. **Loss or degradation of functionally linked habitats** The provisions of this policy do not exclude the possibility that **any development** ~~some residential~~ scheme~~s~~ either within or outside the zone of influence ~~might~~ **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 ~~supporting~~ **functionally linked** habitats is required this should follow the guidance given in the Solent Waders and Brent Goose Strategy. **Development and Disturbance of Birds in Pagham Harbour Special Protection Area 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** ~~either alone or in combination with other developments~~ and will need to be subject to the provisions of Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (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. ~~Net increases in residential development, which incorporates appropriate avoidance/mitigation measures, which would avoid any likelihood of a significant effect on the SPA, will not require Appropriate Assessment.~~ Appropriate avoidance/mitigation measures that are likely to allow the planning authority to ascertain that there will be no adverse effect on the integrity of the SPA will comprise: a. A contribution towards the appropriate management of the Pagham Harbour Local Nature Reserve through the joint Chichester and Arun Scheme of Mitigation ~~in accordance with the LNR Management Plan~~; or b. A developer provided package of measures associated with the proposed development designed to avoid any significant effect on the SPA; or c. A combination of measures in (a) and (b) above. Avoidance/mitigation measures will need to be phased with development and shall be maintained in perpetuity. All mitigation measures in a., b. and c. above must be agreed to be appropriate by Natural England in consultation with owners and managers of the land within the SPA. **Other considerations** The provisions of this policy do not exclude the possibility that ~~some residential~~ **any development** scheme~~s~~ either within or outside the zone of influence ~~might~~ **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** ~~supporting~~ habitats by SPA species, including Brent Geese. Such schemes will be assessed on their own merits, under Regulation 63 (Appropriate Assessment), and subject to advice from Natural England.
Policy NE8 Trees, Hedgerows and Woodlands		
MM16	Policy NE8	*Amend criterion 2,5,6,10* *Policy Text Update:* Policy NE8 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** ~~trees~~ **or** veteran trees ~~protected trees, groups of trees and woodland and hedgerows~~) 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.
Policy NE9 Canals		
MM17	Para 4.47	*Delete final sentence:* 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. ~~Development proposals within the vicinity of and which may impact the canals may be subject to Appropriate Assessment.~~
Policy NE10 Development in the Countryside		
MM18	Para 4.51	*Amend paragraph:* 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** ~~characteristics~~ 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.
	Policy NE10	*Amend criterion 1, 3.* *Policy Text Update:* Policy NE10 Development in the Countryside 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: 1. The sustainability of the site is enhanced by improving or creating **any** opportunities to access the site by walking, cycling and public transport; 2. 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; 3. 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**; 4. The proposal is well related to an existing farmstead or group of buildings or located close to an established settlement. 5. The proposal is complementary to or compatible with its countryside location and does not prejudice any viable agricultural operations or other existing viable uses. 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 A and B, 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.
Policy NE11 The Coast		
MM19	Para. 4.64	*Amend paragraph:* In February 2021, Natural England published a condition review of the intertidal, subtidal and bird features of the Chichester Harbour **SSSI and European** ~~designated~~ sites **(SAC, SPA, Ramsar)**.
	Para. 4.65	*Amend paragraph:* 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.
	Para. 4.67	*Amend paragraph:* The council has a similar working relationship 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.
	Para. 4.68	*Amend paragraph:* Two Shoreline Management Plans (SMP**s**) 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.**
	Para. 4.69	*Amend paragraph:* Across the Solent, the ~~Regional~~ Habitat Compensation **and Restoration** Programme (**HCRP**~~RCHP~~), 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.
	Policy NE11	*Additional sentence to 1st paragraph.* *Amend 1st bullet point.* *Amend 3rd and 4th paragraphs.* *Additional footnote.* *Policy Text Update:* Policy NE11 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 2023**[26]; 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 ~~Regional~~ Habitat ~~Compensatory~~ **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. [26]**https://www.gov.uk/government/publications/environmental-improvement-plan**
Policy NE12 Development around the Coast		
MM20	Para. 4.74	*Amend paragraph:* 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** ~~the~~ defences ~~it maintains~~. ~~This~~ **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.
	Para. 4.75	*Delete final sentence:* 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. ~~and to allow for future erosion at a rate of 0.1 metres per year around Chichester and Pagham Harbours.~~
	Para. 4.76	*Amend paragraph:* 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 is also a consideration, particularly around Chichester Harbour where setting back development can make space for nature and floodable areas.**
	Policy NE12	*Add new criterion 2, 9, 10.* *Amend text.* *Policy Text Update:* Policy NE12 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** ~~associated~~ European ~~designated~~ 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. ~~2. The development~~ **Development** ~~provides recreation opportunities, that~~ do**es** not adversely affect the character, environment and appearance of the coast and Chichester Harbour Area of Outstanding Natural Beauty; ~~or result in adverse effects of integrity to European designated wildlife sites~~; 4. ~~3.~~ A high quality and inclusive design of new buildings in coastal locations has been achieved in accordance with other relevant design and historic environment policies; 5. ~~4.~~ There are measures in place to mitigate any detrimental effects including where appropriate the improvement of existing landscapes relating to the proposal; 6. ~~5.~~ 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. ~~6.~~ Where relevant, the development would result in improvements to or redistribution of moorings, marine berths or launch on demand facilities (dry berths) in the harbours, **whilst also ensuring that any small scale loss of intertidal habitat within the designated sites is compensated for**; ~~and~~ 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** ~~the~~ 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** ~~the open coast~~ new **and replacement** buildings should be setback **in line with expected property lifetime and estimated undefended erosion rates (based on 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. ~~Around Chichester Harbour and Pagham Harbour the 25m setback should be measured from the mean high water level to allow for future erosion.~~ 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. ~~Replacement buildings will be permitted unless there is evidence that the existing or demolished property has been damages as a result of the effect of wind and waves. Replacement buildings should be set further back whenever possible.~~ 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** ~~the~~ 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. ~~A marketing report as set out in Appendix C will be needed to show that the site is no longer needed for its current use~~
Policy NE13 Chichester Harbour Area of Outstanding Natural Beauty		
MM21	Policy NE13	*Amend criterion 2.* *Amend criterion 5.*

		Policy Text Update: Policy NE13 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 ~~as defined in the Chichester Harbour AONB Management Plan~~; 3. Either individually or cumulatively, development does not lead to actual or perceived coalescence of settlements or undermine the integrity or predominantly open and undeveloped, rural character of the AONB and its setting, 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 AONB Management Plan and Joint Chichester Harbour AONB SPD. ~~; and.~~ 6. New development is set back at least 25m from the mean high water level line with Policy NE12, with replacement buildings set further back whenever possible. Proposals for major development[22] 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. [22]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
Policy NE14 Integrated Coastal Zone Management for the Manhood Peninsula		
MM22	Para 4.84	*Amend 2nd bullet:* • Environmental designations cover, or impact on, most of the Peninsula, including the Chichester **and Langstone** Harbour**s** ~~SAC/~~SPA/Ramsar site~~s~~, 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.
	New Para	*New paragraph after 4.89. Moved from policy text:* **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 NE14	*Delete criterion 2. Move to supporting text.* *Amend criterion 4.* *Policy Text Update:* Policy NE14 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. 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;~~

		2. ~~3.~~ 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.** ~~4.~~ 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.** ~~5.~~ 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.** ~~6.~~ 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.** ~~7.~~ 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.
Policy NE15 Flood Risk and Water Management		
MM23	Policy NE15	*Amend 1st and 4th paragraph.* *Amend criterion 1, 2, 4.* *New criterion f.* *Policy Text Update:* Policy NE15 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 ~~where relevant~~ 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 NE12 (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** ~~events that exceed the normal design standard~~, such as by considering flood flow routing and using temporary storage areas; 2. There is no increase in ~~either the volume or~~ **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 ~~those of~~ greenfield **rates** ~~sites~~ 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 ~~no lower than~~ **a minimum of whichever is higher of 300mm above the:** • ~~300mm above average ground level of the site~~ • ~~300mm above the adjacent road level to the building~~ • ~~300mm above predicted significant fluvial/tidal flood level (Fluvial 1 in 100year /Tidal 1 in 200 year plus latest climate change allowances) for the lifetime of the development~~

		• **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.
Policy NE16 Water Management and Water Quality		
MM24	Para 4.103	*Amend paragraph:* ~~Southern Water is preparing a Drainage and Wastewater Management Plan (DWMP) for the Arun and Western Streams area which will consider the options and priorities for the conveyance and treatment of wastewater over the next 25 years. This includes considering the impacts of climate change and the potential need to relocate works affected by sea level rise in future. The DWMP has been used to inform the Local Plan and associated development strategy~~. **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 June 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.**

	Para 4.107	*Amend paragraph:* 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 NE16	*Amend 2nd paragraph.* *Amend Water Efficiency criterion b.* *Delete Water Quality and Wastewater criterion f, g. New criterion f.* *Delete Residential Catchment 1st paragraph, criterion a. Amend criterion c.* *Delete final title and paragraph.* *Policy Text Update:* Policy NE16 Water Management and Water Quality **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. **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~~ **Southern** ~~Sussex~~ **Water's** ~~North~~ Water Resource Zone **Sussex North** as set out in policy NE17. a) Water efficiency of non-residential uses will be assessed using the 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 Southern Water's **Water Resource** ~~Supply~~ Zone **Sussex** North in line with Policy NE17 and encouraged elsewhere in the plan area. This is likely to require offsetting of water use. **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) compliance with position statements that may be agreed with partners in relation to wastewater; and~~ ~~g) compliance with the Surface Water and Foul Drainage and Wastewater Management Supplementary Planning Document or future replacement~~ **f) that they will connect 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.** **Residential development within the catchment of the Apuldram (Chichester) Wastewater Treatment Works** ~~Development in the catchment will be permitted that demonstrates:~~ ~~a) Through a drainage impact assessment, that the development complies with the principles set out in the latest Apuldram Position Statement.~~ a) ~~b)~~ New development outside of the settlement boundaries of Chichester, Fishbourne and Stockbridge will not drain to the Apuldram WwTW.

		b) ~~c)~~ 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 Apuldram WwTW. **This should be demonstrated in a drainage impact assessment.** c) ~~d)~~ 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. ~~**Residential development within the catchment of the Thornham Wastewater Treatment Works**~~ ~~A drainage impact assessment should show that the development complies with the principles set out in the latest Thornham Position Statement.~~
Policy NE17 Water Neutrality		
MM25	Para 4.108	*Amend paragraph:* 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.
	Para 4.109	*Amend paragraph:* 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** ~~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)**.**
	Para 4.110	*Amend paragraph:* 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 bath, aerated taps and water efficient appliances (in particular, washing machines and dishwashers).
	Para 4.111	*Amend paragraph:* 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 ~~planning~~ 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.**

	Para 4.112	*Amend paragraph:* 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.**
	Para 4.113	*Amend paragraph:* 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** ~~applications~~ 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. 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 NE17	*New criterion 2, d and e.* *Amend criterion 2, 3, 4.* *New criterion 7.* *Delete criterion 5 (moved to 2).* *Policy Text Update:* Policy NE17 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 the 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. ~~2.~~ A local ~~planning~~ authority ~~led~~ **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. ~~3.~~ Development proposals are not required to utilise the local ~~planning~~ 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. ~~4.~~ Where an alternative water supply is to be provided, the **Water Neutrality Statement** ~~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** ~~of~~ 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 and Policy NE16. 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.** ~~**Water Neutrality Statement**~~ ~~5. 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.~~
Policy NE19 Nutrient Neutrality		
MM26	Para 4.121	*Amend paragraph:* *New sentence to refer to Policy NE16:* 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 NE16.** 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 2023. Any guidance they produce as a result will be considered a material consideration at that stage, together with Policy NE16 on Water Management and Water Quality.
	Policy NE19	*New 2nd paragraph.* *Policy Text Update:*

		Policy NE19 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.**
Policy NE20 Pollution		
MM27	Policy NE20	*Amend 3rd paragraph.* *New 4th paragraph.* *Policy Text Update:* Policy NE20 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 ~~within appropriate local/national standards, guidance, legislation and/or objectives~~. **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.**
Policy NE21 Lighting		
MM28	Policy NE21	*Amend text.* *Delete final paragraph.* *Policy Text Update:* Policy NE21 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 with Dark Skies Discovery Sites designations or the SDNPA's International Dark Skies Reserve must also demonstrate that there will be no significant adverse effects on the visibility of the night sky. Where appropriate, the council will seek to control the times and intensity of illumination. ~~The Council will consider development proposals against the requirements and standards contained in legislation and current local and national guidance.~~
Policy NE22 Air Quality		
MM29	Policy NE22	*Amend criterion 1, 4.* *Delete final paragraph.* *Policy Text Update:* <u>Policy NE22 Air Quality</u> 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 **<u>access to public transport routes and</u>** 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 **<u>and/or has the potential to cause an AQMA or poor air quality</u>**, 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. ~~The council will consider development proposals against the requirements and standards contained in legislation and current local and national guidance.~~
Policy NE23 Noise		
MM30	Para 4.134	*Amend paragraph:* Residential and other noise sensitive development proposals located in close proximity to noise sources, including transport, **<u>leisure</u>**, 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.
	Policy NE23	*Amend criterion 1.* *Delete final paragraph.* *Policy Text Update:* <u>Policy NE23 Noise</u> 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 **<u>to avoid noise that gives rise to significant adverse impacts on health and quality of life</u>** ~~achieve an absence of significant noise disturbance or annoyance~~ 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.

		~~The council will consider development proposals against the requirements and standards contained in legislation and current local and national guidance.~~
Chapter 5: Housing		
Policy H1 Meeting Housing Needs		
MM31	Para 5.1	*Amend paragraph:* The **local** ~~Preferred Approach consultation on the Local Plan~~ ~~was based on~~ ~~meeting the identified objectively assessed~~ housing need~~s of~~ **for** the plan area **is** ~~of~~ 638 dwellings per annum[27] (dpa)**, which is a starting point for determining the housing requirement. This excludes any** ~~plus~~ ~~an allowance for accommodating~~ 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.** [27] Housing and Economic Development Needs Assessment (April 2022)
	Para 5.2	*Amend paragraph:* ~~However, constraints particularly the capacity of the A27 has led to the council planning for a housing requirement below the need derived from the standard method, of 535 in the southern plan areas and a further 40 dpa in the northern plan area, a total supply of 10,350 dwellings over the plan period from 2021 – 2039. As a result of not meeting the identified housing needs, the council is now unable to accommodate any unmet need from the part of the South Downs National Park within Chichester District.~~ **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.**
	Para 5.3	*Amend paragraph:* In order to meet the requirements of the duty to cooperate the council **has liaised with** ~~have approached~~ neighbouring ~~and other~~ authorities **during the preparation of the Plan.** ~~to see whether they may be able to meet any of Chichester's unmet needs. Most of the neighbouring authorities are faced with similar constraints and are unable to assist. The latest position will be set out in the Duty to Cooperate Statement of Compliance.~~
	Para 5.4	*Amend paragraph:* The council will continue to work with other local authorities in the West Sussex and Greater Brighton Strategic Planning Board to address the objectively assessed housing need for housing and other development needs arising in this area. ~~As discussed in paragraph 1.27, this duty to cooperate includes the commissioning of new evidence to understand the potential longer term development needs, including housing, arising within the area, before considering spatial options for addressing this need - taking into account the opportunities available, the potential infrastructure and constraints. These issues are not for the council to consider in isolation, with the joint strategic planning partnership being the agreed mechanism to address such matters in a timely way.~~
	Para 5.5	*Move paragraph to after policy:* ~~The Plan period runs from 2021 – 2039. To ensure a continuous supply of housing over the plan period, a number of sources of supply have been identified. These include new strategic allocations made in this Plan, retained allocations from the adopted Local Plan 2014-2029 (brought forward into this Plan), existing commitments, sites to be identified at a parish level through neighbourhood plans (or DPD) and sites not yet identified that are likely to come forward through the development management process in accordance with the policies of this Plan ('windfalls').~~
	Policy H1	*Replace all policy text.* *Policy Text Update:* Policy H1 Meeting Housing Needs

