

16. Extract – Arun District Local plan 2011 - 2031

Extracts from:

Adoption Arun Local Plan 2011-2031 (July 2018)

Preface

Arun Local Plan 2011 to 2031

The Arun Local Plan covers the period 2011-2031 for the area of Arun District (excluding the area covered by the South Downs National Park Authority) and was adopted on the 18th of July 2018.

Overview / Spatial Portrait / Vision & Objectives / Key Diagram

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1 Foreword

- 1.1** Thank you for viewing Arun's Local Plan. The Plan sets out the vision for Arun to 2031 and beyond⁽¹⁾. It is the culmination of extensive study and participation and I am very grateful to all those individuals and organisations that have helped in its preparation.
- 1.2** Arun has determined that economic growth for job creation is its number one priority. It wants to enable residents of working age to be able to work within Arun. This is called increasing 'job density' and it is the central theme of this Plan. The Local Plan will help to achieve this by diversifying the range of employment sites available to investors; protecting existing viable employment land from other forms of development; encouraging employment growth in manufacturing, cultural, office, leisure, retail, horticulture and marine based activities and; freeing up commercial enterprise through the use of Local Development Orders.
- 1.3** We want new development to help us tackle infrastructure difficulties in order to free up lost business hours and enable people to plan their journeys with more certainty. The Local Plan protects our much valued landscape including the coastal plains, the setting of Arundel, Bognor Regis and Littlehampton and the land between existing settlements. It also sets out the criteria we require to be met in order to gain approval for new and extended communities.
- 1.4** We are also pioneering Neighbourhood Development Plans - our positive approach has resulted in a number of parish councils writing their own Plans. In the true spirit of the intention of localism, non-strategic housing allocations will be promoted by these Plans, thereby putting local people in control.



Cllr John Charles- Cabinet Member for Planning and Infrastructure

1 The Arun Local Plan and the policies within it only apply to the local planning authority area of the District. The area of Arun that falls within the South Downs National Park is the responsibility of the South Downs Planning Authority.

2 Overview

- 2.1** This Local Plan sets out the vision for the future of Arun and guides development to achieve that vision. Arun's Local Plan, covers the Arun Local Planning Authority Area (LPA) - This area includes all of Arun District apart from those parts within the South Downs National Park (SDNP). The SDNP Authority are preparing a Local Plan for the entire park. The ALP will be part of the Development Plan for the area, together with the adopted Waste Local Plan and the Minerals Local Plan, both a West Sussex County Council responsibility, together with Neighbourhood Plans, prepared by local communities. The Development Plan will also include a Non-Strategic Sites Development Plan Document (DPD), a Gypsy and Traveller and Travelling Showpeople Sites Allocation DPD and may include a Employment Allocations DPD depending on monitoring. Other local documents, including Supplementary Planning Documents (SPD) and design guidance, will also supplement the Local Plan. The Plan sets out the strategic vision, objectives, policies and proposals for development in the LPA to 2031 and beyond. The Local Plan sets out what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered.
- 2.2** The purpose of the Local Plan is to encourage sustainable development and manage future growth whilst ensuring that change across the District is appropriate to meet local need. It will support the strategic provision of homes, employment and shops and will look to ensure that these are carefully co-ordinated with the services and facilities that communities rely on and which are essential to wellbeing and quality of life. Crucially, the Local Plan will also protect those aspects of the District which are important by virtue of heritage, culture or are otherwise valued by local people. Such valued assets include the unspoilt coastline, diverse landscapes, cultural and historical heritage and essential community facilities. Further detail will be added through the Neighbourhood Development Plans. Neighbourhood Development Plans should be read in conjunction with the Local Plan.
- 2.3** The Local Plan's strategic vision is underpinned by 'objectives' which set out aspirations for how Arun can change over the Plan period. It contains a suite of policies which aim to achieve the vision and objectives. It promotes and guides private and public sector investment and neighbourhood planning. The Local Plan's 'strategic policies' (where policy references are prefixed with the initials 'SP') set out the overall strategy for the Arun Local Planning Authority with regard to:
- The amount of new employment, retail and housing development that will take place in the District up to 2031
 - A strategic framework to help determine planning applications
 - The framework for neighbourhood development, and
 - A statutory guide to help local communities deliver local change

2.4 Further detail for managing development is set out in the 'development management' policies (where policy references are prefixed by the initials 'DM'). It is important to read the Plan as a 'whole'. That is, when assessing development proposals to ensure that this is done with reference to all the policies that may be relevant. In detail, the Local Plan's content includes the following:

- **A Spatial Portrait:** describes the key characteristics of the area and identifies the challenges and opportunities that the Plan seeks to address;
- **Vision and Objectives:** based on the priorities identified through consultation and supporting evidence, the vision describes what sort of place that Arun District should be by 2013, excluding the area of the District in the South Downs National Park. To help deliver this vision a set of strategic objectives are identified;
- **Spatial Strategy:** outlines the broad approach to be followed towards managing change in the Plan area, deliver the vision and objectives;
- **Strategic and Development Management Policies** that promote sustainable development in the Plan area, set out as follows:
 - Sustainable Place;
 - Sustainable Development,
 - Strategic Approach,
 - Settlement Structure and Green Infrastructure,
 - Prosperous Place:
 - Employment and Enterprise,
 - Retail,
 - Tourism,
 - Soils, Horticulture and equine developments;
 - Living Place:
 - Housing Delivery,
 - Design,
 - Health, Recreation and Leisure,

2 Overview

- Connected Place:
 - Transport, Parking and Access,
- Protected Place:
 - Building Conservation & Archaeological Heritage;
 - Natural Environment
 - Water;
 - Natural resources & Minerals Safeguarding;
 - Waste Management;
 - Quality of the Environment;
- Deliverable Place:
 - infrastructure provision and implementation.
- A monitoring framework to indicated how the Plan will be monitoring and kept under review; Glossary/Appendices: to explain technical terms and acronyms, further background where necessary such as the “housing trajectory”
- Policies Maps: that identify where the Plan Policies polices will apply, notably specific sites allocated for development with areas to be protected and enhanced.

Wider Policy Context

2.5 This Plan has been prepared to comply with current legislation and accord with national policy. Where relevant, the Plan takes account of other plans and strategies. The National Planning Policy Framework (NPPF) (March 2012) sets out the Government’s planning policies for England and how these are expected to be applied. It provides a framework within which Local Planning Authorities can produce their own distinctive local plans, which reflect the needs and priorities of their communities and help to deliver national priorities. The NPPF identifies that the purpose of the planning system is to contribute to the achievement of sustainable development. It sets out three dimensions to sustainable development: economic, social and environmental, which has guided the preparation of this Plan. Nationally there is a presumption in favour of sustainable development and local planning authorities area expected to plan positively for the needs of their area. The National Planning Policy Guidance (NPPG) (March 2014) supports the NPPF on specific development policy and management issues.