~~The housing target for the plan area is to provide for at least 10,350 dwellings to be delivered in the period 2021-2039. The broad sources of supply anticipated in this Plan are as follows:~~

~~Category~~		~~Number of dwellings~~	
~~Housing requirement for the full Plan Period (1 April 2021 to 31 March 2039)~~			~~**10,350**~~
~~Housing supply (1 April 2021 to 31 March 2039)~~	~~a. Completions 1 April 2021 - 31st March 2022~~		~~**712**~~
	~~b. Known commitments *(comprising)*~~		~~**5,674**~~
	~~*Outstanding 2015 Local Plan[28] and Site Allocation DPD 2014 – 2029 allocations[29] without planning permission*~~	~~*2,210*~~	
	~~*Outstanding 'made' Neighbourhood Plan allocations without planning permission*~~	~~*100*~~	
	~~*Planning permissions as of 1 January 2023[30]*~~	~~*3,364*~~	
	~~New Strategic Locations/Broad Location for Development and Allocations~~	~~*3,210*~~	
	~~c. *Remaining figure without planning permission*~~		~~***3,056***~~
	~~Non-strategic Parish Housing Requirements~~	~~*310*~~	
	~~d. *Remaining figure without planning permission*~~		~~***260***~~
	~~e. Windfall (small site allowance)~~		~~***657***~~
~~**Total supply for the full Plan period** (1 April 2021 to 31 March 2039) (=a+b+c+d+e)~~			~~***10,359***~~

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

~~**Sub-Area**~~	~~**Housing provision 2021-2039**~~
~~East-West Corridor~~	~~8,717~~
~~Manhood Peninsula~~	~~963~~
~~North of Plan Area~~	~~679~~
~~**Plan Area Total**~~	~~**10,359**~~

~~[28] Carried forward in this Local Plan (see Policy H2 Strategic Locations/ Allocations 2021 – 2039)~~
~~[29] Carried forward in this Local Plan (see Policy H2 Strategic Locations/ Allocations 2021 – 2039) Site Allocations DPD 2014-2029)~~
~~[30] Does not include planning permissions on small sites (1-4 dwellings) permitted after 1st April 2022 as these are included in the windfall allowance.~~

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.**
	Para 5.5	*Paragraph moved to after Policy Text.* *Amend paragraph:* The Plan period runs from 2021**/22** – 20**38/**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, ~~retained~~ 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 ~~(or DPD)~~**, 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**.
	New table	*Add new table:* **Table XX 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; and** • **sites allocated through neighbourhood plans or a future Site Allocation DPD in accordance with Policies H3, A2, A12, and A15** • **sites allocated through the Site Allocation DPD or a review of the Local Plan (whichever is sooner).**
Policy H2 Strategic Locations/ Allocations 2021 – 2039		
MM32	Para 5.6	*Amend paragraph:* In order to achieve the levels of housing supply required to meet ~~identified needs~~ **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,**5**~~0~~00 dwellings to come forward from such sites, including allocations carried forward from the 2015 Local Plan. ~~Details of the~~ **These** strategic locations and allocations ~~expected to deliver this source of supply~~ are **summarised** ~~set~~ below with the detail for each site in Chapter 10.
	New para	*New paragraph after 5.6. Text taken from paragraph 5.10 with correction:* **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.**
	New para	*2nd new paragraph after 5.6. Final sentence moved from 5.6:* **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	*Amend paragraph 1,3.*

Delete paragraph 4.
New final paragraph.

Policy Text Update:

Policy H2 Strategic Locations/ Allocations 2021 – 2039

~~The following~~ ~~strategic~~ **Strategic** site allocations ~~are~~ 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	1,300[31]
A6	West of Chichester	1,600

The following new strategic sites are allocated:

Reference	Location	Dwellings
A11	Land at Highgrove Farm, Bosham	245[32]
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 ~~either the neighbourhood planning process or subsequent~~ **the Southbourne** ~~Site~~ 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** ~~are anticipated to 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

~~If draft neighbourhood plans making provision for at least the minimum housing numbers of the relevant area have not made demonstrable progress, the council will allocate sites within a development plan document in order to meet the requirements of this Local Plan.~~

		In order to demonstrate the 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). [31] Additional 300 over previous allocation of 1,000. [32] An additional 245 to the 50 allocated in the Policy BO1 Site Allocation DPD 2014 – 2029 (total of 295)
Policy H3 Non-Strategic Parish Housing Requirements 2021 - 2039		
MM33	Para 5.7	*Amend paragraph:* ~~Following a similar approach to the 2015 Local Plan, it is proposed that~~ **The** responsibility for identifying sites suitable for ~~small-scale~~ 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.
	Para 5.8	*Amend paragraph. Text moved from paragraph 5.10.* ~~Indicative~~ **The gross** housing ~~numbers to be planned~~ **requirement** for each parish **is** ~~are~~ 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 XX also applies to Parish Housing Requirements.**
	New para	*New paragraph after 5.8:* **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 the table at paragraph XX.**
	Policy H3	*Amend paragraph 1.* *Delete rows from table.* *Delete paragraph 2.* *New final paragraph.* *Policy Text Update:* Policy H3 Non-Strategic Parish Housing Requirements 2021 – 2039 ~~Small-scale housing sites~~ **Housing allocations** will be identified to help provide for the needs of local communities in accordance with the parish housing requirements ~~set out below~~ **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 subsequent development plan document. ~~Note that a '*' against a parish name indicates that a strategic allocation/ broad location for development is identified or strategic location for development is made as set out in Policy H2.~~

~~Parish~~	~~Housing Figure~~	Parish	Housing Requirement (gross) ~~Figure~~
~~Apuldram~~	~~0~~	~~Birdham~~	~~0~~
~~Bosham*~~	~~0~~	Boxgrove	50
~~Chichester City*~~	~~0~~	~~Chidham and Hambrook*~~	~~0~~
~~Donnington~~	~~0~~	~~Earnley~~	~~0~~
~~East Wittering~~	~~0~~	Fishbourne	30
~~Funtington~~	~~0~~	~~Hunston~~	~~0~~
~~Itchenor~~	~~0~~	Kirdford	50
~~Lavant~~	~~0~~	~~Loxwood*~~	~~0~~

~~Lynchmere~~	~~0~~	North Mundham	50
~~Oving*~~	~~0~~	Plaistow and Ifold	25
~~Selsey~~	~~0~~	~~Sidlesham~~	~~0~~
~~Southbourne*~~	~~0~~	~~Tangmere*~~	~~0~~
~~West Wittering~~	~~0~~	Westbourne	30
~~Westhampnett*~~	~~0~~	Wisborough Green	75
		Total	**310**

~~If draft neighbourhood plans making provision for at least the minimum housing numbers of the relevant area have not made demonstrable progress the council will allocate sites for development within a development plan document in order to meet the requirements of this Local Plan.~~

In order to demonstrate the 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).

New table

Add new Table:

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

Parish	Housing Requirement (gross)	Extant Permissions as at 31st January 2025	Housing requirement (net) as at 31st 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

Para 5.9

Amend paragraph:

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 the~~ **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).

Para 5.10

Delete paragraph. Text moved to preceding supporting text.

~~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. Developments of 6 or more dwellings will be counted against the parish housing requirements. Developments of less than 6 dwellings will not count against the parish housing requirements as they are already taken into consideration in an allowance made for future delivery from windfall small sites.~~

Longer Term Growth Requirements

MM34	Para 5.12	*Amend paragraph:* In order to be in a position to update this Local Plan ~~within the next five years~~ the **c**~~C~~ouncil 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 as in what national, regional, sub-regional and plan area strategic planning context any future reviews of this plan maybe undertaken.
	Para 5.13	*Amend paragraph:* 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 **c**~~C~~ouncil will continue to work bilaterally with neighbouring authorities in seeking to find cross boundary strategic solutions to future growth requirements.
Policy H4 Affordable Housing		
MM35	Policy H4	*Amend criterion 2,3.* *Policy Text Update:* 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 a**n equivalent** financial contribution for the provision of affordable dwellings as a commuted sum[33]. 3. Where the affordable housing calculation results in fractions of homes, the fraction will be sought as a**n equivalent** commuted sum ~~using the calculation set out in Appendix I~~; 4. Where the affordable housing requirement causes a proposal to be financially unviable, developers must assess the below options in order of preference: 1. Establish if any public subsidy is available to deliver a policy compliant mix; 2. Alter the tenure mix within the affordable housing percentage required by the policy; 3. Reduce the overall percentage of housing provided as affordable units; 4. 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 • 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. [33] See website for information about calculation of commuted sum.
Policy H6 Custom and/or Self Build Homes		
MM36	Policy H6	*Amend % requirement.* *Amend 2nd paragraph.* *New final paragraph, footnote 47 from policy A8.* *Policy Text Update:* <u>Policy H6 Custom and/or Self Build Homes</u> New sites over 200 units which are allocated in the Local Plan will be required to provide self and custom build serviced plots[35] as set out in the relevant site-specific allocation policies. **<u>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</u>**, ~~In all other instances 2~~ **5**% of market units provided ~~on strategic scale housing sites~~ 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.
Policy H7 Rural and First Homes Exception Sites		
MM37	Para 5.31	*Amend paragraph:* 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**, ~~this policy~~ a 'local connection' is set out in the rural allocations policy contained in the council's allocations scheme[xx]. **For first homes exceptions sites, guidance on First Homes is available through the council's Housing team[xx].** [xx] **https://www.chichester.gov.uk/applyhousingregister** [xx] **https://www.chichester.gov.uk/housingtobuy#firsthomes**
	Para 5.34	*Amend paragraph:* 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 ~~only~~ 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**. ~~However, t~~**T**he 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.
	Para 5.37	*Amend paragraph:* 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.~~, or for large scale development of over 30 homes.~~
	Para 5.38	*Amend paragraph:* The scale of the development should be ~~appropriate~~ **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.** ~~defined in the NPPF as not larger than one hectare, or exceeding 5% of the size of the existing settlement~~. In assessing this, account will also be taken of extant unimplemented permissions in the settlement. Proposals should be of a high standard of design and environmental sustainability, and respect the form, scale and character of the surrounding settlements and countryside.
	Para 5.39	*Delete paragraph:* ~~The council's Planning Obligations and Affordable Housing SPD provides further information on the provision of exception site housing.~~
	Policy H7	*Amend criterion 1.* *Delete criterion 2.* *Amend criterion 4.* *Amend paragraph 2.* *Change criterion numbers 8-12 to letters.* *New criterion e.* *Amend criterion 12.* *Amend final paragraph.* *Policy Text Update:*

		Policy H7 Rural and First Homes Exception Sites Proposals for affordable housing on rural exception sites will be supported where all of the following criteria are met: 1. There is an identified local housing need which cannot be met by existing, **allocated** or ~~future~~ **permitted** affordable housing provision; ~~2. Proposals for rural exception sites are for up to 30 dwellings;~~ **2.** ~~3.~~ The number, size, type and tenure of affordable homes should be based on robust and up to date evidence of local need; **3.** ~~4.~~ Occupiers can demonstrate a local connection; ~~to the parish in the first instance, and the immediately surrounding parishes in the second instance~~; **4.** ~~5.~~ The homes will remain affordable in perpetuity; **5.** ~~6.~~ 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 **6.** ~~7.~~ 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. ~~In addition to the requirements above, proposals~~ **Proposals** for first homes exception sites, except in designated rural areas, will be supported where all of the following criteria are met: **a)** ~~8.~~ The site delivers primarily first homes; **b)** ~~9.~~ There is a need for first homes which is not being met elsewhere in the plan area; **c)** ~~10.~~ The homes will remain first homes in perpetuity; **d)** ~~11.~~ The first homes provided are occupied by first-time buyers who meet the local connection test; ~~and~~ **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)** ~~12.~~ The ~~size of the site~~ **scale of the proposal** is proportionate to the size of the existing settlement to which it is adajcent, reflects the landscape character of the area and would be well related to the settlement. Applications for ~~first homes~~ 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.
Policy H8 Specialist Housing		
MM38	Para 5.43	*Amend paragraph:* **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.
	Policy H8	*Amend title.* *Amend criterion 1.* *Policy Text Update:* Policy H8 Specialist **Housing** ~~accommodation for older people and those with specialised needs~~ 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[37], 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.

[37]Those meeting the essential local worker definition as set out in the NPPF

Policy H10 Accessible and Adaptable Homes

MM39 — Policy H10

Amend criterion a.

Policy Text Update:

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)[38]

Where it is not possible to provide dwellings at M4(3) Building Standards on site, an equivalent off-site contribution should be provided[39].

[38] Building Regulations 2010 Approved Document M - Access to and use of buildings (or subsequent updates)
[39] See website for information about calculation of commuted sum.

Policy H11 Meeting Gypsy and Traveller and Travelling Showpeoples' Needs

MM40 — Para 5.60

Amend paragraph:

The Government's Planning Policy for Traveller Sites (PPTS 20**24**~~15~~) 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 ~~2015~~ **was** updated **in 2023 and then again in 2024, to the effect that** the definition of travellers for planning purposes **now includes again** ~~to no longer include~~ 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.** ~~However, the needs of all travellers still have to be met in an appropriate manner.~~

Para 5.61

Amend paragraph:

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

	2024 - 29[40]	2029 – 34	2034 – ~~20~~39	Total

Households who meet the PPTS **2023** definition[41]	~~90~~ **95**	17	~~17~~ **18**	~~124~~ **130**
Households whose status is unknown but may meet the **PPTS 2023** definition	~~3~~ **2**	1	~~2~~ **1**	~~6~~ **4**
People living in caravans but established in the GTAA as not meeting the **PPTS 2023** definition.	~~20~~ **16**	4	4	~~28~~ **24**

[40] This includes the figure from the base date of the GTAA, which is 2022, so this period is effectively a 7 year period.
[41] This category includes a proportion of the undetermined need (**68**~~30~~%), as per the methodology used by the consultants who produced the GTAA.

Table 5.2 Additional plot provision required in the plan area to accommodate travelling showpeople

	2024 – 29	2029 – 34	2034 – 2039	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

Para 5.62

Amend paragraph:

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. ~~The council will also consider allocating additional pitches via the forthcoming Allocations DPD.~~

New para

New paragraph after paragraph 5.66:

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

Delete 2nd bullet.
Amend paragraph 3,4,6,7.
New paragraph. Footnote moved into policy.