- 2.6** The Local Plan should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered. The Local Plan should aim to meet the objectively assessed development and infrastructure needs of the area, including unmet needs of neighbouring areas where this is consistent with policies in the National Planning Policy Framework as a whole. Local Plans should recognise the contribution that Neighbourhood Plans can make in planning to meet development and infrastructure needs. The Council has facilitated the delivery of 14 Neighbourhood Plans in the Local Plan area. This has helped to identify specific housing sites to meet local needs, promote economic activity protect and enhance the environment in each locality. Neighbourhood Plans are required to be in conformity with an up to date adopted Local Plan. Therefore, it will be necessary for adopted Neighbourhood Plans in the LPA to be reviewed once the ALP is adopted.
- 2.7** Section 110 of the Localism Act (2011), inserted as section 33A in the Planning and Compulsory Purchase Act (2004), places a legal duty upon Local Planning Authorities and other bodies to co-operate on matters that could have strategic or cross boundary implications. The specific bodies that need to co-operate are defined in part 2 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The Duty is triggered most typically where an impact of sustainable development may or will have an impact on strategic infrastructure or would have an impact on at least two planning areas. It is also there as a measure for bodies to establish if the unmet needs of authorities can be met by other authorities and this can include matters such as homes and employment land. The Local Planning Authority has engaged with neighbouring Councils and organisations to address key strategic matters in West Sussex and the wider sub –region.
- 2.8** The Coastal West Sussex and Greater Brighton Strategic Planning Board is led by planning / infrastructure Portfolio Holders or Leaders of Adur, Arun, Brighton & Hove, Chichester, Lewes, West Sussex and Worthing Councils and the South Downs National Park Authority.
- 2.9** The authorities have agreed Terms of Reference and also a Memorandum of Understanding which covers plan making and development management. Critically it commits each Local Planning Authority to jointly:
- Prepare, maintain and update a Local Strategic Statement which provides a broad strategic direction for Coastal West Sussex and establishes areas for inter-authority cooperation on strategic issues
 - Develop and implement a programme for jointly addressing strategic planning and development issues, and
 - Maintain liaison with the Local Enterprise Partnership(s) on the work they are undertaking.

2 Overview

- 2.10** The Strategic Objectives and Spatial Priorities set out in the Local Strategic Statement *Delivering Sustainable Growth 2013-31* will be implemented through a number of different routes and by different organisations working together, often with the local planning authorities in a lead coordinating role. A Delivery and Investment Framework which complements the statement is under preparation and both the statement and delivery framework will be kept under review by the Strategic Planning Board.
- 2.11** The Strategic Planning Board is also an interface with the Coast to Capital Local Enterprise Partnership, the Coastal West Sussex Partnership and the Rural West Sussex Partnership. Together these partnerships aid dialogue on economic growth, regeneration, housing, transport, investment and infrastructure matters. The Coastal West Sussex and Greater Brighton Strategic Planning Board authorities have commissioned joint evidence on a number of topics to fulfil the requirements of the National Planning Policy Framework, Travellers Policy and the Duty to Co-operate. These include a Gypsy and Traveller Accommodation Assessment and Site Appraisal; Strategic Housing Market Assessment; Economic and Infrastructure Study and Duty to Co-operate Housing Study. This evidence and the evidence of individual authorities has underpinned the Coastal West Sussex and Greater Brighton Local Strategic Statement which demonstrates that co-operation has been constructive, active and has the correct framework to be on-going in relation to planning for sustainable development.
- 2.12** In addition the West Sussex Joint Planning Board has an overview and critical friend role for planning across West Sussex and its relationship with adjacent counties. This ALP specifically plans for the period 2011-31 but it also needs to plan beyond this plan period. There are large items of infrastructure that are needed across a strategic area or district wide. Planning for these strategic and corporate projects will take place during the course of the plan but may be delivered beyond 2031. The fact that the proposed development in the Local Plan does not entirely trigger the need for something does not mean that it cannot be planned for and secured within the current planning time period.
- 2.13** The preparation of the Local Plan has required that a number of programmes, studies and appraisals be completed. This includes community engagement, preparation of evidence, a Sustainability Appraisal, Habitats Regulations Assessment and Equality Impact Assessments.
- 2.14** An essential requirement in preparing the Local Plan has been to engage local communities. The LPA's approach to involving local communities and stakeholders in formulating the Local Plan is set out within the Statement of Community Involvement (SCI). The Report of Consultation sets out the key stages and outputs as the Local Plan has been prepared.

Evidence Base

- 2.15** The Local Plan is supported by an evidence base on the characteristics of the area including constraints, opportunities, market demand and supply forecasts where relevant. The Policies within the Local Plan reflect this new evidence. The evidence relied upon, including representations made at previous stages in the Local Plan preparation have been taken into account.

Sustainability Appraisal

- 2.16** Sustainability Appraisal (SA) is a legal requirement designed to appraise the social, economic and environmental impacts of the Local Plan and suggest potential mitigation measures for policies and proposals in the Plan. It is an iterative process and goes hand in hand with policy development.
- 2.17** Arun District Council has completed significant elements of the SA as part of previous consultations, the submission version of the Local Plan and Main Modifications. These provide good foundations which can be built upon as the evidence base is updated and the draft Plan is progressed. ⁽²⁾ has been produced. (March 2009). In June 2016 a new Scoping Statement⁽³⁾ was produced and consulted upon and a new Sustainability Appraisal was undertaken on the Submission Local Plan and its proposed Main Modifications. This sets out the SA framework including SA objectives and decision aiding questions that have been used for the further assessments carried out.

Habitats Regulations Assessment (HRA)

- 2.18** The Conservation of Habitats and Species Regulations 2010 requires an assessment of potential impacts arising from the implementation of a Plan or Programme on Natura 2000 sites. Natura 2000 sites are sites of international significance for their nature value and include Special Protection Areas and Special Areas of Conservation. Sites identified in the Ramsar Convention should also be treated with the same status. The purpose of the HRA process is to consider the impacts of a land use plan against the conservation objectives of the sites and to ascertain if there may be any detrimental impact on the integrity of those sites. Where significant negative effects are identified, alternative options should be examined to avoid any potentially damaging effects.
- 2.19** Arun District Council originally commissioned an HRA to be carried out on the Core Strategy in 2010. In 2012 the Council commissioned an update to this work to take account of changes that had occurred in the development of the Local Plan, to ensure that the impact of development being proposed by the Draft Local Plan would not result in any detrimental impacts on the Natura 2000 network. Outcomes and recommendations arising from this have been incorporated, where appropriate, into the policies of this Local Plan. A Habitats Regulations Assessment (HRA) has been

2 A Sustainability Appraisal Scoping Report

3 Sustainability Appraisal Scoping Statement for the Arun Local Plan

2 Overview

undertaken to ensure that the proposals in the Local Plan do not have a negative impact on any existing sites, or where they do, that mitigation measures are identified. The recommendations arising from the HRA have been incorporated, where appropriate, into the development of the Local Plan.

Equalities Impact Assessment

- 2.20** Testing the Local Plan to ensure that it meets the needs of all members of the community is also a key requirement. Undertaking Equality Impact Assessments allows the Council to identify any potential discrimination caused by its policies or the way in which it works and take steps to avoid these impacts. The Equalities Impact Assessment for the Local Plan has been prepared and has been used to inform the ALP.