Policy Text Update:

Policy H11 Meeting Gypsy and Traveller 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:

- ~~124~~ **130** additional permanent residential gypsy and traveller pitches (for those who meet the **PPTS 2023** definition) of which ~~90~~ **95** pitches are required before 2029;
- ~~34 additional pitches will be needed for those who don't meet the definition; and~~
- 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[42] **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. ~~Where there is a shortfall in provision, sites will be allocated within a Site Allocation DPD~~. 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 Nationally Designated Habitats), and Policy NE7 (Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast SPAs, and Medmerry Compensatory Habitat).** [42] ~~For at least 12 months~~
Policy H12 Intensification sites		
MM41	Policy H12	*Amend paragraph 1.* *Amend bullets 6, 7.* *Policy Text Update:* 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 I 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** ~~have~~ been granted planning permission at the time of the **Pitch Deliverability Capacity Assessment in December 2022** ~~adoption of the Local Plan~~. • 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.
Policy H13 Accommodation for Gypsies, Travellers and Travelling Showpeople		
MM42	Policy H13	*Move footnote 43 to new paragraph in policy text.* *Policy Text Update:* Policy H13 Accommodation for Gypsies, Travellers and Travelling Showpeople Proposals for new sites, or for the intensification or expansion of existing authorised sites[43], 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.** [43] ~~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.~~
Policy H14 Gypsy and Traveller and Travelling Showpeople site design policy		
MM43	New para	*New paragraph after paragraph 5.77:* **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.**
	New para	*2nd new paragraph after 5.77:*

		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		*Amend criterion a.* *Policy Text Update:* 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: a) 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** ~~compliant with~~ 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; b) 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; c) 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; d) 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; e) 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; f) The design should ensure that the site appears as an open community integrated with its surroundings; and g) 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		
Policy P1 Design Principles		
MM44	Policy P1	*Amend paragraph 1.* *Amend paragraph 2, criterion 2.* *Amend paragraph 3, criterion A.* *Policy Text Update:* Policy P1 Design Principles All development shall achieve a high design quality, ~~consistent with the ten characteristics set out in the National Design Guide (or any subsequent amendments)~~ **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:** 1. Context: enhances the surroundings 2. Identity: attractive and distinctive

		3. Built form: a coherent pattern of development 4. Movement: accessible and easy to move around 5. Nature: enhanced and optimised 6. Public spaces: safe, social and inclusive 7. Uses: mixed and integrated 8. Homes and Buildings: functional, healthy and sustainable 9. Resources: efficient and resilient 10. 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.** Consistency must also be achieved with the following: 1. 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. 2. All Design and Access statements submitted in support of applications shall clearly explain how the proposed development ~~delivers all of the above principles~~ **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. **Proposals for new residential and commercial development, including replacement dwellings** ~~All development proposals~~ 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
Policy P5 Spaces and Landscaping		
MM45	Para 6.20	*Amend paragraph:* 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, ~~and~~ more durable **or natural** approaches, **such as planting, railing or masonry.**
	Para 6.23	*Amend paragraph:* 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** ~~sustainable drainage and biodiversity functions~~. Within external spaces and landscaping this could include, for example, ~~seeking and optimising opportunities for shade and~~ green infrastructure **such as trees to provide solar shading and cooling via transpiration, or** ~~and~~ sustainable drainage systems~~, that whilst~~**. Whilst** being functional, **these features** are designed to **be attractive and** contribute ~~an attractive feature and~~ **a** recreational function to the scheme.
	Policy P5	*Amend criterion 2,8,9,10.* *Delete criterion 7.*

		Policy Text Update: 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 ~~or poorly lit~~ 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. Uses permeable materials for proposed and replacement hard surfacing or ensures surfacing can drain to sufficient adjoining permeable land within the site;~~ 7. ~~8.~~ 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. ~~9.~~ Proposals should contribute positively to ~~connecting existing~~ green infrastructure **networks, connecting existing green and blue infrastructure assets and spaces**, ~~corridors~~ and seek**ing** to create new ones; 9. ~~10.~~ Exploit opportunities for appropriate new tree planting, including street trees, which enhance the public realm and where possible are positioned to provide additional ~~solar shading~~ benefits, **such as solar shading and cooling**, to both external and internal spaces; 10. ~~11.~~ 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. ~~12.~~ 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.
Policy P6 Amenity		
MM46	New para	*Move text from policy text to new paragraph and reconfigure:* **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.**
	Policy P6	*Amend housing space standards paragraphs.* *Delete final 2 paragraphs, moved to supporting text.* *Policy Text Update:* 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. All development shall ensure that it:

1. Provides all potential users with an acceptable level of amenity; and
2. Does not have an unacceptable impact on the amenity of the users of other buildings and spaces.

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

~~In the following cases, the gross internal floor area of~~ **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.

~~Built-in internal storage areas are included within the overall minimum gross internal areas. Garages, balconies, detached ancillary buildings and communal areas shared with other dwellings will not be considered to contribute towards meeting the minimum space standards.~~

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.

~~It will generally be expected that 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. Appropriate distances will be considered on an individual site and design basis considering aspects such as density, scale, height differences and site levels.~~

~~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.~~

Policy P9 The Historic Environment		
MM47	Para 6.52	*Amend paragraph:* 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.
	Policy P9	*Amend criterion 1,2,3,4,5.* *Policy Text Update:* 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 ~~given the highest level of protection and should be~~ conserved ~~and enhanced~~ in a manner appropriate to their significance. 2. **Identified** ~~Non-~~**non**-designated heritage assets will be ~~identified and~~ conserved ~~and enhanced~~ 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**.** ~~by approving proposals that contribute positively to their conservation.~~ 5. Development proposals involving **substantial harm to (or total loss of significance of)** **a designated heritage asset** ~~the demolition of listed buildings or substantial harm to a Conservation Area~~ will not be permitted unless it can be **justified in accordance with national and local policy.** ~~demonstrated that the loss or harm achieves substantial public benefits.~~
Policy P10 Listed Buildings		
MM48	Title	*Amend title:* **Listed Buildings and Scheduled Monuments**
	New para	*New paragraph after 6.65:* **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	*Amend title & criterion 1.* *New paragraphs.* *New criterion a-e.* *New paragraph.* *New Scheduled Monuments requirements.*

Policy Text Update:

Policy P10 Listed Buildings **and Scheduled Monuments**

Development affecting listed buildings will be supported where it:

1. Would **preserve** ~~conserve~~ and not harm**, or result in loss of the significance of the designated heritage asset, having particular regard to** ~~the~~ **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 ~~Total or substantial demolition 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.

~~will only be permitted in wholly exceptional circumstances, and where it meets the following criteria:~~

~~a) Clear and convincing evidence has been provided that viable alternative uses cannot be found and that some form of charitable or community ownership is not possible;~~
~~b) The structural condition of the building has severely deteriorated, through no fault of the owner / applicant for which detailed and comprehensive evidence can be submitted.~~

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** ~~where such proposals do not have an adverse impact on the character and appearance of the building~~.

The local planning authority will support proposals for alternative uses for listed buildings, **subject to meeting the criteria set out above** ~~which do not have an adverse impact on the character and appearance of the building~~ 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.

Policy P11 Conservation Areas

MM49	Para 6.69	*Amend text:* **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.
	Policy P11	*Remove numbering.* *Delete criterion A1, A2.* *Delete criterion B1,B2.* *Amend text.* *Policy Text Update:* Policy P11 Conservation Areas ~~A.~~ Development proposals affecting conservation areas will be permitted where they preserve or enhance the character or appearance of conservation areas. ~~by:~~ ~~1. 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;~~ ~~2. Protecting the setting (including views into and out of the area).~~ **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.** ~~B.~~ 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.** ~~will only be supported if:~~ ~~1. The structure proposed for demolition does not make a positive contribution to the character or appearance of the area;~~ ~~2. A suitable scheme for the reuse of the land forms part of the same application.~~
Policy P12 Non-Designated Heritage Assets		
MM50	New para	*New paragraph after 6.72:* **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.**
	Para 6.74	*Amend paragraph:* The identification of non-designated heritage assets ~~throughout the plan area~~ will be **justified by consistent assessment against selection criteria to determine heritage significance** ~~subject to change over time as more assets are identified~~**.** Proposals affecting **non-designated heritage assets** ~~buildings and structures~~ will be permitted where their **identified** architectural interest, **archaeological or** historic interest, **positive contribution to their rural or** townscape **setting, and/or external appearance** ~~value and rarity~~ are sustained or enhanced in accordance with established conservation best practice.

	Policy P12	*Delete criterion 1,2,3.* *New criterion 1 and 3.* *Policy Text Update:* Policy P12 Non-Designated Heritage Assets ~~1. The objectives of identifying non-designated heritage assets are to:~~ ~~a) Raise awareness of these assets and foster a greater appreciation of them;~~ ~~b) Sustain or enhance their significance, including their setting~~ ~~2. In order to be considered non-designated heritage assets, buildings, historic areas, street furniture and designed landscapes will be assessed against the following criteria:~~ ~~a) Buildings of high-quality traditional design, detailing and appearance which make good use of historic materials;~~ ~~b) Buildings which are good examples of vernacular or traditional types;~~ ~~c) Buildings which contribute towards their surroundings or street scene or have important local, historical or social associations.~~ 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.** ~~3. Applications for development which result in the loss of non-designated heritage assets will only be permitted where it can be demonstrated that the building or structure cannot be beneficially reused. Replacement structures will have to make an equal or better contribution to their surroundings than the building they replaced. There may be situations where the public benefit from the proposed development outweighs any proposed harm.~~ **2.** ~~4.~~ The council will require applicants for **development** proposals ~~which involve excavation or ground works~~ on sites **which include or have potential to include heritage assets with** ~~of~~ archaeological **interest** ~~potential~~ to: a) Submit an archaeological assessment ~~and evaluation of the site~~, 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 ~~a~~ public ~~display and~~ 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.**
Policy P13 Registered Parks and Gardens		
MM51	Policy P13	*New final paragraph.* *Policy Text Update:* 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.**
Policy P14 Green infrastructure		
MM52	Policy P14	*Amend paragraph 1.* *Amend criterion 2,4,5.* *Amend final paragraph.* *Policy Text Update:* Policy P14 Green infrastructure Proposals for **all** new ~~residential~~ development (excluding householder applications ~~and replacement dwellings~~) 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 ~~appropriate~~ **proportionate** to **the scale**, type and **wider** context of the development proposal, is integrated into the development design ~~and meets the needs of the communities within and beyond the site boundaries~~; 3. The proposals contribute to improving the health and well-being of the local and wider community; 4. The proposals maximise opportunities to **enhance and** link to **active travel** ~~cycling and walking~~ 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 ~~the~~ **existing** green infrastructure ~~network~~ **assets** will only be granted if they ~~can~~ incorporate **sufficient mitigation** measures ~~that sufficiently mitigate its effects~~ **to benefit the GI network's wider functions, connectivity, quality and/or extent.**
Policy P15 Open Space, Sport and Recreation		

MM53

Para 6.92

Amend paragraph:

~~The study also recommends standards for certain indoor sports facilities including sports halls, swimming pools, synthetic pitches, and health and fitness stations. The Local Plan seeks to ensure that existing facilities are protected and where needed positive improvements are achieved.~~ **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).**

Para 6.94

Table 6.1 – additional threshold added.
Table 6.2 –, average household size
Table 6.3 – amend text, additional typology added
Table 6.4 – amend title, deletion of rows, text amends.

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)**				

Table 6.2 shows the average household size, based on the 2011 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 2011)**
1 Bedroom	~~1.4~~ **1.3**
2 Bedroom	~~1.8~~ **1.9**
3 Bedroom	~~2.4~~ **2.3**
4+ Bedroom	2.8

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 ~~and Natural~~ Green Space (3)	~~1.0~~ **0.65** ha	600 metres or 12-13 minutes
Parks, **Sport** and Recreation Grounds (1)	1.2 ha	600 metres or 12-13 minutes ~~to local facilities, but by a 10 minute drive time for larger multifunctional facilities~~
Equipped Play Space (Children) (2)	0.0**7**5 ha	480 metres or 10 minutes
Equipped Play Space (Youth) (2)	0.0**7**5 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	~~2.6~~ **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.

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 ~~set out in hectares per 1000 population generated~~.

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
~~Swimming Pools - Based on 4 lane x 25m pool unit*~~	~~10.05 sqm; or 0.042 pools~~	~~Within 15 to 20 minutes~~
~~Sports Halls - Based on 4 x badminton court hall unit~~	~~0.26 courts; or 0.065 halls~~	~~Within 15 to 20 minutes~~
~~Health & Fitness - Based on individual stations (pay and play access)~~	~~5 stations, subject to viability~~	~~Within 20 minutes~~
Indoor sports facilities	**See the Indoor and Built Sport and Leisure Facility Needs Assessment**	**No standard set**
Small community halls*	~~1 venue for each settlement of 500 people.~~ **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.**	600 metres or 15 minutes straight line walk time, but 15 minutes drive-time might be acceptable in rural areas.

			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. ~~1 further venue for each additional 2,500 people but with flexibility of interpretation.~~ 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.** ~~The standard will be applied flexibly in liaison with the council 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.~~		
		~~* To be funded through CIL.~~ *** Sports Halls and Health and Fitness facilities can be provided in small community halls as local needs determine – so applied flexibly.**			
Policy P16 Health and Well-being					
MM54	Policy P16	*Delete criterion 1.* *Delete criterion 4.* *Delete number 6, to create paragraph.* *Amend threshold.* *Policy Text Update:* 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. For new housing, the provision of land or financial contributions from new development, where appropriate and viable, towards new or enhanced healthcare facilities where new housing results in a shortfall or worsening of provision; For new housing developments, the provision of land will be secured via S106 agreements. CIL contributions will be used to fund improvements to healthcare facilities as set out in the council's Infrastructure Business Plan (IBP).~~ 1. ~~2.~~ 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. ~~3.~~ 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). ~~4. Ensuring proposals demonstrate how they safely and conveniently connect to existing and future routes as set out in the most up to date council and WSCC Active Travel Strategies, to enable cycling and walking.~~ 3. ~~5.~~ 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. ~~6.~~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.
Policy P17 New and Existing Local and Community Facilities including Local Shops		
MM55	Policy P17	*Amend 2nd paragraph.* *Amend criterion a, c.* *Delete criterion d.* *Policy Text Update:* 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 ~~all of the following criteria have been addressed~~: a. ~~There is no longer a demand for the facility within the local area and that~~ The premises or land have been marketed ~~as set out~~ in **accordance with** Appendix C **and there is no longer a need or demand for the facility within the local area** ~~for a reasonable period of time~~; 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** ~~evidence is provided of a robust marketing campaign as specified~~ in **accordance with** Appendix C **and** ~~that clearly demonstrates~~ there is no **longer a** market demand for the existing use or an alternative community use ~~and;~~.

		d. ~~For community or publicly-owned or managed facilities, it can be robustly demonstrated there is no longer a need for the existing facility, or an equivalent community use.~~
Chapter 7: Employment and Economy		
Policy E1 Meeting Employment ~~Land~~ Needs		
MM56	Para 7.5	*Amend 1st bullet:* The Local Plan makes provision for the identified needs through a combination of different sources as outlined in the policy below. In addition to completions and pipeline supply, 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 2**0**~~2~~,**8**~~0~~00sqm 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.
	Para 7.8	*Amend paragraph:* In addition, provision is made **for flexible employment/leisure space within the neighbourhood centre at** ~~within some of~~ the new strategic site allocation~~s (Chidham and Hambrook and~~ Land East of Chichester **(A8**) ~~for flexible working space to be provided within local centres/community hub buildings,~~ and local provision will also be made through neighbourhood plans, and at the Southbourne Broad Location for Development.
	Policy E1	*Amend policy title.* *Delete table.* *Policy Text Update:* Policy E1 Meeting Employment ~~Land~~ Needs ~~To contribute towards sustainable economic growth, provision will be made for a net additional 108,000 to 115,000sqm of new floorspace for office, industrial and warehousing use, in addition to other employment-generating uses, through the following sources of supply:~~

~~**Category**~~		~~**Floorspace (m2)**~~
~~**Employment floorspace requirement for the full Plan period (1 April 2021 to 31 March 2039)**~~		
~~*Identified need from HEDNA*~~		~~108,000 to 115,000~~
~~**Identified sources of supply**~~		
~~Employment floorspace completions (1 April 2021 to 31 March 2022)~~		~~3,695~~
~~Floorspace supply (1 April 2022 to 31 March 2039)~~	~~Permissions~~	~~53,655~~
	~~Allocation in Site Allocations DPD 2014 - 2029~~	~~7,200~~
	~~Proposed allocations in this Plan (see Strategic Site Allocations Chapter)~~ ~~Brought forward from adopted plan (remaining employment space without permission):~~ ~~Land West of Chichester~~	~~22,000~~

~~Chichester Business Park~~	~~92~~
~~New allocations:~~ ~~Land South of Bognor Road~~	~~28,000~~
~~**Total supply for the full Plan period (1 April 2021 to 31 March 2039)**~~	~~114,652~~

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.

New table

Add new table:

Table XXX 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.**

Policy E2 Employment Development

MM57 | Policy E2

Amend 3rd paragraph.
Amend criterion 5.

Policy Text Update:

Policy E2 Employment Development

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:

1. There is no material increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to adversely impact occupants of nearby residential properties; and

2. 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
3. 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
4. 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
5. For **office developments** ~~class E(g)~~, 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** ~~it must be~~ demonstrat**ing**~~ed~~ ~~(in terms of the evidence requirements in Appendix C)~~ 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.**

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:
1. There is no material increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to 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
2. 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.

Policy E3 Addressing Horticultural Needs

MM58 — Para 7.22

Amend paragraph:

In considering the needs of the industry through the plan period, the findings of the Housing and Economic Development Needs Assessment 2020 (HEDNA) 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.

Para 7.24

Amend criterion ii:

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

i. Taking account of existing commitments (i.e. planning permission already granted), 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

ii. There is however, insufficient availability within HDAs to cover the forecast horticultural and ~~ancillary~~ **functionally-linked** development need. Land at the Runcton HDA is almost at capacity and the Runcton HDA boundary has therefore been reviewed. The HDA will be extended at its southern boundary to include a further ~~30~~ **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** ~~as~~ 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 the proposed deletions to the Runcton HDA boundary as shown on the policies map.

Para 7.25

Amend paragraph:

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

Policy E3

Change ancillary to functionally-linked.

Policy Text Update:

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** ~~ancillary~~ 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** ~~ancillary~~ development need within HDAs. Large scale horticultural and **functionally-linked** ~~ancillary~~ 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**~~30~~ 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** ~~ancillary~~ 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.

E4 Horticultural Development

MM59 — Para 7.29

Amend paragraph:

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. ~~The council considers that the HDAs should~~

		~~remain available for growing and packing horticultural products and other processes directly related to their production. These other processes are classed as "ancillary development".~~
	New Para	*New paragraph after 7.29:* **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).**
	Para 7.30	*Amend paragraph:* 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.
	Para 7.33	*Amend paragraph:* 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. ~~This may need to be substantiated with evidence such as an enquiry log including how it was followed up and why it was unsuccessful i.e. whether the marketing price was realistic.~~
	Policy E4	*Amend 2nd paragraph.* *Insert new criterion 1, 2.* *Amend criterion 5,6,9,11* *Policy Text Update:* 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** ~~ancillary~~ development where it can be demonstrated that ~~the following criteria (1-10) have been met~~: **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 are 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. ~~1.~~ There is no significant adverse increase in noise levels resulting from machinery usage, vehicle movement, or other activity on the site, which would be likely to unacceptably disturb occupants of nearby noise sensitive properties or the environment, including wildlife, or be likely to cause unacceptable harm to the enjoyment of the countryside; 4. ~~2.~~ The proposal does not generate unacceptable levels of soil, water, odour or air pollution and there is no significant adverse impact resulting from artificial lighting on the occupants of nearby sensitive properties or the environment, or on the overall landscape generally; 5. ~~3.~~ New planting is sufficient to benefit an improvement to the landscape and increases the potential for screening; 6. ~~4.~~ Adequate vehicular access arrangements exist or will be provided from the site to the road network to safely accommodate vehicle movements without detriment to highway safety or result in unacceptable harm to residential amenity; 7. ~~5.~~ The height and bulk of development, either individually or cumulatively, does not **have a significant adverse effect upon** ~~damage~~ the character or appearance of the surrounding countryside, **landscape or setting of the South Downs National Park** 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. ~~6.~~ It can be demonstrated that adequate water resources are available or can be provided and appropriate water efficiency measures are included; and 9. ~~7.~~ Acceptable surface water drainage capacity exists or can be provided as part of the development including sustainable drainage systems or water retention areas; 10. ~~8.~~ 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. ~~9.~~ 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. ~~10.~~ 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** ~~ancillary~~ 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 (1-8) as well as the additional criteria (9-12) below: 13. ~~11.~~ **The development is for horticultural purposes or purposes functionally-linked to horticulture**, ~~There is a horticultural justification for the development,~~ and it can be demonstrated that the proposal cannot be accommodated within **an** existing HDA~~s~~; 14. ~~12.~~ The land is sufficiently well drained, level and of a quality to be suitable for horticultural development; 15. ~~13.~~ Necessary infrastructure and services are available or will be provided; and 16. ~~14.~~ Long views across substantially open land are retained. Planning applications for horticultural and **functionally-linked** ~~ancillary~~ 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.
Policy E8 Built Tourist and Leisure Development		
MM60	Policy E8	*Amend criterion 2.* *New paragraph 4.* *Policy Text Update:* Policy E8 Built Tourist and Leisure Development

		Development proposals for tourism and leisure development, including tourist accommodation, will be granted within or immediately adjoining the defined settlement boundaries of Chichester city or the settlement hubs where it can be demonstrated that all the following criteria have been met: 1. It is sensitively designed to maintain the character of the area and amenities of existing occupiers; 2. 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 Harbour, Pagham Harbour, Medmerry Compensatory Habitat and other designated sites; 3. It provides a high-quality attraction or accommodation; and 4. It encourages an extended tourist season. 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: 1. It can be demonstrated that the scale and use is appropriate to the location and that a demand exists for the facility; and 2. Where proposals seek permission for new buildings, that the development cannot be accommodated elsewhere, including through the re-use, and expansion, of existing buildings in the locality, 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. ~~Evidence will be required as set out in Appendix C.~~ **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 Nationally Designated Habitats), and Policy NE7 (Development and Disturbance of Birds in Chichester, Langstone and Pagham Harbours and Solent and Dorset Coast SPAs, and Medmerry Compensatory Habitat).
Policy E9 Caravan and Camping Sites		
MM61	Policy E9	*New criterion after 5.* *Amend criterion 8.* *New paragraph.* *Policy Text Update:* 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 Harbour, Pagham Harbour, Medmerry Compensatory Habitat and other designated sites; 7. ~~6.~~ They are located so as to avoid areas at greatest risk of flooding; and 8. ~~7.~~ 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. ~~8.~~ Whether the accommodation is within an area at risk of flooding ~~as defined by the Environment Agency~~; 10. ~~9.~~ 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. ~~10.~~ 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. ~~Evidence will be required as set out in Appendix C.~~ **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.**
Chapter 8: Transport and Accessibility		
Policy T1 Transport Infrastructure		
MM62	Para 8.5	*Amend paragraph:* In 2021, National Highways confirmed that the A27 Chichester By-Pass 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).** ~~However, at~~ **At** this stage, funding is not guaranteed and its inclusion or otherwise in the final ~~RIS3~~ **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.
	Para 8.7	*Amend paragraph:* 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.
	Para 8.9	*Amend paragraph:*

	These ~~three~~ **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.
Para 8.10	*Amend paragraph:* 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~~ **the evidence** studies **that have informed potential mitigation proposals for** ~~have identified that a number of potential highway improvements will be required to mitigate the impact of the~~ development ~~now planned~~ in this Local Plan**,** particularly in relation to junction improvements on the A27 Chichester Bypass, as set out above. ~~There will also likely be a need to supplement physical highway improvements with sustainable transport initiatives.~~ The council ~~has~~ **is working** ~~worked~~ 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 ~~the~~ **a** 'monitor and manage' approach to mitigate projected traffic impacts resulting from new housing and other development over the Plan period.
New para	*New paragraph after 8.10:* **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.**
New para	*2nd new paragraph after 8.10:* **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.**
New para	*3rd new paragraph after 8.10:* **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.**
New para	*4th new paragraph after 8.10:* **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.**

Para 8.11	*Delete paragraph 8.11 and table:* ~~The schemes that are recommended to be provided within the Local Plan period, via developer contributions arising from housing growth, subject to the ongoing monitor and manage processes and funding are:~~ ~~A27 junction improvements:~~ ~~• Fishbourne Road roundabout and Terminus Road Link (A259)~~ ~~• Bognor Road Roundabout and Vinnetrow Road Link (A259)~~ ~~Local Schemes~~ ~~• Various local transport schemes identified within the WSCC Local Transport Plan~~ ~~• Other schemes forthcoming during the Local Transport Plan period~~ ~~• Travel demand management measures~~
Para 8.12	*Amend paragraph:* **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.** ~~This is 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.~~ 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. ~~The reason for this approach is that the full cost of the A27 junction improvements cannot be funded through contributions from new development alone and no additional funding sources have been identified. Fishbourne Roundabout with the Terminus Road Link is estimated at between £9.5 and £12.9 million, and Bognor Road Roundabout with the Vinnetrow Road Link is estimated at between £19.4 and £30.4 million.~~ **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.**
Para 8.13	*Amend paragraph, add text from paragraph 8.14:* **As part** ~~To oversee the delivery~~ of the monitor and manage process a ~~Traffic~~ **Transport** ~~and~~ Infrastructure Management Group (TIMG) has been ~~will be~~ set up, **which includes** ~~consisting of~~ representatives from Chichester District Council, West Sussex County Council and National Highways **to develop the new evidence base which will better reflect** ~~8.14~~ ~~Whilst is it recognised that based on the~~ current **travel patterns, update forecasts of future transport needs and identify a coordinated and** ~~forecasting, junction improvements are also required at Stockbridge Roundabout and Whyke Roundabout, the provisional mitigation schemes (converting the roundabouts to signalised crossroads) would ban right turn movements from the A27 to Chichester and the Manhood Peninsula. This would then trigger the requirement for the Stockbridge Link Road mitigation scheme, in order to replace right turn movements onto the Manhood Peninsula. This~~ **viable** package of **transport** ~~works would be between £57.23 and £82.79 million to deliver in full and would not be capable of being funded by development contributions alone. There have not been any external sources of funding identified that would be able to deliver the scheme. This, combined with concerns about the deliverability of the Link Road, means that it is unable to be delivered as part of the Local Plan mitigation~~ measures **to support the Plan.** ~~However, if during the monitor and manage process, it is found that any alternate scheme could remove the need for the restricted movements, then these will be assessed by the TIMG and will inform any further review of the Plan.~~
Para 8.14	*Delete paragraph, text moved to above paragraph:* ~~Whilst is it recognised that based on the current forecasting, junction improvements are also required at Stockbridge Roundabout and Whyke Roundabout, the provisional mitigation schemes (converting the roundabouts to signalised crossroads) would ban right turn movements from the A27 to Chichester and the Manhood Peninsula. This would then trigger the requirement for the Stockbridge Link Road mitigation scheme, in order to replace right turn movements onto the Manhood Peninsula. This package of works would be between £57.23 and £82.79 million to deliver in full and would not be capable of being funded by development contributions alone. There have not been any external sources of funding identified that would be able to deliver the scheme. This, combined with concerns about the deliverability of the Link Road, means that it is unable to be delivered as part of the Local Plan mitigation measures. However, if during the monitor and manage process, it is found that any alternate scheme could remove the need for the restricted movements, then these will be assessed by the TIMG and will inform any further review of the Plan.~~
Para 8.15	*Delete paragraph:*

	~~In terms of the Portfield junction, the roundabout has had improvements implemented and there is an 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.~~
Para 8.16	*Amend paragraph:* ~~These~~ **The sustainable transport initiatives and** highway improvement schemes ~~alongside a~~ **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.
Para 8.17	*Amend paragraph:* 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	*Policy Text Update:* 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 ~~Traffic~~ **Transport** ~~and~~ 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** ~~reducing~~ the need to travel by car; • Enabling access to sustainable means of travel, including public transport, walking and cycling; • Managing travel demand; and • Mitigating the impacts of travel by car. 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 ~~p~~**P**lan; 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** ~~improvements to junctions on the A27 Chichester Bypass along with other small-scale~~ 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** ~~road capacity~~ **strategic and local roads** ~~reduce traffic congestion~~, 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~~, in accordance with the per dwelling contribution as set out in paragraphs 8.20 to 8.21~~. 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~~23~~) to ensure that the A27 improvements can be delivered, unless it can be demonstrated that ~~they are~~ **safeguarding is** no longer required: • A259 Cathedral Way/ Terminus Road Link • A259 Bognor Road/ Vinnetrow Road Link
The mitigation package		
MM63	Para 8.18	*New subheading, amend paragraph:* ***The mitigation package*** 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.** ~~road capacity, reduce traffic congestion and improve safety.~~
	Para 8.19	*Amend paragraph:* The Transport Study (2023**4**) identified an indicative package of measures for the Fishbourne Roundabout costing **up to** ~~between £9,520,000 and~~ £12,900,000 and the Bognor Road Roundabout costing ~~between~~ ~~£19,390,000 and~~ **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.**
	New para	*New paragraph after 8.19:* **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.**
	New para	*New subheading, 2nd new paragraph after 8.19:* ***Viability*** **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.**
	New para	*New subheading, 3rd new paragraph after 8.19:*

		Monitoring **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.**
	Para 8.20	*Delete paragraph and table:* ~~This sum will be met from financial contributions provided by the outstanding housing developments proposed in the Local Plan as set out below:~~ ~~**A27 Mitigation contributions**~~ ~~Strategic development locations carried forward from 2015 Local Plan (without planning permission as at November 2022)~~ ~~• West of Chichester SDL – Phase 2 = £1,803 per dwelling~~ ~~• Tangmere SDL = £5,914 per dwelling~~ ~~All other housing development where there is a net increase in dwelling numbers, on the basis of the formula below, to be applied at the time of granting any permission:~~ ~~Estimated cost of A27 works to Fishbourne Roundabout and Bognor Road Roundabout~~ → ~~Less contributions secured through committed (permitted) development~~ → ~~Divided by remaining supply to be permitted in southern Plan Area~~ → ~~Equals contribution per dwelling (net increase)~~
	Para 8.21	*Delete paragraph:* ~~A worked example of the contribution to be calculated for 'all other housing development' is provided below:~~ ~~Estimated cost of works to Fishbourne Roundabout and Bognor Road Roundabout = £27,442,593 (higher cost of works £43,320,000 – receipts from committed development £15,877,407)~~ ~~Supply of new dwellings in the south of the plan area up to 2039 = 3,551 dwellings~~ ~~Per dwelling contribution = £27,442,593/ 3,551 = £7,728~~
	Para 8.22	*Delete paragraph:* ~~The 'estimated cost of A27 works to Fishbourne Roundabout and Bognor Road Roundabout' will be based upon the most up to date estimate (through the Monitor and Manage process) at the time of granting any permission, to take into account adjustment for inflation and any other material changes to the cost of those works. Contributions secured will be used either towards the identified junction infrastructure improvements, and/or other highway capacity improvements identified through the Monitor and Manage process.~~
Policy T2 Transport and Development		
MM64	Policy T2	*Amend criterion 1i,1j,2,3.* *New criterion 3d.* *Policy Text Update:*

		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 ~~accessing~~ **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 transport mitigation plan,~~ 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 ~~and Travel Plan~~. 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; ~~and~~ 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
Policy T3 Active Travel		
MM65	Policy T3	*Amend criterion 1.*

		Policy Text Update: Policy T3 Active Travel 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** ~~the safeguarding delivery of~~ 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 Walking and Cycling Strategy 2016-2026 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.
Chapter 9: Infrastructure		
Policy I1 Infrastructure Provision		
MM66	Policy I1	*Amend criterion iv, v,vii.* *Policy Text Update:* 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: (i) Make effective use of existing infrastructure, facilities, and services, including opportunities for co-location, sharing and multifunctional use of services and facilities; (ii) Provide for the on and off-site infrastructure, facilities and services required as a result of the development; (iii) 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.