3 Spatial Portrait

The Place

- 3.1** Arun District is located on the South Coast, one of seven Districts within West Sussex. The District is bordered by Chichester District to the west, Horsham District to the north, and Worthing Borough and Adur District to the east. The northern half of Arun District falls within the South Downs National Park (SDNP). The SDNP Authority is the planning authority for areas of the District which fall within the SDNP. The southern half of the District falls within the Arun Local Planning Authority area and this is the Local Plan for that area. Arun District has strong transport, economic and housing market links with neighbouring Coastal West Sussex and Greater Brighton Authorities and this is reflected in patterns of movement for work, shopping, entertainment and education.
- 3.2** The Arun Local Planning Authority (LPA) covers an area of 12,090 hectares (46 square miles) and has an estimated population of approximately 147,000. The northern part of the LPA is predominantly rural; the southern part falls within the West Sussex coastal plain. The River Arun divides the District approximately in half.
- 3.3** Over 77% of Arun's population (nearly 113,000) live in the coastal urban areas centred in the two main towns of Bognor Regis and Littlehampton. These towns are separated from each other by an area of open countryside and undeveloped coast, the 'Littlehampton and Middleton-on-Sea' gap, which is important in landscape terms. North of the coast, Arundel and a number of expanded villages are surrounded by open countryside. Most of the coastal plain is high quality agricultural land and intensively farmed, with areas of large scale horticultural development and glasshouses.
- 3.4** Bognor Regis and Littlehampton have merged with their neighbouring settlements to form larger built-up areas but the Parish identities remain as do distinct village identities. In the west of the District, the Bognor Regis urban area, including Pagham, Aldwick, Bersted, Felpham and Middleton-on-Sea have a combined population of over 64,700. East of the River Arun, Littlehampton, Rustington, East Preston and Kingston form another built-up area with a population in excess of 48,200. Although physically separate the village of Ferring forms part of this network of coastal settlements.
- 3.5** The coastal towns are the main service, employment, retail and social centres. Bognor Regis has been a centre for seaside enjoyment since the 1700s and Littlehampton is recorded in the Domesday book. Both centres have a concentration of commercial premises that are important to the economy of the District. Bognor Regis is the District's largest retail centre and also contains Butlins Holiday Centre and a campus of the University of Chichester. Littlehampton is a smaller centre, located at the mouth of the River Arun and has a harbour with small-scale fishing operations and an expanding marine based leisure economy.

- 3.6** The town of Arundel, dominated by its cathedral and castle, lies inland from the coast, at the foot of the South Downs. Arundel is recorded in the Domesday book. Its historical development has resulted in a rich built environment set against the impressive backdrop of the River Arun, the Arun Valley and Arundel Park. Arundel is an important visitor destination and many of the facilities, services and employment opportunities reflect this attribute. Arundel has historical and environmental designations and its future growth has to meet the challenge of its special historic and landscape character.
- 3.7** In the west of the District are the 'six villages' of Aldingbourne, Barnham, Eastergate, Westergate, Walberton and Yapton. Barnham, Eastergate and Westergate are located close together and share many facilities. Considered together these three villages provide a range of shops and local services. Aldingbourne is a small settlement to the west of Westergate with limited services and facilities. Barnham additionally benefits from a mainline railway station. Walberton and Yapton are physically separate from each other and are in the northern part of the Local Plan area. They have a smaller range of facilities and services than the three villages.
- 3.8** Angmering has experienced considerable new residential development in recent years. The Village has benefited from improvements to the A280 and has a mainline railway station.
- 3.9** Within the District are some smaller villages and hamlets with very limited services and facilities such as Poling, Climping, Ford and Fontwell. Ford also contains a number of industrial estates, open prison and waste treatment facilities.
- 3.10** The landscape character of the LPA varies between the low coastline, open countryside and the backdrop provided by the scarp slope of the South Downs National Park. The LPA is generally low lying with open views across a flat open agricultural landscape. The density of urban settlement and the number of expanded villages means that the open countryside between settlements are valued parts of the local landscape. Arun District has a wealth of environmentally important assets. Within the Arun Local Planning Authority area there are four Sites of Special Scientific Interest (SSSIs): Bognor Reef, Clymping Beach, Felpham and Pagham Harbour. There are five Sites of Nature Conservation Importance (SNCIs): Ferring Rife and Meadows, Littlehampton Golf Course and Atherington Beach, Elmer Rocks, Middleton Shingle, Fontwell Park Racecourse and three local nature reserves at Bersted Brooks, Pagham Harbour and West Beach. Pagham Harbour has also been designated as a Special Protection Area (SPA) under the EC Wild Birds Directive and is a Ramsar site.
- 3.11** The River Arun is one of the fastest flowing rivers in the country. In addition to this river, the District has a network of large streams and smaller watercourses of strategic drainage importance, as classified by the Environment Agency, because they are critical to the surface water drainage of the area. Arun District is affected to varying

3 Spatial Portrait

degrees by the threat of flooding, principally from fluvial (rivers), tidal (sea) and groundwater⁽⁴⁾. A large proportion of developable land in Arun also suffers from potential ground water flooding.

- 3.12** The main water quality issues in Arun are organic pollution and eutrophication. Water quality problems are frequently most acute in the upper reaches of river catchments where there is less capacity for dilution and self purification. This is particularly evident during drought periods when treated sewage discharged can contribute to a significant proportion of river flow. Water resources in the South East region are under pressure and the region has been classified as one of serious water stress by the Government. Portsmouth Water supplies the area to the west of the River Arun, and Southern Water supplies the east of the District.
- 3.13** Two major aquifers, the Chalk and the Lower Greens, underlie much of the area and are the area's most important water resources accounting for more than 50% of licensed abstraction. The aquifers are the source of numerous springs and streams that help to support surface water flows and water dependent habitats.
- 3.14** The need to protect rivers and aquifers from pollution has led to significant areas within the District being designated Source Protection Zones. Water resources are finely balanced between meeting the demands of existing abstractions and the need to protect river flows to meet environmental and other in-stream requirements. There is therefore a general presumption against consumptive abstraction from the chalk aquifer and from rivers during the summer.
- 3.15** Arun is rich in historical assets. Within the Arun Local Planning Authority area designated assets comprise 723 statutorily listed buildings, 29 Conservation Areas and seven Scheduled Monuments.
- 3.16** Arun also has a large number of undesignated features of historic and cultural interest and value including features of heritage, archaeological and landscape interest. Of note are 14 locally designated Areas of Special Character and 1,242 locally important buildings (Building or Structures of Character). Arundel in particular is renowned for its historic and cultural character.
- 3.17** Transport links are dominated by east-west routes along the Sussex Coast, linking Arun with Worthing and Brighton to the east and Chichester and Portsmouth to the west. The main road links are the A27 trunk road and the A259, both of which suffer from severe congestion during peak times. Traffic travelling between the A27 and A259 via the A284 and A29 to access Littlehampton, Bognor Regis and the coastal area is often delayed due to a number of the level crossings which also create congestion and poor air quality. The A27, at Arundel is often congested and requires a solution to improve journey reliability and vehicle emission reduction. The rail line known as 'West Coastway' connects the main towns along the South coast, although both Bognor Regis and Littlehampton are served by branch lines. The Arun Valley

4 Arun Strategic Flood Risk Assessment Update 2016

line provides a direct rail link to London, Central Sussex and Gatwick Airport. Rail services to and from the District, particularly between both Littlehampton and Bognor Regis, and London, are perceived as slow and there is a limited supply of modern rail stock⁽⁵⁾.