		(iv) **Appropriate mitigation and adaptation measures should be made following a risk assessment to build in resilience for infrastructure over its lifetime to take account of the impacts of climate change** ~~Future-proof infrastructure provision to take account of the impacts of climate change~~ such as flooding events from heavy rainfall, rivers and rising sea levels, increased drought, sustained and high wind speeds and extremes of temperature and water scarcity; (v) To 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**; (vi) Agree a programme of delivery with the relevant infrastructure provider before development begins including coordination of financial and physical contributions; (vii) Ensure new development benefits from gigabit-capable broadband infrastructure **(where such facilities are locally available)** at the point of occupation; (viii) Improve accessibility to necessary facilities and services by sustainable travel modes from the outset.
Chapter 10: Strategic and Area Based Policies		
Policy A2 Chichester City – Strategic housing location		
MM67	Para 10.8	*Amend paragraph:* 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 ~~either~~ be identified ~~through a neighbourhood plan for the city which will identify potential development site(s) or~~ through the subsequent Site Allocation DPD.
	Policy A2	*Amend 1st paragraph.* *Amend criterion 1, 2.* *New criterion after 6.* *Amend criterion 12.* *2 New criterion.* *Policy Text Update:* 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 development in the Chichester Neighbourhood Plan~~ for **approximately** ~~a minimum of~~ 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 ~~In accordance with the National Design Guide and any design code or guidance adopted or approved which is relevant to the site~~; 2. ~~Subject to local evidence of need, p~~**P**rovide appropriate specialist housing needs (such as for older people or self/custom build) ~~either~~ in accordance with **local evidence of** need~~s already established or those identified as part of the process of producing a Neighbourhood Plan~~; 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, ~~including any determined through the process of preparing the 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 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. ~~7.~~ 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. ~~8.~~ Facilitate improved sustainable travel modes, and new improved cycle and pedestrian routes. 10. ~~9.~~ 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. ~~10.~~ 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. ~~11.~~ Provide for infrastructure and community facilities in accordance with the most recent Infrastructure Delivery Plan; 13. **~~12.~~ 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;** ~~Proposals for development within a Minerals Safeguarding Area will need to accord with Policy M9: Safeguarding Minerals of the West Sussex Joint Minerals Local Plan (or updated version). A Mineral Resource Assessment may be required prior to any development being consented, which addresses the relevant requirements set out in the West Sussex Joint Minerals Local Plan 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.**
Policy A3 Southern Gateway Development Principles		
MM68	Para 10.13	*Amend paragraph:* Relocation of the existing bus depot ~~is likely to~~ **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".**
	Para 10.16	*Amend paragraph:* 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. ~~However, given the location is within the city on primarily previously developed land, there is currently not expected to be a need to undertake a Minerals Resource Assessment to assess viable minerals resource that would require extraction prior to development.~~
	Policy A3	*Amend 2nd & 5th bullet.* *Additional 3 bullets.* *Policy Text Update:* 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 ~~in accordance with the National Design Guide and any design code or guidance adopted or approved which is relevant to the site~~. • 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		
MM69	Policy A4	*Amend 1st paragraph.* *Amend criterion 1, ,9.* *New criterion.* *Amend criterion 15.* *Policy Text Update:* Policy A4 Southern Gateway – Bus Station, Bus Deport 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 ~~and accord with the National Design Guide and any design code or guidance adopted or approved which is relevant to the site~~. 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 Route 2 and Route 88 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 ~~treatment~~ **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 most recent Infrastructure Delivery 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. ~~15.~~ **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.** ~~Proposals should have regard to the West Sussex Minerals Local Plan and associated guidance as the site is within a defined Minerals Safeguarding Area.~~
Policy A5 Southern Gateway – Police Field, Kingsham Road		
MM70	Policy A5	*Amend 1st paragraph.* *Amend criterion 1, 13, 14, 15* *New criterion* *Policy Text Update:* 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 p**~~P~~rovide **for** a high-quality form of development ~~to be designed and masterplanned in accordance with the National Design Guide and any design code or guidance adopted or approved which relevant to the site~~. 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 88;

		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** ~~treatment~~ capacity is available to accommodate the requirements resulting from this development. 14. Provide for infrastructure and community facilities in accordance with the most recent Infrastructure Delivery Plan. **15.** ~~Proposals should have regard to the West Sussex Minerals Plan and associated guidance as the site is within a defined 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.** 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.**
Policy A6 Land West of Chichester		
MM71	Para 10.19	*Amend paragraph:* 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.
	Para 10.20	*Amend paragraph:* Phase two would extend development on to the south-western part of the site. The agreed framework for phase two provides for up to 850 dwellings, informal and formal open space (including a further area of country park), expansion of the primary school for the further one form entry (1FE) of teaching accommodation **with nursery and SEND provision**, playing pitches ~~and pavillion~~, 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.
	Para 10.21	*Additional bullet after 9th:* *Amend 10th bullet:* 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** ~~below current rates, and reducing the risk of flooding to residential areas downstream~~; • 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	*Amend 2nd, 3rd bullets.* *Amend criterion 11,12b, 14,15* *Policy Text Update:* 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 in accordance with Policy NE5 (Biodiversity and Biodiversity Net Gain), and protect and enhance the setting of Brand 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; and 14. ~~Demonstrate capacity of sewer network to accommodate the conveyance and treatment of wastewater (to strict environment standards) from the proposed development~~ **Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards**; 15. ~~Occupation of the development will be phased to align with the delivery of wastewater infrastructure.~~ 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 for the development should have regard to the West Sussex County Council Minerals Safeguarding Area and associated guidance.
Policy A7 Land at Shopwhyke (Oving Parish)		
MM72	Para 10.26	*Amend final bullet:* 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	*Amend criterion 12.* *Policy Text Update:* Policy A7 Land at Shopwhyke (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. Demonstration 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
Policy A8 Land East of Chichester		
MM73	Para 10.35	*Amend bullet 2,:* 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 associated guidance, in relation to the site being within a defined Minerals Safeguarding Area and in close proximity to safeguarded waste sites.
	Policy A8	*Amend 1st bullet. Delete footnote now in Policy H6.* *Amend criterion 1, 4,6,7,12,.* *Policy Text Update:* <u>Policy A8 Land East of Chichester</u> Approximately 39 hectares of land at Land East of Chichester is allocated for a phased residential-led development comprising: • Development to include **<u>approximately</u>** 680 dwellings, including ~~ten~~ **<u>34</u>** suitable serviced plots[47] 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 ~~in accordance with the National Design Guide and any design code or guidance adopted or approved which is relevant to the site~~; 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 ~~and enhance~~ 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, a**<u>n appropriate</u>** ~~substantial and effective~~ 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, **<u>Oving</u>** 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 most recent Infrastructure Delivery 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 Safeguarding Guidance, to assess whether the land contains economically viable minerals that would require extraction prior to development to avoid permanent sterilisation[48]. 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[49] ~~XX 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~~ [48] Guidance on the application of the Joint Minerals Local Plan and Waste Local Plan safeguarding policies is available in the West Sussex County Council Minerals and Waste Safeguarding Guidance.
Policy A10 Land at Maudlin Farm		
MM74	Para 10.41	*Amend final bullet:* 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 the need for 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.** ~~The site is within a Minerals Safeguarding Area and in line with the adopted West Sussex Joint Minerals Local Plan, a Minerals Resource Assessment may be required to assess if the land contains a mineral resource that would require extraction prior to development.~~
	Policy A10	*Amend 1st bullet.* *Amend criterion 1, 5, 7,,14.* *New criterion 13.*

Policy Text Update:

Policy A10 Land at Maudlin Farm

Land at Maudlin Farm is allocated for the development of:

- **Approximately** 265 dwellings, including ~~4~~ **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 p**~~P~~rovide 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. ~~Development should accord with the National Design Guide and any design code or guidance adopted or approved which is relevant to the site~~;
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 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 ~~and, subject to further assessment, a secondary vehicle access from Dairy Lane~~. The development should 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;
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.** ~~Demonstrate that development would not have an adverse impact on the significance of nearby heritage assets or their setting~~;
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. ~~13.~~ Provide for infrastructure and community facilities in accordance with the Infrastructure Delivery Plan.
15. ~~14.~~ **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**

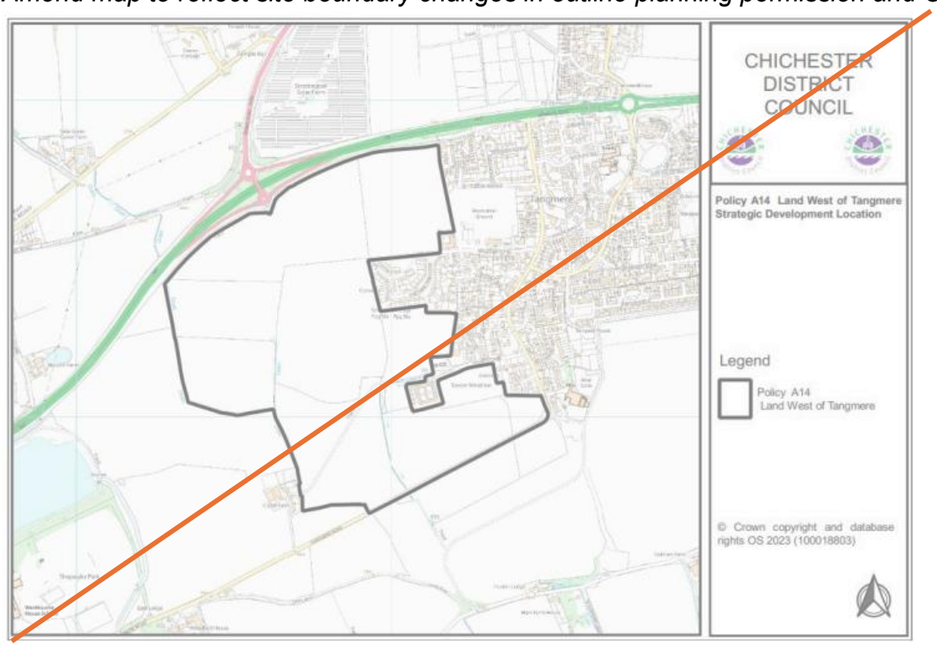
		permanent sterilisation. ~~Address the provisions of the West Sussex Minerals Plan and associated guidance in relation to the site being within a defined Minerals Safeguarding Area.~~
Policy A11 Highgrove Farm, Bosham		
MM75	Para 10.43	*Move text from paragraph 10.44.* *Amend text:* The Local Plan sets 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.**
	Para 10.44	*Delete text. Move to previous paragraph.* The proposed site is bounded to the south by the A259, to the north by the railway line, and to the west by the built-up area of Bosham. To the east of the site are farm buildings and open countryside. ~~The site comprises approximately 13 hectares of flat, open agricultural land and lies adjacent to the site previously allocated in Policy BO1 of the adopted Site Allocation DPD 2014 - 2029 for 50 dwellings.~~ 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.
	Policy A11	*Amend 1st bullet.* *Amend criterion 1, 4.* *Policy Text Update:* Policy A11 Highgrove Farm, Bosham Approximately 13 hectares of land at Highgrove Farm, Bosham is allocated for a residential-led development comprising: • **Approximately** ~~A minimum of~~ 245 dwellings, including ~~4~~ **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 ~~in accordance with the National Design Guide and any design code or guidance adopted or approved which is relevant to the site~~; 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.

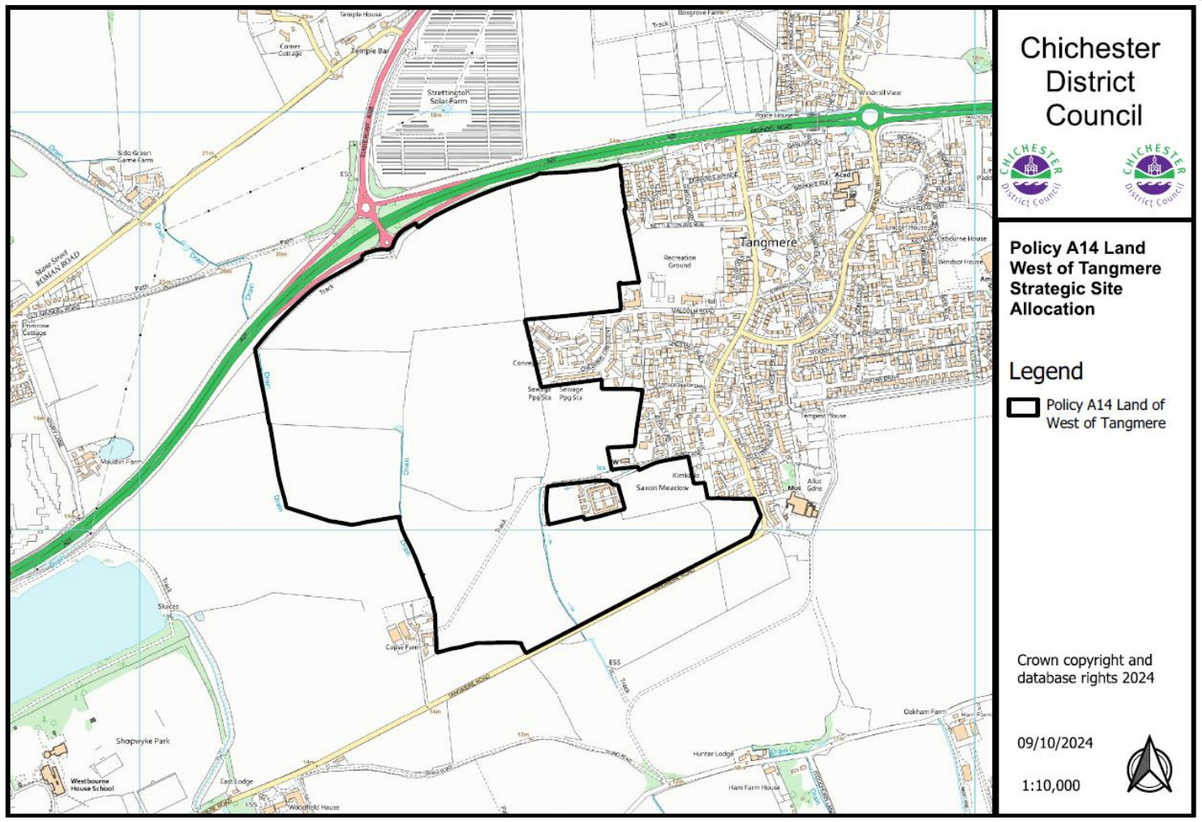
		6. Ensure that the design and layout avoids harm to protected species and existing important habitats features within, and in the vicinity of, the site, and provides the required level of biodiversity net gain, and facilitates the creation of high levels of habitat connectivity within the site and to 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 most recent Infrastructure Delivery Plan.
Policy A12 Chidham and Hambrook		
MM76	Para 10.48	*Amend paragraph:* 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.** ~~together with improved community facilities including recreation, open space, allotments and a convenience store. Financial contributions will also be required towards provision of early year and school places in the area. Chidham and Hambrook Parish Council is preparing a revised neighbourhood plan for the parish which will identify potential development site(s) and the council will work closely with the parish council in the neighbourhood planning process.~~
	Policy A12	*Amend paragraph 1.* *Amend criterion 1,2,4,6,,13.* *New criterion 14.* *Policy Text Update:* 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** ~~Land~~ will be allocated for development in the revised Chidham and Hambrook Neighbourhood Plan **to ensure that** ~~for a minimum of~~ **approximately** 300 dwellings **would be provided in the plan period, along with** ~~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~~, in accordance with the National Design Guide and any design code or guidance adopted or approved which is relevant to the site~~; 2. ~~Subject to local evidence of need, p~~**P**rovide appropriate specialist housing needs (such as for older people or self/custom build) ~~either~~ in accordance with **local evidence of** need~~s already established or those identified as part of the process of producing a Neighbourhood Plan~~; 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**, ~~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 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. ~~Successfully mitigate potential impacts~~ **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 most recent Infrastructure Delivery Plan; 13. ~~Proposals for development within a Minerals Safeguarding Area will need to accord with Policy M9: Safeguarding Minerals of the West Sussex Joint Minerals Local Plan (or updated version). A Mineral Resource Assessment may be required prior to any development being consented, which addresses the relevant requirements set out in the West Sussex Joint Minerals Local Plan.~~ **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**
Policy A13 Southbourne Broad Location for Development		
MM77	Para 10.52	*Amend paragraph:* 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.
	Para 10.56	*Amend bullets 3,6,7* 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 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.**
Policy A13	*Amend paragraph 1.* *Amend criterion 1, 5,,9,10,14,16.* *New criterion 17.* *Policy Text Update:* 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.** ~~Provision will be made for a mixed use development within the broad location for development at Southbourne, as shown on the Key Diagram. Land within the broad location will be masterplanned and developed as a whole to provide 1,050 dwellings, local employment opportunities and supporting community uses and facilities.~~ 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** ~~a future Site Allocation~~ Development Plan Document ~~or revised Southbourne Neighbourhood Plan~~. 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** ~~16~~ 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 most up to date Infrastructure Delivery 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. ~~Provide mitigation to ensure the avoidance of~~ **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;** ~~Demonstrate that development would not have an adverse impact on the significance of heritage assets or 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. ~~Consider the Minerals Safeguarding Area and in line with the West Sussex Joint Minerals Local Plan, a minerals resource assessment may be required to assess if the land contains a mineral resource that would require extraction prior to development[50]. Account should also be taken of the West Sussex Waste Local Plan and associated guidance in relation to safeguarding policy W2~~ **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
Policy A14 Land West of Tangmere		
MM78	Policy A14	*Amend criterion 3, 10* *Policy Text Update:* 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** ~~Incorporate new or expanded community facilities, including transforming the existing village centre into a new 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) ~~and the World War II airfield~~, 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	*Amend map to reflect site boundary changes in outline planning permission and Compulsory Purchase Order (2):* 