The People⁽⁶⁾

- 3.18** Arun has one of the UK's highest populations of elderly people, with 27% of residents aged 65 and over, compared to 17% nationally. Particularly high proportions of elderly people are found along the coast, in the Pagham Aldwick area west of Bognor Regis, and from Rustington to Ferring, where in some wards over 50% of residents are aged 65 and over. By contrast, parts of Bognor Regis and Littlehampton have a significantly younger population, with above average proportions of families and young people. Both national and local forecasts indicate that the largest growth in the future will be in people aged 85 and over. This brings its own challenges regarding health and housing issues. Since 2004, the population has become more diverse, with people from other European Union countries now making up approximately 5% of the population.
- 3.19** Arun falls within the wider Coastal West Sussex housing market area which stretches from Lewes in the east to beyond Chichester in the west as well as having a localised HMA centred on the district. Average house prices in Arun's coastal towns are generally relatively low compared to neighbouring areas, but prices are significantly higher in Arundel and some inland villages. The Index of Multiple Deprivation (IMD) indicates that parts of rural Arun fall within the 10% most deprived areas in England in terms of barriers to housing and services.
- 3.20** Arun has a high proportion of detached housing (35%) which is substantially above the national average (23%). Suburban low density detached housing is a particular feature of much of the coastal built-up areas, and some of the larger villages. The District's proportion of flats and maisonettes is also slightly above average, with below average proportions of semi-detached and terraced housing. Flats and terraced housing make up a high proportion of housing in central Bognor Regis and Littlehampton, and also Arundel.
- 3.21** Approximately 80% of housing in Arun is owner occupied, which is much higher than both the national and West Sussex average. Around 9% is social rented, with a similar proportion privately rented. High concentrations of social rented housing occur in parts of Bognor Regis and Littlehampton, particularly Pevensey and Ham Wards where it accounts for around 25% of all housing. Private renting is concentrated in the town centres, where it rises to over 35% of total housing in Marine Ward, Bognor Regis.

5 West Sussex Transport Plan 2011-2026

6 Data sources for the statistics are the 2011 Census (Release 2.1) and Index of Multiple Deprivation 2007.

Vision for the District

- 4.1** The vision applies to the areas of the Arun district which fall outside the South Downs National Park Authority Planning Authority Area.⁽⁸⁾
- 4.2** The vision is;

By 2031 Arun will be a safer, more inclusive, vibrant and attractive place to live, work and visit. Arun's residents will be healthier and better educated, with reduced inequalities between the most and least affluent.

Vision for the places – 'place shaping'

- 4.3** The coastal towns of Bognor Regis and Littlehampton and their surrounding areas will have achieved greater prosperity through economic regeneration and urban renewal, providing a wider range of jobs and services. This will enable them to compete better with neighbouring centres outside the District and enhance their role as service centres and key destinations for Arun residents, reducing the leakage of wealth and spending to other areas. The social wellbeing of individuals and communities will have improved, particularly within the most deprived areas.
- 4.4** New homes and jobs will have been provided through well designed and sustainable development, delivered in conjunction with new or improved infrastructure, services and community facilities, whilst the potential impacts of climate change will have been fully taken into account.
- 4.5** New development will have been successfully integrated within the District, creating attractive places to live, whilst protecting and enhancing the character of Arun's environment. By providing market and affordable homes, a wider range of local jobs, improved transport and community facilities, new development will have helped to improve the quality of life for Arun's residents and assisted economic and social regeneration, particularly in the coastal towns.
- 4.6** The range and quality of education opportunities in the District will have increased, including planned expansion of the University of Chichester Campus at Bognor Regis. Opportunities for knowledge-based economic regeneration will have been developed, through graduate programmes, work placements, and other opportunities.
- 4.7** Arun will play host to a successful and vibrant business economy, providing a wider range of better quality jobs, supported by a better trained and more skilled local workforce. The District will support a better quality, year round visitor economy and Arun will be viewed as a first class visitor destination.

8 The confirmed boundary for the South Downs National Park Planning Authority Area can be found on the Natural England website
<http://www.naturalengland.org.uk/ourwork/conservation/designations/new/southdowns/centralsection.aspx>

4 Vision & Objectives

- 4.8** The provision of better job opportunities and more affordable homes will have helped to create a more balanced and diverse local population, encouraging more young people to stay or move here, whilst still providing for the needs of older people. The housing needs of all sections of the community will have been catered for, through the provision of a better mix of sizes, types and tenure, including more family housing, homes 'designed for life', supported and 'extra-care' housing.
- 4.9** Those who live and work here will have better access to shops, jobs, services, health, education, community and leisure facilities, thereby reducing the need to travel and reliance on the private car.
- 4.10** The special qualities of the District's natural, built and historic environment which make up Arun's towns, villages, coast and countryside will have been protected and enhanced, whilst at the same time seeking to address the social and economic issues faced by people living in rural areas.

The coastal towns

Bognor Regis

- 4.11** "The vision for Bognor Regis is to will provide a new role for the town in the 21st Century. This new role will build upon its assets and create a series of new attractions for residents and visitors alike. At the heart of the vision will be a viable town centre with a richness of urban form and a quality of architecture that will reposition Bognor Regis as a first class coastal destination." (Bognor Regis Masterplan)
- 4.12** This will include:
- A revitalised, diversified town centre fulfilling its potential as a sub-regional centre for shopping and entertainment;
 - Expanded role as a major education centre, including expanded University facilities;
 - A revitalised seafront with enhanced visitor and leisure facilities;
 - Major transport improvements, improving accessibility and connectivity;
 - New housing and employment development, including well integrated new communities which bring tangible benefits for the town as a whole;
 - Improved community and business infrastructure and facilities, including education and health; and
 - Enhanced opportunities and access to services, particularly in the most deprived parts of the town.

Littlehampton

- 4.13** "Building on its distinctive character, Littlehampton will be a successful, competitive and connected town. The town will be an attractive, vibrant and safe place to live, work and visit with an excellent range of facilities for all ages and groups." (Littlehampton Vision)

4.14 This will include:

- An attractive and more competitive town centre with a wider range of attractions for residents and visitors;
- Enhanced visitor and leisure facilities along the seafront;
- The development of Littlehampton Harbour as a major feature of the town, through the creation of an attractive waterfront, on both sides of the river and a successful leisure-based harbour;
- Improved accessibility and better connectivity around the town;
- New housing and employment development, including well integrated new communities which bring tangible benefits for the town as a whole;
- Improved community, business, education and health infrastructure and facilities; and
- Enhanced opportunities and access to services, particularly in the most deprived parts of the town.