Policy A15 Loxwood		
MM79	Para 10.67	*Amend paragraph:* 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.
	Para 10.70	*New bullets 6,7* 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 NE15;**

		• **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		*Amend paragraph 1.* *Amend criterion 1,2.* *New criterion 11.* *Policy Text Update:* 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 ~~a minimum of~~ **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~~, in accordance with the National Design Guide and any design code or guidance adopted or approved which is relevant to the site~~; 2. ~~Subject to local evidence of need, p~~**P**rovide appropriate specialist housing needs (such as for older people or self/custom build) ~~either~~ in accordance with **local evidence of** need~~s already established or those identified as part of the process of producing a Neighbourhood Plan~~; 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 most recent Infrastructure Delivery 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.**
Policy A16 Goodwood Motor Circuit and Airfield		
MM80	New para	*New 1st paragraph:* **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 provide 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.**

	Para 10.71	*Amend paragraph:* **According to an independent study by the London School of Economics, during 2022[XX] 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[XX] Both** Goodwood **and Rolls-Royce are major local employers, directly and in the supply chain**. ~~Motor Circuit and Airfield represent significant leisure and tourism destinations within the plan area, particularly on occasions such as the Goodwood Revival and The Festival of Speed, where a significant number of visitors are attracted to the sites. The economic and cultural benefits afforded to the wider area from such events are well documented with research from the University of Brighton showing that the 2014 Festival of Speed brought in over £25 million to the area as well as a further £35.5 million turnover for the national economy[51]~~. [XX] Rolls-Royce Motor Cars Pressclub article 27.04.2023 [51] https://research.brighton.ac.uk/en/publications/economic-impact-of-the-goodwood-festival-of-speed
	Para 10.72	*Amend paragraph:* 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 ~~the existing legal~~ 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** ~~secured which impose noise control restrictions~~. 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 wind and rotary) are imposed**. The airfield operates in lines with the Government's General Aviation Handbook. 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.** 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.
	Policy A16	*Amend 1st paragraph.* *Amend criterion 2,3.* *New criterion 5.* *Delete final paragraph.* *Policy Text Update:* 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, ~~and~~ 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** ~~area~~ should be **conserved** ~~retained~~ and reinforced; 3. **Any** ~~The~~ 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. **<u>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.</u>** 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; ~~Any development proposals within the vicinity of the site must clearly demonstrate how the development would protect, and where possible enhance, the operation and heritage of the site as a motor-circuit and airfield.~~
Policy A17 Development within the vicinity of Goodwood Motor Circuit and Airfield		
MM81	Para 10.74	*Amend paragraph:* 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 **<u>or noise sensitive</u>** development.
	Para 10.75	*Amend paragraph:* *Split to create new paragraph:* 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 **<u>and does not otherwise compromise any provision of Policy A16.</u>**
	New para	*New paragraph split from paragraph 10.75. Amend paragraph:* The **<u>400m should not be interpreted as a distinct policy boundary as the</u>** 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. Any development proposals beyond the 400m buffer would need to accord with the provisions of Policy NE22 (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 **<u>detailed and focussed</u>** noise impact assessment is submitted to accompany any proposed development application, in order to demonstrate the aforementioned requirements are met.
	New para	*New paragraph:* **<u>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.</u>**
	Policy A17	*Amend paragraph 1.* *Amend criterion 1,2,3.* *New criterion 4.* *Delete footnote.* *Policy Text Update:* <u>Policy A17 Development within the vicinity of Goodwood Motor Circuit and Airfield</u>

		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[52], 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; ~~and~~ 2. that the above levels of amenity are achieved without an adverse impact on the design and layout of the proposed development by reason of noise mitigation measures; ~~and~~ 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 has 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. ~~[52] Latest NPRs are available at Goodwood - Circuit Patterns & Noise Abatement~~
Policy A18 Thorney Island		
MM82	Para 10.78	*Amend paragraph:* 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, d**~~D~~evelopment would ~~also~~ 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.
	Policy A18	*Amend 3rd paragraph.* *Policy Text Update:* 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, ~~and~~ comply with Policy

		NE13 (Chichester Harbour AONB) and **have regard to the** ~~associated AONB~~ **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.
Policy A20 Land South of Bognor Road		
MM83	Para 10.87	*Delete final bullet, replace with 2 additional bullets:* 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.** • ~~The availability of minerals in the vicinity and the need to take account of the sharp sand and gravels Minerals Safeguarding Area.~~
	Policy A20	*Amend 2 bullet.* *Amend criterion 2,,9,12* *Policy Text Update:* 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** ~~1ha~~ ancillary storage ~~requirements~~. 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 ~~good access to the city centre, key facilities and sustainable forms of transport~~ **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 Nature Reserve 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 sustainable travel modes, including regular bus services linking the site with Chichester city centre, and new improved cycle and pedestrian routes, linking to existing public footpaths, bridleways and cyclepaths, including the bridge over the A27~~ **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; and 12. **Consider the implication of development on safeguarded minerals and 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 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.** ~~Proposals for development within a Minerals Safeguarding Area (which the site falls within) will need to accord with Policy M9: Safeguarding Minerals of the West Sussex Joint Minerals Local Plan (or updated version). A Mineral Resource Assessment will be required prior to any development being consented, which addresses the relevant requirements set out in the West Sussex Joint Minerals Local Plan.~~
Policy A21 Land East of Rolls-Royce		
MM84	Para 10.89	*Amend paragraph:* 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 an output of~~ less than 1,000 to around ~~5~~**6**,000 vehicles per annum, in response to increased demand and expanding export markets. More than 90% of the vehicles produced are exported.
	Para 10.90	*Amend paragraph:* Some 2,**5**~~0~~00 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~~ **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 ha**s**~~ve~~ 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.** ~~The apprenticeship lasts for up to four years and around 100 people have joined the company as a result; a number of former apprentices have subsequently progressed into leadership roles.~~
	Para 10.95	*Amend paragraph:* A footpath currently crosses the **proposed** site and it is important that this footpath is diverted around **this area** ~~the site~~ so that walkers can continue to access the National Park on foot.

	Policy A21	*New criterion 7, 8.* *Policy Text Update:* <u>Policy A21 Land East of Rolls-Royce</u> 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 at 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; ~~and~~ 6. Access into the South Downs National Park is maintained through diversion and protection of the existing footpath; **7. <u>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</u>** **8. <u>Proposals have regard to the West Sussex County Council Minerals and Waste Safeguarding Guidance.</u>** 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.

MM85

Replace Housing Trajectory.
Amend housing requirement to 701 from 2030/31 onwards.
Addition of sites permitted up to 31st January 2025.

Indicative Housing Trajectory 2021-2039
Local Plan Housing Delivery & Phasing

	2021/22	2022/23	2023/24	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			
Local Plan Area net housing requirement																					
Annual net housing target	575	575	575	575	575	575	575	575	575	575	575	575	575	575	575	575	575	575			**10350**
Cumulative net housing requirement	575	1150	1725	2300	2875	3450	4025	4600	5175	5750	6325	6900	7475	8050	8625	9200	9775	10350			
Net Completions	712																				
Projected Housing Supply																			**2022-27**	**2027-39**	**2022-39**
Sites of 10+ dwellings currently under construction		612	519	355	303	235	0	0	0	0	0	0	0	0	0	0	0	0	2024	0	2024

Comprising	Parish	Planning Ref	Date Permitted	Plan Sub-Area	2022/23	2023/24	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	2022-27	2027-39	2022-39
Land On The North Side Of, Shopwhyke Road, Shopwhyke	Oving	11/05283/OUT, 15/03720/OUT	09/01/2015	East-West	60	60	60	45	0	0	0	0	0	0	0	0	0	0	0	0	0	225	0	225
Graylingwell (inc Kingsmead Avenue)	Chichester	08/03533/OUT, 10/05597/OUT	12/11/2010	East-West	49	49	49	49	48	0	0	0	0	0	0	0	0	0	0	0	0	244	0	244
Land South Of Graylingwell Drive	Chichester	15/00743/OUT, 19/01576/FUL	26/01/2018	East-West	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5-9 High Street	Selsey	14/02930/FUL	21/05/2015	Manhood	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Land North of Stane Street, Madgwick Lane	Westhampnett	15/03524/OUTEIA, 18/01024/REM	04/08/2018	East-West	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	0	65
Land West Of Centurion Way And West Of Old Broyle Road	Chichester	14/04301/OUT	04/10/2019	East-West	118	118	118	118	119	0	0	0	0	0	0	0	0	0	0	0	0	591	0	591
Bartholomews Specialist Distribution Bognor Road	Chichester	15/02344/FUL	13/09/2016	East-West	20	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	34
Land To The South Of Oving Road/ B2144	Oving	16/02254/OUT, 20/02471/FUL	02/06/2017	East-West	45	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0	86
South Downs Holiday Village Bracklesham Lane	East Wittering & Bracklesham	18/00753/OUT, 20/00336/REM	13/05/2020	Manhood	28	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0	51
Land East Of Manor Road Manor Road	Selsey	19/00321/FUL	09/12/2019	Manhood	50	50	19	24	[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	193	0	193
Land North East of Graylingwell(Phase 2 Westhampnett)NE Chichester SDL)	Chichester	16/03791/OUT, 18/01911/FUL	01/07/2021	East-West	45	47	45	[illegible]	18	0	0	0	0	0	0	0	0	0	0	0	0	200	0	200
Former Portfield Quarry And Uma House Shopwhyke Road	Chichester	19/02030/FUL	12/06/2020	East-West	22	22	[illegible]	22	0	0	0	0	0	0	0	0	0	0	0	0	0	88	0	88
Land East Of Breach Avenue	Southbourne	16/03569/OUT, 20/01898/REM	18/03/2021	East-West	9	[illegible]	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	34
2 The Gardens College Lane	Chichester	19/01991/FUL	27/01/2020	East-West	[illegible]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Abbas Combe Nursing Home 94 Whyke Road	Chichester	19/01286/FUL	04/12/2019	East-West	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	30
Park Farm Park Lane	Selsey	20/00085/FUL	20/05/2020	Manhood	0	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	38
49-51 Fishbourne Road East	Chichester	17/01287/FUL	06/12/2018	East-West	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	37
Land South West Of Guildford Road	Loxwood	20/01481/FUL	30/10/2020	North	20	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50
Land On The East Side Of Plaistow Road	Kirdford	15/03367/FUL, 19/00086/FUL	22/11/2018	North	10	20	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	54
Sites of 10+ dwellings with an outstanding detailed planning permission					44	96	191	96	92	37	22	1	0	1	0	1	0	1	0	0	0	519	63	582
Comprising	Parish	Planning Ref	Date Permitted	Plan Sub-Area																				
The Yews, City Fields Way	Tangmere	18/03143/FUL	24/07/2019	East-West	17	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	38
Pinewood House Answorth Close	Chichester	20/01915/[illegible]	16/04/2021	East-West	0	4	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16
Former Lowlands Nursery Lagness Road*	North Mundham	20/[illegible]/FUL	11/08/2021	Manhood	0	10	17	12	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	39
Land Adjoining A27 Scant Road West Hambrook*	Chidham & Hambrook	20/01826/FUL	04/11/2021	East-West	0	40	50	28	0	0	0	0	0	0	0	0	0	0	0	0	0	118	0	118
Warrendell, off Plainwood Close	Chichester	98/02043/OUT, 20/01164/REM	16/07/2021	East-West	17	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	21
(Shopwhyke Care Site) Land On The North Side Of Shopwhyke Road	Oving	21/00258/FUL	09/07/2021	East-West	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	45
Land North of Copse Lane	Southbourne	18/03145/OUT, 22/00157/REM	02/03/2020	East-West	0	20	55	55	55	14	0	0	0	0	0	0	0	0	0	0	0	185	14	199
Field North West Of The Saltings Crooked Lane	Birdham	13/01391/FUL, 16/01809/FUL	14/10/2016	Manhood	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15
Land North West Of 139 Main Road	Southbourne	20/02297/FUL	23/06/2022	East-West	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8
Land South Of Lowlands*	North Mundham	20/02989/FUL	resolution to permit 08/09/2021	Manhood	0	0	0	0	22	22	22	0	0	0	0	0	0	0	0	0	0	0	66	66
Land At Nursery Green	Loxwood	19/01498/FUL	13/08/2020	North	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10
Greenways Nursery Kirdford Road	Wisborough Green	13/00744/FUL	30/12/2014	North	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	2	5	7

																				2022-27	2027-39	2022-39
Sites of 10+ dwellings with outline planning permission					0	0	23	78	168	92	92	45	0	0	0	0	0	0	0	0	269	229	498
Comprising:	Parish	Planning Ref	Date Permitted	Plan Sub-Area																			
Land East Of Glenmore Business Park Longacres Way	Oving	21/00594/OUT	21/01/2022	East-West	0	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	23
Graylingwell Hospital	Chichester	14/01018/OUT	21/03/2018	East-West	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	60	0	60
Land To The West Of Church Road Church Road	West Wittering	20/02491/OUT	22/04/2022	Manhood	0	0	0	10	20	20	20	0	0	0	0	0	0	0	0	0	50	20	70
Land Within The Westhampnett / North East Chichester SDL	Chichester	20/02824/OUT	27/05/2022	East-West	0	0	0	20	40	40	40	25	0	0	0	0	0	0	0	0	60	105	165
Earnley Concourse Clappers Lane	Earnley	19/02493/OUT	30/05/2022	Manhood	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	15	15	30
Land south of Clappers Lane	Earnley	20/03125/OUT	16/08/2022	Manhood	0	0	0	20	20	20	20	20	0	0	0	0	0	0	0	0	40	60	100
Chas Wood Nurseries Main Road*	Chidham & Hambrook	20/01854/OUT	17/10/2022	East-West	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	13	13	26
Land South Of Loxwood Farm Place High Street	Loxwood	20/01617/OUT	15/10/2020	North	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	24	24
Permissions on small sites 5-9 dwellings					42	10	15	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	67
Comprising:	Parish	Planning Ref	Date Permitted	Plan Sub-Area																			
Elmsleigh 30 First Avenue	Southbourne	16/00407/FUL	25/05/2016	East-West	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
Land south of Reedbridge Farm	Hunston	18/01320/FUL	16/09/2018	Manhood	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
98 Fishbourne Road West	Fishbourne	17/03564/FUL	01/06/2018	East-West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
South Mundham Farm South Mundham Road	North Mundham	19/00677/FUL	07/02/2020	Manhood	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
99 - 101 High Street	Selsey	21/02305/FUL	29/11/2021	Manhood	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
98 Fishbourne Road West	Fishbourne	18/03401/FUL	30/08/2019	East-West	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
10 Lavant Road Flats 1-3	Chichester	20/03342/FUL, 21/01354/FUL	20/09/2019	East-West	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7
23 Lavant Road*	Chichester	20/03226/FUL	29/06/2021	East-West	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
Land at Royal Close*	Chichester	20/02530/FUL	19/01/2022	East-West	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
Earnley Gardens Almodington Lane	Earnley	20/03289/FUL	11/02/2022	Manhood	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
Victoria Court 22 St Pancras	Chichester	19/01280/PA3O	03/07/2019	East-West	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
Sallaway Rest Home Main Road	Bosham	21/00211/FUL	14/10/2021	East-West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9
Permissions on small sites 4 or less dwellings					66	64	63	0	0	0	0	0	0	0	0	0	0	0	0	0	193	0	193
Sites allocated in Local Plan 2014-2029					0	0	0	25	50	268	278	288	278	278	278	278	124	65	0	0	75	2135	2210
Comprising:	Parish	Planning Ref	Date Permitted	Plan Sub-Area																			
West of Chichester SDL (Phase 2)	Chichester	Local Plan Policy 15		East-West	0	0	0	0	0	118	118	118	118	118	118	118	24	0	0	0	0	850	850
Tangmere SDL	Tangmere	Local Plan Policy 19		East-West	0	0	0	0	25	150	160	160	160	160	160	160	100	65	0	0	25	1275	1300
Land at Highgrove Farm	Bosham	DPD Policy SD1		East-West	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	50	0	50
Land north of Little Springfield Farm	Plaistow & Ifold	DPD Policy PL1		North	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	10	10
Sites allocated in made Neighbourhood Plans					0	0	0	0	0	38	32	15	0	15	0	0	0	0	0	0	0	100	100
Comprising:	Parish	Planning Ref	Date Permitted	Plan Sub-Area																			
Tangmere Academy	Tangmere	Tangmere NP Policy 4		East-West	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	15	15
Land to the West of Malcolm Road	Tangmere	Tangmere NP Policy 7		East-West	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	12	12
Land at the Roman Palace	Fishbourne	Fishbourne NP Policy SD2		East-West	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	15	15
Land adjacent to Chantry Hall Foxbury Lane	Westbourne	Westbourne NP Policy SS3		East-West	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
Land to the west of Monk's Hill	Westbourne	Westbourne NP Policy SS1		East-West	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6	6
Old Granary	Boxgrove	Boxgrove NP Policy H5		East-West	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
Land at Farm Close	Loxwood	Loxwood NP Policy 4		North	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	17	17
Clark's Yard, Billingshurst Road	Wisborough Green	Wisborough Green NP Policy SS3		North	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	11	11
Land at Townfield	Kirdford	Kirdford NP Policy KSS2a		North	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6	6
Land at Cornwood and/or School Court	Kirdford	Kirdford NP Policy KSS5		North	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	9	9
Windfall					0	0	0	7	50	50	50	50	50	50	50	50	50	50	50	50	57	600	657
Total Housing Supply					764	689	647	509	595	485	474	399	328	344	328	329	174	115	50	50	3204	3127	6331

																				2022-27	2027-39	2022-39	No. of Dwellings in Policy
New Strategic and Parish Allocations					0	0	0	10	50	130	200	200	270	275	280	240	280	310	337	342	342	60	3256	3316	3520
Comprising:	Parish	Policy Ref		Plan Sub-Area																				Remaining Figure to Allocate	
Chichester City	Chichester	Policy A2		East-West	0	0	0	0	0	0	20	20	20	20	20	20	20	30	30	30	30	0	260	260	270
Southern Gateway	Chichester	Policy A4 & A5		East-West	0	0	0	0	0	0	0	0	0	0	20	20	20	30	30	30	30	0	180	180	180
East of Chichester	Oving	Policy A6		East-West	0	0	0	0	20	50	50	50	50	50	50	60	60	60	60	60	60	20	660	680	680
Maudlin Farm	Westhampnett	Policy A10		East-West	0	0	0	0	15	40	40	40	40	40	40	10	0	0	0	0	0	15	250	265	265
Highgrove Farm Bosham	Bosham	Policy A11		East-West	0	0	0	10	15	40	40	40	40	40	20	0	0	0	0	0	0	25	220	245	245
Chidham & Hambrook	Chidham & Hambrook	Policy A12		East-West	0	0	0	0	0	0	0	0	0	0	0	0	30	30	32	32	32	0	156	156	300
Southbourne	Southbourne	Policy A13		East-West	0	0	0	0	0	0	50	100	100	100	100	100	100	100	100	100	100	0	1050	1050	1050
Loxwood	Loxwood	Policy A15		North	0	0	0	0	0	0	0	0	20	20	20	20	20	30	30	30	30	0	220	220	220
Boxgrove	Boxgrove	Policy H3		East-West	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10	0	50	50	50
Westbourne	Westbourne	Policy H3		East-West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	0	30	30	30
Fishbourne	Fishbourne	Policy H3		East-West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	0	30	30	30
North Mundham	North Mundham	Policy H3		Manhood	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
Kirdford	Kirdford	Policy H3		North	0	0	0	0	0	0	0	0	0	0	0	0	10	10	10	10	10	0	50	50	50
Plaistow and Ifold	Plaistow and Ifold	Policy H3		North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	10	0	25	25	25
Wisborough Green	Wisborough Green	Policy H3		North	0	0	0	0	0	0	0	0	0	5	10	10	10	10	10	10	10	0	75	75	75
Total Projected Housing Supply					764	689	647	519	645	615	674	649	598	619	608	569	454	426	387	392	392			10359	

*Site counts to towards allocated housing number for the Parish.

Housing Trajectory Update:

Housing Trajectory 2021-2039 Local Plan Housing Delivery & Phasing					Year of adoption																	
					Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14				
	2021/22	2022/23	2023/24	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				
Annual net housing requirement (575 21/22 - 29/30) (701 30/31 - 38/39)	575	575	575	575	575	575	575	575	575	701	701	701	701	701	701	701	701	701				11484
Cumulative net housing requirement	575	1150	1725	2300	2875	3450	4025	4600	5175	5876	6577	7278	7979	8680	9381	10082	10783	11484				
Net Completions	712	904	710	634*																		
Cumulative net completions	712	1616	2326	2960																		
Completions above/below housing requirement	137	466	601	660																		660
	*estimated using expected build out rates of sites under construction																					
Projected Housing Supply																				2025-30	2030-39	2025-39
Sites of 10+ dwellings currently under construction				569	339	89	87	62	0	0	1	0	1	1	1	1	1	1		577	7	584
Comprising:	Parish	Planning Ref	Date Permitted	Plan Sub-Area																		
Land On The North Side Of, Shopwhyke Road, Shopwhyke	Oving	11/05283/OUT, 15/03720/OUT, 14/02826/REM, 15/03964/REM, 19/01234/REM, 19/01235/REM, 19/01984/REM, 19/01983/REM, 21/01625/REM, 22/02344/REM, 23/01313/REM	Outline (09/08/13) Outline (18/11/16) REM (09/01/15) REM (21/06/16) REM (03/03/20) REM (04/03/20) REM (19/03/20) REM (19/03/20) REM (20/08/21) REM (07/12/22) REM (16/05/24)	EWC				32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Graylingwell (inc Kingsmead Avenue)	Chichester	08/03533/OUT, 10/05597/OUT, 14/01018/OUT 10/02926/REM, 13/00907/REM, 13/00837/REM, 15/02506/REM, 16/02253/FUL, 16/02248/FUL, 18/01623/REM, 20/02905/REM	Outline (19/08/09) Outline (28/11/12) REM (12/11/10) REM (04/07/13) REM (14/07/13) REM (08/01/16) Full (30/09/16) Full (26/10/16) REM (06/12/18) REM (06/05/21)	EWC				40	40	40	40	23	0	0	0	0	0	0	0	0	0	0	143	0	143

	Land West Of Centurion Way And West Of Old Broyle Road	Chichester	14/04301/OUT, 18/01587/REM, 19/01134/REM, 20/02473/REM, 20/01046/REM, 19/03146/REM, 19/02819/REM, 19/02626/REM, 19/01531/REM, 20/03166/REM, 20/03108/REM, 21/00460/REM, 19/03122/REM, 21/00461/REM, 21/00460/REM,	Outline (11/04/18) REM (05/12/18) REM (04/10/19) REM (05/03/21) REM (11/09/20) REM (04/06/20) REM (14/05/20) REM (07/05/20) REM (14/11/19) REM (06/05/21) REM (08/04/21) REM (03/03/22) REM (05/11/20) REM (05/11/21) REM (03/03/22)	EWC				143	19	0	0	0	0	0	0	0	0	0	0	0	0	0		19	0	19	
	Land East Of Manor Road Manor Road	Selsey	19/00321/FUL 22/02236/REM	Full (09/12/2019)	MP				62	34	0	0	0	0	0	0	0	0	0	0	0	0		34	0	34	
	Land North East of Graylingwell Park (Phase 2 Westhampnett/NE Chichester SDL)	Chichester	16/03791/OUT 18/01911/FUL (access) 19/03191/REM	Outline (08/11/18) REM (01/07/21)	EWC				45	40	0	0	0	0	0	0	0	0	0	0	0	0		40	0	40	
	Land On The East Side Of Plaistow Road	Kirdford	15/03367/FUL 19/00086/FUL	Full (22/11/18) Full (30/11/19)	PN				20	16	0	0	0	0	0	0	0	0	0	0	0	0		16	0	16	
	Former Portfield Quarry And Uma House Shopwhyke Road	Chichester	19/02030/FUL	Full (12/06/20)	EWC				32	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Land Adjoining A27 Scant Road West Hambrook**	Chidham & Hambrook	20/01826/FUL	Full (04/11/21)	EWC				40	29	0	0	0	0	0	0	0	0	0	0	0	0		29	0	29	
	The Yews, City Fields Way	Tangmere	18/03143/FUL	Full (24/07/19)	EWC				1	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Woodfield House Tangmere Road	Tangmere	23/00307/PA3MA	PN (24/03/23)	EWC				18	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	
	Land North of Cooks Lane	Southbourne	18/03145/OUT 22/00157/REM	Outline (02/03/20) REM (31/08/22)	EWC				35	43	43	43	35	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	23	0	0	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	3	6	4	4	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	29	0	0	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	0	0	0	0	1	0	1	1	1	1	1		0	7	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		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		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	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**		**742**	**75**	**817**	
	Comprising:	Parish	Planning Ref	Date Permitted	Plan Sub-Area																									
	Land South Of Lowlands**	North Mundham	20/02989/FUL	Full (01/12/23)	MP					29	29	8	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					12	0	0	0	0	0	0	0	0	0	0	0	0		12	0	12	
	Chas Wood Nurseries Main Road**	Chidham and Hambrook	20/01854/OUT 23/01164/REM	Outline (17/10/22) REM (14/02/24)	EWC					26	0	0	0	0	0	0	0	0	0	0	0	0		26	0	26	

	G & R Harris, Main Road**	Southbourne	22/01283/FULEIA	Full (18/09/23)	EWC					20	40	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)	EWC					25	50	50	50	50	50	25	0	0	0	0	0	0	0	225	75	300
	Field North West Of The Saltings, Crooked Lane	Birdham	BI/13/01391/FUL & BI/16/01809/FUL	Full (29/11/13) Full (14/10/16)	MP					0	0	0	0	15	0	0	0	0	0	0	0	0	0	15	0	15
	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	70	0	70
	Land south of Clappers Lane	Earnley	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	100	0	100
	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	30	0	30
	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	14	0	14
	Land At The Junction Of Western Road Shopwhyke Lakes	Oving	23/02212/FUL	Full (23/08/24)	EWC					0	0	0	0	55	0	0	0	0	0	0	0	0	0	55	0	55
	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	26	0	26
Sites of 10+ dwellings with outline planning permission										**0**	**0**	**50**	**50**	**142**	**194**	**185**	**135**	**54**	**0**	**0**	**0**	**0**	**0**	**242**	**568**	**810**
	Comprising:	Parish	Planning Ref	Date Permitted	Plan Sub-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	0	24	24
	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	0	23	23
	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	165	0	165
	Earnley Concourse Clappers Lane	Earnley	19/02493/OUT	Outline (30/05/22)	MP					0	0	0	0	25	5	0	0	0	0	0	0	0	0	25	5	30
	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	0	150	150
	Land East of Broad Road, Nutbourne**	Chidham & Hambrook	20/03320/OUTEIA	Outline (29/08/23)	EWC					0	0	0	0	30	34	34	34	0	0	0	0	0	0	30	102	132
	Land West of Drift Lane**	Chidham & Hambrook	20/03321/OUTEIA	Outline (29/08/23)	EWC					0	0	0	0	22	22	24	0	0	0	0	0	0	0	22	46	68
	Charmans 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	0	94	94
	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	0	40	40
	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	0	84	84
Permissions on small sites 5-9 dwellings									17	**13**	**25**	**10**	**8**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**64**	**0**	**64**

	Comprising:	Parish	Planning Ref	Date Permitted	Plan Sub-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	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	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	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	0	0	5	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	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	0	0	0	1	0	1
	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	0	0	9	0	9
	Land South West Of Willets Way Willetts Way**	Loxwood	23/01104/FUL	Full (15/08/23)	PN				0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
	Land West of Monks Hill	Westbourne	22/00209/FUL Westbourne Neighbourhood Plan Policy SS1	Full (18/10/23)	EWC				0	4	5	0	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	0	0	7	0	7
	Land at Stable Field**	Wisborough Green	22/00618/FUL	Full (17/04/24)	PN				0	0	0	0	0	8	0	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	0	0	8	0	8
	Glenmar 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	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	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	0	94	0	94
Sites allocated in Local Plan 2014-2029										8	100	120	120	120	280	280	280	192	160	160	160	160	20		468	1692	2160
	Comprising:	Parish	Planning Ref	Date Permitted	Plan Sub-Area																							
	West of Chichester SDL (Phase 2)	Chichester	Chichester Local Plan Policy 15 22/01485/OUTEIA -	Outline (subject to s106) 10/01/24	EWC					8	100	120	120	120	120	120	120	22	0	0	0	0	0		468	382	850
	Tangmere SDL	Tangmere	Chichester Local Plan Policy 18 20/02893/OUT	Outline (subject to s106) 16/08/23	EWC					0	0	0	0	0	160	160	160	160	160	160	160	160	20		0	1300	1300
	Land north of Little Springfield Farm, Ifold	Plaistow & Ifold	Site Allocation DPD Policy PL1		PN					0	0	0	0	0	0	0	0	10	0	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		0	94	94
	Comprising:	Parish	Planning Ref	Date Permitted	Plan Sub-Area																							
	Land at Farm Close	Loxwood	Loxwood Neighbourhood Plan Policy 4		PN					0	0	0	0	0	17	0	0	0	0	0	0	0	0		0	17	17

	Tangmere Academy	Tangmere	Tangmere Neighbourhood Plan Policy 4		EWC					0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	15
	Land to the West of Malcolm Road	Tangmere	Tangmere Neighbourhood Plan Policy 7		EWC					0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	12	12
	Clark's Yard, Billingshurst Road	Wisborough Green	Wisborough Green Neighbourhood Plan Policy SS3		PN					0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11	11
	Land at the Roman Palace	Fishbourne	Fishbourne Neighbourhood Plan Policy SD2		EWC					0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	15
	Land at Townfield	Kirdford	Kirdford Neighbourhood Plan Policy KSS2a		PN					0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	6	6
	Land at Cornwood and/or School Court	Kirdford	Kirdford Neighbourhood Plan Policy KSS5		PN					0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	9	9
	Land adjacent to Chantry Hall, Foxbury Lane	Westbourne	Westbourne Neighbourhood Plan Policy SS3		EWC					0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	6	6
	Land at The Old Granary	Boxgrove	Boxgrove Neighbourhood Plan Policy H5		EWC					0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3	3
Windfall										**0**	**0**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**60**	**180**	**540**	**720**

* Sites highlighted and with two asterisks (**) are counted towards housing requirements as set out Policies H2 and H3.