Inland Arun

Arundel

4.15 Arundel will enhance and strengthen its unique special character as a small historic market town. Its many attractions, including improved facilities and wider access to the river from the town centre, enhanced arts and cultural facilities and its location as a natural gateway to the South Downs National Park, will mean that it will continue to act as a significant visitor destination. Arundel will also focus on providing greater opportunities to serve local needs for shopping, employment, housing and leisure facilities in order to underpin its attraction as a tourism venue with a strong vibrant community.

The Villages

4.16 Barnham, Eastergate, Westergate and Angmering will develop their roles as well-connected large villages serving inland Arun; providing an enhanced range of shops, employment, housing, community facilities and local services, supported by improved transport links.

4.17 Yapton will continue to provide a range of local services and facilities serving its immediate surrounding area.

4.18 The District's smaller settlements and rural areas will retain their character with limited new development to meet their needs.

4 Vision & Objectives

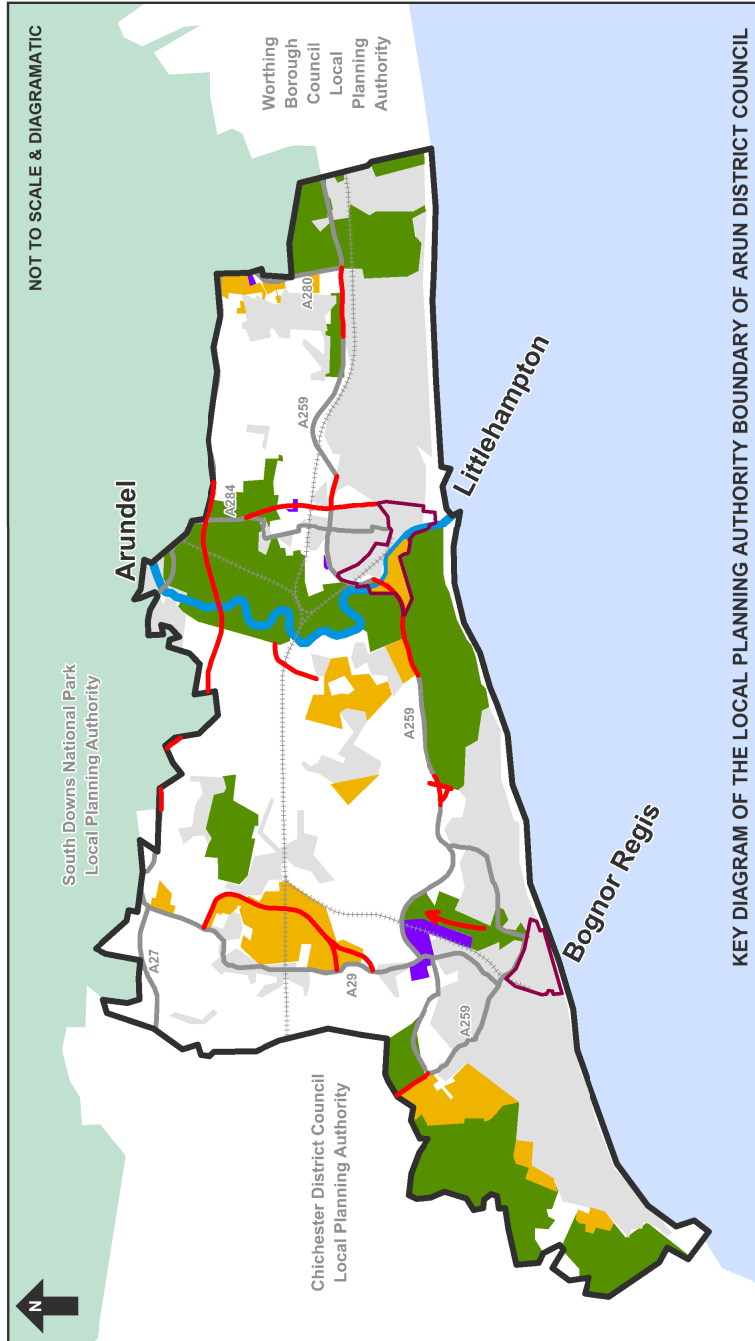
Strategic Objectives of the Arun Local Plan to be Achieved by 2031 are;

| |
|---|
| To strengthen Arun’s economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure including road access, quality affordable accommodation and the development of business support and partnerships; |
| To reduce the need to travel and promote sustainable forms of transport; |
| To plan for climate change; to work in harmony with the environment to conserve natural resources and increase biodiversity; |
| To plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District’s housing requirements and the needs of Arun’s residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities; |
| To protect and enhance Arun’s outstanding landscape, countryside, coastline, historic, built and archaeological environment, as well as the setting of the South Downs National Park, thereby reinforcing local character and identity; |
| To create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities; and |
| To promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population. |

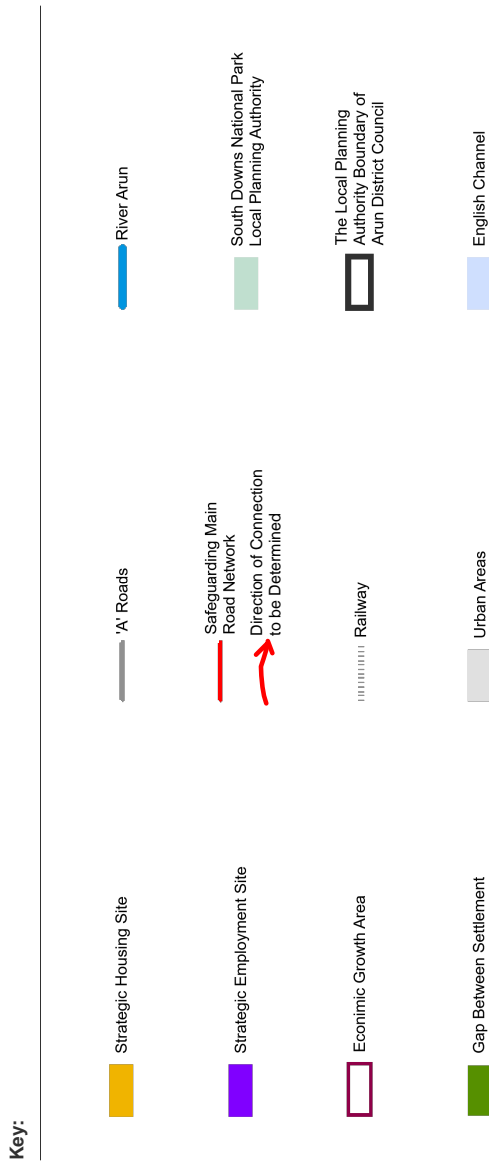
Table 4.1 Strategic Objectives

5 The Key Diagram

5.1 The Key Diagram is a spatial representation of the Local Plan Vision. It provides a broad indication of how the District will develop over the lifetime of the Plan.



Picture 5.1



Picture 5.2

8 Employment & Enterprise

8.1 Employment & Enterprise

Arun's Local Plan strategic objective for Employment and Enterprise is to:

"Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, quality affordable accommodation and the development of business support and partnerships."

Employment growth

- 8.1.1** Economic and enterprise development for employment growth are essential for the sustainable development of Arun. Employment and enterprise opportunity forms a key objective upon which the success of this Local Plan depends. The District has some dynamic and growing employment sectors but further growth is needed to tackle deprivation and high levels of out-commuting from the District. The local economy is a key measure of success and is integral to other areas such as housing markets and general wellbeing. The Local Plan's policies aim to retain existing employment, accommodate future business needs and encourage local job growth. It includes the allocation of sufficient employment land in sustainable locations to encourage growth in the local economy and where appropriate to cater for the unmet employment needs of neighbouring areas.
- 8.1.2** Arun's approach is to drive employment and business growth by allocating sites, protecting land in business use, research, marketing and funding. This, combined with dedicated resources, simplified planning regimes and effective partnership work will aim to secure growth over the plan period.
- 8.1.3** The policies on employment in the Local Plan build on ongoing partnership work between the Council and partner organisations. Several key strategies that have guided the development of the strategic employment policies are the Council's Economic Strategy *Open for Business 2009-2026*⁽¹⁵⁾ the *Housing and Employment Land Availability Assessment*⁽¹⁶⁾, the County Council's Economic Strategy⁽¹⁷⁾ and the Strategic Economic Plan produced by the Coast to Capital Local Enterprise Partnership (LEP). The Coast to Capital Local Enterprise Partnership together with the Coastal West Sussex Partnership⁽¹⁸⁾ and the Coastal West Sussex and Greater Brighton Strategic Planning Board draws local organisations together to tackle employment, enterprise and skills matters at a strategic level for local implementation.⁽¹⁹⁾⁽²⁰⁾

15 ADC 2009

16 Nathaniel Lichfield and Partners on behalf of ADC, 2010, 2013,2014

17 *Supporting Growth in West Sussex 2012-2020*

18 see geographies in the maps at the end of this section

19 Coast to Capital LEP : Strategic Economic Plan (2014)

20 Coastal West Sussex and Greater Brighton Strategic Planning Board's Local Strategic Statement (Updated January 2016)

8 Employment & Enterprise

8.1.4 Arun's Economic Strategy provides an overview of the District's economy and identifies six strategic objectives, to:

- Improve education, skills and employability of the local population;
- Increase business competitiveness and growth – focusing on existing businesses;
- Encourage the level and rate of new investment, particularly in high growth sectors – focusing on new enterprises and inward investment;
- Maintain and improve business infrastructure;
- Maintain and improve the area's infrastructure, facilities and physical environment; and
- Maintain and improve transport networks across the District and wider area.

8.1.5 Together these objectives aim to up-skill Arun's population, provide opportunity for a variety of employment sectors, tackle deprivation and reduce high levels of out-commuting from the District.

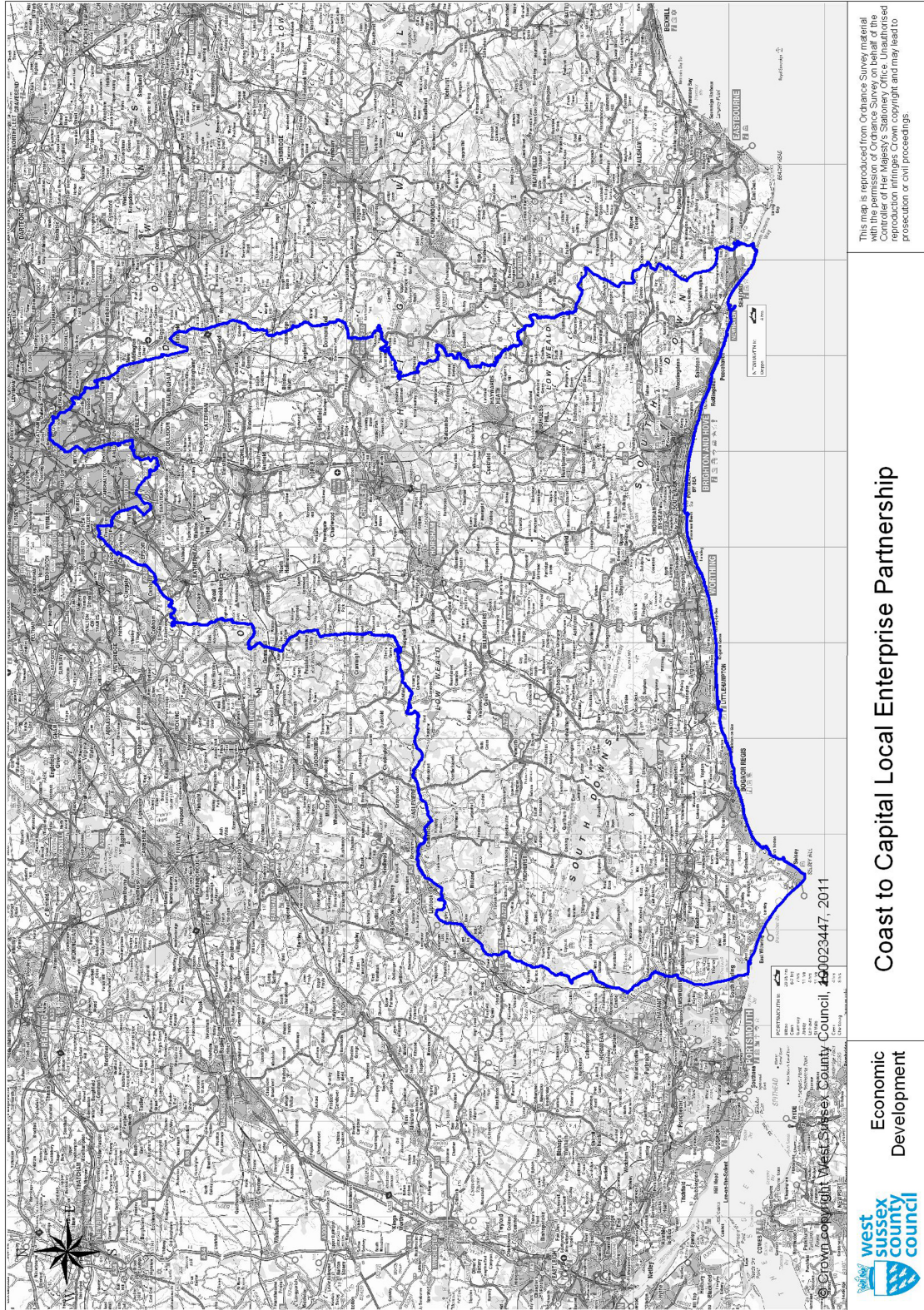
Partnership Working

8.1.6 Arun District Council works in partnership with a variety of agencies, businesses and public authorities to help raise the competitiveness of Arun and secure employment growth. Arun sits within the Coast to Capital Local Enterprise Partnership (LEP) area. Arun is most closely associated with adjacent coastal authorities, and as such sits within the Coastal West Sussex Partnership. This body acts for the Coast to Capital Local Enterprise Partnership and a conduit for place based economic development and regeneration activity.