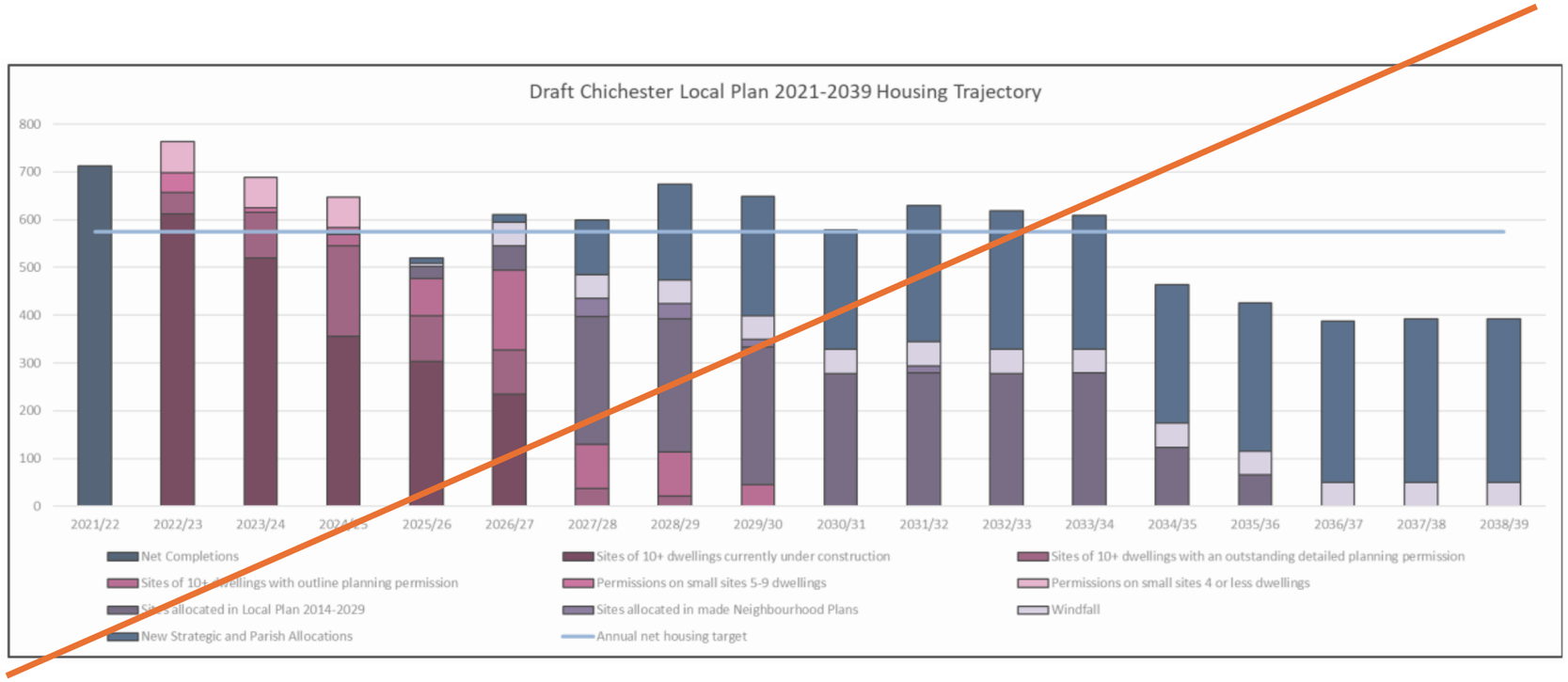
																									2025-30	2030-39	2025-39	No. of Dwellings in Policy
New Strategic and Parish Allocations										**0**	**0**	**0**	**0**	**85**	**130**	**234**	**297**	**391**	**346**	**375**	**422**	**451**	**450**		**85**	**3096**	**3181**	4118
	Comprising:	Parish	Policy Ref		Plan Sub-Area																						Remaining Figure to Allocate*	
	Chichester City	Chichester	Policy A2		EWC					0	0	0	0	0	12	24	24	24	24	35	35	35	35		0	248	248	270
	Southern Gateway	Chichester	Policy A4 & A5		EWC					0	0	0	0	0	0	0	42	28	0	0	47	47	16		0	180	180	180
	East of Chichester	Oving	Policy A8		EWC					0	0	0	0	45	60	60	80	80	80	80	65	65	65		45	635	680	680
	Maudlin Farm	Westhampnett	Policy A10		EWC					0	0	0	0	40	50	50	50	50	25	0	0	0	0		40	225	265	265
	Highgrove Farm Bosham	Bosham	Policy A11		EWC					0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	245
	Chidham & Hambrook	Chidham & Hambrook	Policy A12		EWC					0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	300
	Southbourne	Southbourne	Policy A13		EWC					0	0	0	0	0	8	100	100	100	100	100	100	100	100		0	808	808	1050
	Loxwood	Loxwood	Policy A15		PN					0	0	0	0	0	0	0	0	0	0	38	50	50	50		0	188	188	220
	Boxgrove	Boxgrove	Policy H3		EWC					0	0	0	0	0	0	0	0	0	0	0	0	7	17		0	24	24	50
	Westbourne	Westbourne	Policy H3		EWC					0	0	0	0	0	0	0	0	0	0	0	0	1	17		0	18	18	30
	Fishbourne	Fishbourne	Policy H3		EWC					0	0	0	0	0	0	0	0	0	0	0	0	13	17		0	30	30	30
	North Mundham	North Mundham	Policy H3		MP					0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	50
	Kirdford	Kirdford	Policy H3		PN					0	0	0	0	0	0	0	0	0	6	11	11	11	11		0	50	50	50
	Plaistow and Ifold	Plaistow and Ifold	Policy H3		PN					0	0	0	0	0	0	0	0	0	0	0	3	11	11		0	25	25	25
	Wisborough Green	Wisborough Green	Policy H3		PN					0	0	0	0	0	0	0	1	11	11	11	11	11	11		0	67	67	75
	Site Allocation DPD - to deliver residual dwellings as required by Policy H1		Policy H1							0	0	0	0	0	0	0	0	98	100	100	100	100	100		0	598	598	598

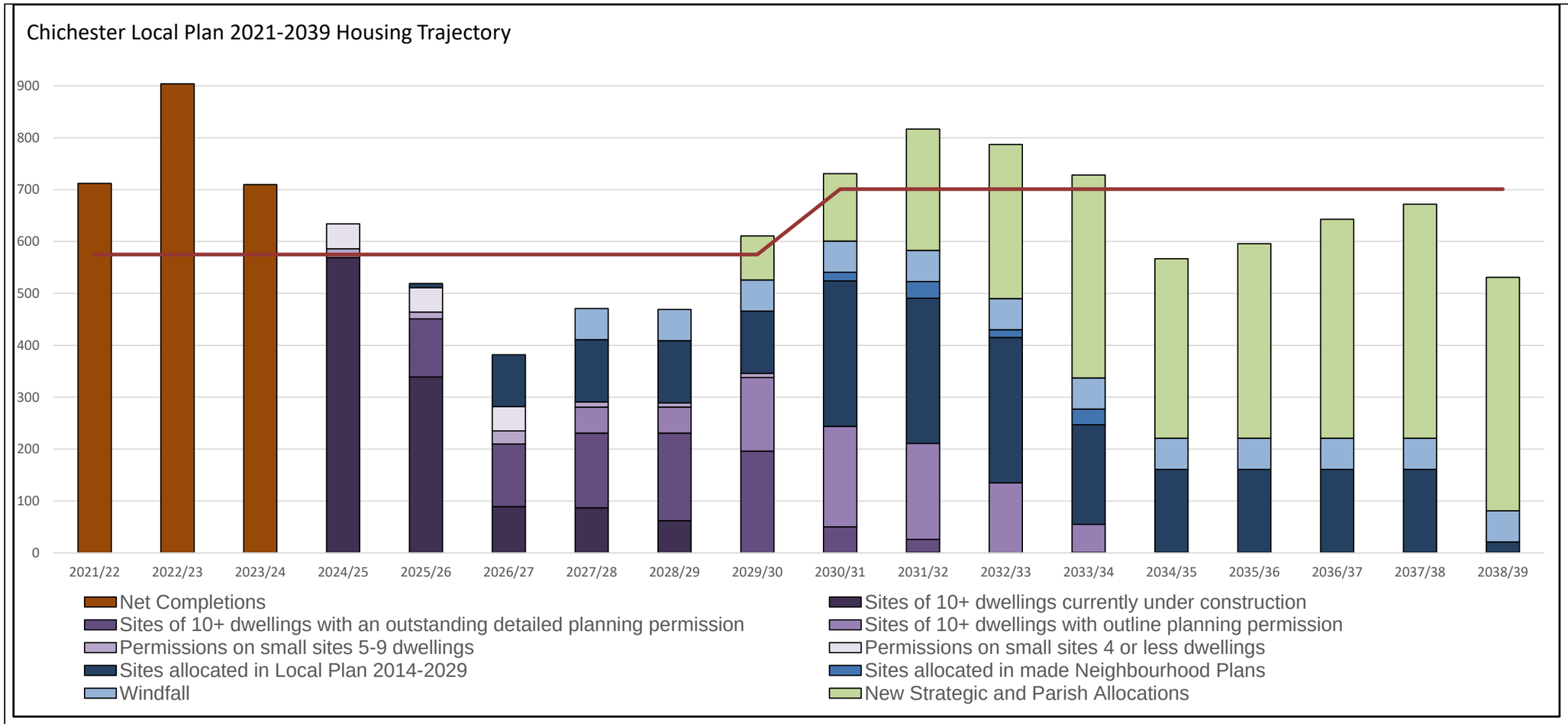
Total Projected Housing Supply				634	519	382	471	469	611	731	817	787	728	567	596	643	672	531	2452	6072	8524
Completions above housing requirement (average over 5 year supply period)				120.2	132	132	132	132	132												
Total Housing Supply (including completions above housing requirement)				754	651	514	603	601	743	731	817	787	728	567	596	643	672	531			

Total Supply 2021-2039	11484

Projected Five Year Supply Position		2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35
Projected five year housing supply		3123	3112	3192	3495	3679	3806	3630	3495	3321	3206	3009
Adjusted five year housing requirement (+5% buffer)		3019	3019	3151	3283	3416	3548	3680	3680	3680	3680	3680
Projected years housing supply		5.17	5.15	5.06	5.32	5.39	5.36	4.93	4.75	4.51	4.36	4.09

Replace Housing Trajectory graph:





Appendix F: Monitoring framework

MM86

Add introduction text.
Update sections 4,5,8,9

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 access 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 Development Management process	Distribution throughout plan area of new homes and all other built development split by settlement hierarchy	Chichester DC Parish Councils Developers and Landowners Infrastructure providers
	Delivery of local community facilities; small-scale employment, tourism and leisure		Distribution of completed community development, employment, tourism and leisure/recreation proposals throughout plan area	
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 Nationally Designated Habitats; **NEXX The Mens SAC and Air Quality** NE7 Development and Disturbance of Birds in Chichester and Langstone Harbours, Pagham Harbour, Solent and Dorset Coast SPAs and Medmerry Compensatory Habitat; NE10 Development in the Countryside; NE11 The Coast;	Protect and enhance the natural landscape; strategic wildlife corridors; biodiversity habitats and coastal areas	Local Plan Neighbourhood Plans Site Allocations DPD Development Management process Biodiversity Action Plans **Sussex North Water Neutrality Mitigation Strategy**	Monitor number of permissions granted: within 5.6 km 'Zone of Influence' within strategic wildlife corridors; within landscape gaps or between settlements; outside settlement boundaries; for marine development; contrary to Environment Agency advice 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 Skies Discovery Sites/SDNPA International Dark Skies Reserve	Chichester DC Parish Councils Developers and Landowners Sussex ~~Wildlife Trust~~ **Biodiversity Record Centre** West Sussex CC Environment Agency Joint affected LPAs across Sussex North Water Resource Zone Natural England **Horsham DC**
	Mitigate/avoid effect on SPAs of all net increases in residential development within Zone of Influence			
	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			

NE15 Flood Risk Management; NE16 Water Management and Water Quality; NE17 Water Neutrality; NE18 Source Protection Zones; NE19 Nutrient Neutrality; NE20 Pollution	**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)**		
	Prevent coalescence of built-up areas and maintain separate identity of settlements; restrict development outside of settlement boundaries to countryside uses		Monitor decisions on planning applications refused and appeals upheld on landscape considerations; number of EIA Application approvals within AONB; area of 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 impacts of development		Annual average NO_2 data from selected sites in the District; Carbon dioxide emissions – total 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 ~~10350~~**11,484** net additional homes between 2021 and 2039 (~~575~~ **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**	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/ RSLs Infrastructure providers Homes and Communities Agency/Gypsy, Traveller and Travelling Showpeople's organisations	

	oversupply will be factored into the most recent 5 Year Housing Land Supply assessment.			
	Affordable Housing: North of the Plan Area – 40% on greenfield sites, 30% on previously developed land; South of the Plan Area – 30% on greenfield sites, 20% on previously developed land		Affordable homes built each year by type and as a percentage of all homes built	
	~~124~~ **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 ~~40~~ **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 Community Facilities	Promote high quality design principles for new development that enhance the area	Local Plan Neighbourhood Plans Site Allocations DPD Infrastructure Delivery Plan Development Management process Design and Access Statements Character Appraisals for Conservation Areas	Monitoring decisions on planning applications refused and appeals upheld on design grounds;	Chichester DC West Sussex CC Parish Councils Developers and Landowners Infrastructure providers Historic England Sussex Wildlife Trust
	Improve and promote healthy communities		Percentage of adults who participate in different levels of exercise per week; Waste collected/ recycled per household;	
	Reinforce and enhance role of green infrastructure		Monitoring delivery of green infrastructure and amenity open space provision; Strategic development schemes providing long term agreement to maintain and enhance green infrastructure network in vicinity of site	
	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 Land Needs; E3 Addressing Horticultural Needs E5 Retail Strategy and New Development; E7 Local Centres;	Delivery of ~~108,000 to~~ 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	Chichester DC West Sussex CC Parish and Town Councils Developers, Landowners and Local Businesses/ Organisations
			Percentage change in the number of VAT registered Businesses;	

		Economic Development Strategy	Percentage of employees in different sectors	Coast to Capital LEP Chichester BID West Sussex Growers Association
	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 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 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 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 Neighbourhood Plans IDP Development Management process **TIMG**	Record of transport infrastructure projects committed or completed	Chichester DC West Sussex CC Highways England Infrastructure providers
			Estimated traffic flow for all vehicle types	
	Support proposals that contribute towards safe, sustainable, connected and accessible transport network		Percentage of residents who travel on foot or cycle; Record of cycle lanes and routes; car club locations in Chichester	
	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.		**Travel patterns across Local Plan area/ forecasts of future transport needs**	
Chapter 9 Infrastructure				
Policy: I1 Infrastructure Provision	Delivery in line with IDP	Local Plan IDP Neighbourhood Plans Development Management process	Record of infrastructure projects committed or completed **as recorded in the Infrastructure Business Plan (IBP) and Infrastructure Funding Statement (IFS)**	Chichester DC West Sussex CC Infrastructure providers

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 site	Chichester DC Developers, Landowners and Local Businesses

Appendix J: Glossary

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Amend the definition of Gypsies and Travellers:

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. ~~Following an update to DCLG Planning policy for traveller sites (2015), those that have ceased to travel permanently no longer meet the definition for planning purposes.~~