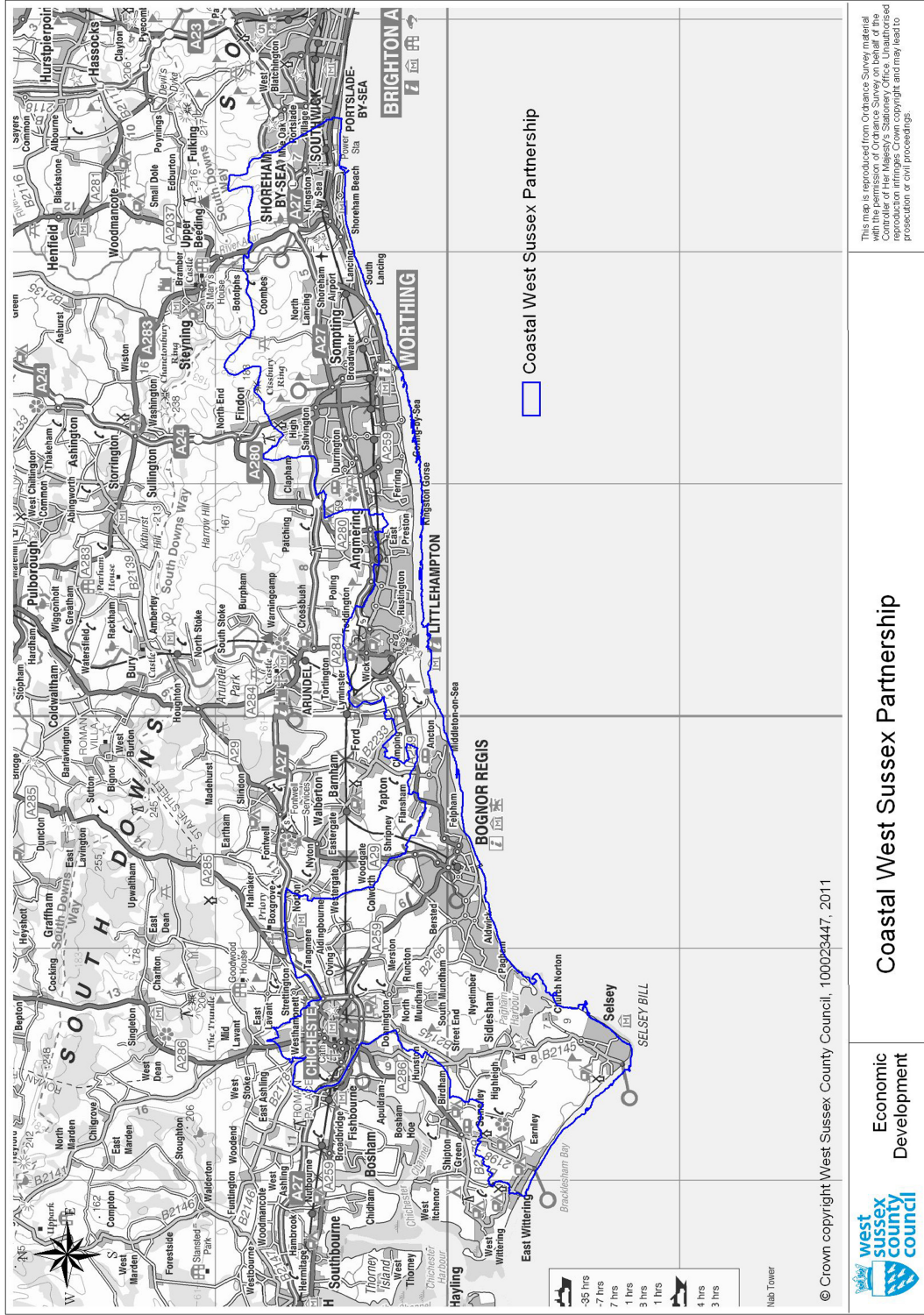
8.1.7 The Coast to Capital LEP has signed a Growth Deal with central Government that will see the start of a six year investment programme in jobs, infrastructure and transport, from 2015. Investment will take place in a variety of programmes. These include flood defences, major transport schemes, international trade and support for businesses across West Sussex, Brighton and Hove, Lewes, East Surrey, Croydon and the Gatwick Diamond. Programmes of specific benefit to Arun are:

- Bognor Regis A29 re-alignment between the new Bognor Regis Relief Road and the A27 which will bridge the West Coastway railway line, avoiding congestion points and current delay points at a level crossing. The realignment will allow new development of business and employment opportunities in Bognor Regis.
- Sustainable Transport Packages a range of projects will tackle congestion and improve sustainable transport in local areas across the Coast to Capital region. This will enable improvements to walking and cycling links; improvements to junctions and traffic management systems to ease traffic flow and reduce congestion and improvements to public transport, such as bus and taxi priority measures and better Interchanges.

8.2 Coast to Capital LEP



8.3 Coastal West Sussex Partnerships



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Coastal West Sussex Partnership

Picture 8.2 Coastal West Sussex Partnerships

Economic Development
west sussex county council

8 Employment & Enterprise

8.4 Strategic Economic Growth

- 8.4.1** This section deals with the Local Plan's strategic approach to enabling economic development, strategic employment land allocations, encouraging the development of the knowledge and culture sector, telecommunications infrastructure, employment and skills. The strategic policies, where necessary are supported by development management policies, notably in regard to major site opportunities. The framework for supporting the development of specific sectors of retailing, tourism, soils, horticulture and equine are set out in the remaining sections of this Prosperous Place chapter.
- 8.4.2** The Local Plan will assist the creation of new jobs in Arun in a variety of ways, both through the allocation of land for employment uses, but also by less direct means, for example, by promoting urban and town centre regeneration and supporting local services in rural areas; enhancing visitor facilities; supporting expansion of education and training; and facilitating improvements to transport and ICT networks. The planned strategic housing developments can also assist by including provision for on-site employment, increasing the local demand for services and creating a wealth base for the area. It will be important to adopt a co-ordinated approach where all development proposals are considered in terms of their potential for job creation, whether direct or indirect.
- 8.4.3** The Local Plan aims to ensure that there is sufficient commercial floorspace in accessible locations to address business and employment needs in Arun. Quality, affordable sites and premises across Arun are key to the economic and enterprise objective of the Local Plan. The Local Plan seeks to encourage economic activity that can help with the regeneration of Bognor Regis and Littlehampton, especially in those parts of these settlements defined as Economic Growth Areas (EGA). To help meet the needs of business in the future and create local employment, the Local Plan identifies Strategic Employment Land Allocations.
- 8.4.4** In addition to the provision of good quality employment land in the Strategic Employment Land Allocations, existing sites and premises across Arun are key to the economic and enterprise objective of the Local Plan. Employment floorspace in this context focuses on Business Class (B1, B2 and B8) uses, which comprise industrial, office and storage/warehousing activities. To ensure a sufficient range and type of employment land is provided in appropriate locations, existing employment sites will generally be protected and, where possible, enhanced to ensure their suitability for modern business uses. The Local Plan contains specific sector based policies for the use of land and buildings for Retail, Tourism, Soils, Horticulture, and Equine Developments.
- 8.4.5** Additional employment sites can be identified locally and will be subject to the appropriate policies within this Local Plan and any Neighbourhood Development Plan. These will include provision of local employment opportunities to provide a range of locations to meet the needs of different types of businesses at all stages of

their growth. The overall scale and distribution of employment land will support regeneration opportunities; ensure a balance is met between urban and rural areas; and support the differing functions of settlements in the District.

Policy EMP SP1

Strategic Economic Growth

The Council, with partners, will promote the sustainable growth of the District's economy to meet the varying needs of different economic sectors and to support regeneration within the two main towns. The Plan allocates circa 75 hectares of employment land in order to provide sufficient flexibility to meet the future needs and aspirations for the District to support the regeneration of Bognor Regis and Littlehampton, support job creation, provide for the needs of modern business, increase the attractiveness of the District as a business location and support the economic development of the coastal market area. This will comprise:

- a. Promoting regeneration of the District's main town centres as the focus for retail, office and leisure development, especially in the Bognor Regis and Littlehampton Economic Growth Areas in accordance with the sequential test;
- b. The provision of new high quality employment sites: strategic employment land allocations in Bognor Regis, Littlehampton and Angmering;
- c. The provision of land to accommodate employment needs including the expansion of existing employment areas;
- d. The provision of on-site employment within strategic housing developments (H SP2a, H SP2b and HSP2c);
- e. Reflecting local aspirations for employment through the Neighbourhood Development Plans;
- f. Protecting and enhancing existing and allocated employment sites and premises to meet the needs of business subject to regular review and monitoring;
- g. Supporting and promoting a high quality visitor economy;
- h. Supporting sustainable employment opportunities in inland settlements and rural areas;
- i. Working with partners and supporting initiatives and development which assist in improving academic and vocational skills and training opportunities for local residents; and
- j. Supporting initiatives to improve ICT connectivity and improve take-up of ICT by local businesses while requiring new developments to include provision for advanced ICT infrastructure
- k. The integration of other uses and forms of development where it facilitates the delivery of economic objectives and fosters growth and innovation.
- l. The provision of appropriately scaled development where such uses compliment, and are compatible with, employment/commercial uses.

8 Employment & Enterprise

8.5 Economic Growth Areas

- The Local Plan seeks to promote economic growth and regeneration in order to strengthen the economic base of the District and provide local job opportunities.

8.5.1 The Council has identified two Economic Growth Areas (EGAs) which will be the focus of its regeneration efforts. These areas indicate where the Council considers special emphasis on skills development, employment creation, regeneration, cultural, leisure, retail and office development will be prioritised.

8.5.2 The EGAs are located within the two main towns of Littlehampton and Bognor Regis. The boundaries for these are shown on the Policies Map.

8.5.3 Within these defined areas development proposals must demonstrate that they meet and/or further the core regeneration aims for the EGAs and their long term viability/sustainability. The core aims are to:

- improve the economic viability and vitality of the town centres by attracting new investment;
- enhance the environmental/architectural quality of the townscape and public realm through improvements to spaces, buildings and street works/furniture;
- create and enhance the physical/visual linkages between the Sea front and the town centre;
- improve the attractiveness of the retail environments to shoppers;
- increase the attractiveness of the towns as holiday destinations for visitors;
- improve the accessibility of the town centres and effectively manage the movement of people and vehicles within the town centres.

8.5.4 Economic growth and regeneration is also linked to residential growth which provides for an increased population to support the two areas. Significant housing growth is planned as part of the ALP around the two main coastal towns. Development will be required to provide links to the EGAs and Town Centres to help support their economic growth and regeneration.

Littlehampton

8.5.5 The EGA includes the Harbour (East and West Bank), Town Centre, industrial estates, part of the beach front, surrounding housing and a Strategic Housing Allocation at West Bank.

8 Employment & Enterprise

- 8.5.6** The coastal settlement of Littlehampton has seen the commercial use of its port diminish. The Town has a historic reliance on jobs in manufacturing as its core economy, with a large proportion of the working population being employed in the public sector.
- 8.5.7** As lifestyles and working habits have changed, the demands of visitors and tourists have transformed and the offer that Littlehampton holds may not match contemporary demands. The town has similar challenges to Bognor Regis in terms of its socio-economic pressures associated with low educational attainment and the health profile of its residents. Development of the Town Centre, Seafront regeneration, and improvements to the area's tourism offer are essential.
- 8.5.8** Littlehampton Harbour is a valuable asset for Littlehampton and the surrounding area. The Harbour area includes both the East and West Banks. Railway Wharf on the East Bank is safeguarded for the importation of minerals in both the adopted West Sussex Minerals Local Plan and the emerging West Sussex Joint Minerals Local Plan
- 8.5.9** However, in partnership with West Sussex County Council and the Harbour Board, Arun District Council has identified Railway Wharf as a key opportunity for regeneration within the Littlehampton EGA.
- 8.5.10** The potential regeneration opportunities presented by Littlehampton Harbour have been subject to a number of studies since 2004. The Council is working in partnership with the County Council, Littlehampton Town Council, the Environment Agency, local landowners and businesses to identify the infrastructure and environmental and development requirements to optimise the economic regeneration of the Harbour. The Council will provide further guidance in relation to the regeneration opportunities of the Harbour and the EGA through a Supplementary Planning Document.
- 8.5.11** Other proposals include Town Centre and Seafront regeneration, boosting the area's tourism offer and help deliver the '9 big ideas' (a set of key public realm improvements) and develop sustainable transport links between Littlehampton on the coast and Arundel at the South Downs National Park. There is also the potential to encourage new business to start-up through the introduction of a potential business incubator unit within the town.
- 8.5.12** The West Bank is allocated for a major residential led mixed-use development.
- 8.5.13** Development at West Bank will require significant infrastructure provision including flood defence works, a new community hub and a 1.5-form (expandable to two-form) entry primary school and nursery places. However, there are many benefits to promote the development, including improving links to the town centre and river, provision of improved facilities, protection of habitats and improvements to the marina.

8 Employment & Enterprise

8.5.14 Rope Walk is considered to be a fundamental part of the West Bank regeneration with opportunities to create an attractive destination focused around the heritage buildings, providing boating businesses, as well as restaurants, retail uses and small workshops. The opportunity to increase the moorings along the West Bank as part of its regeneration would help to reinforce the area as a leisure and tourist attraction. Further information is contained within chapter 12: Housing.

Bognor Regis

8.5.15 The EGA focuses around the town centre, Butlin's holiday complex, the University of Chichester and the Seafront.

8.5.16 The greater Bognor Regis Urban Area has seen significant development in recent years, with further opportunities to grow and change. However, there remain challenges to the future prosperity and sustainability of the town including: high levels of out-commuting, low attainment rates and lower levels of jobs compared to the number of people of working age (otherwise known as jobs density). To overcome these challenges, there needs to be a co-ordinated investment package for Bognor Regis that delivers better outcomes for the town.

8.5.17 The town's economy needs a local workforce which is skilled and motivated. There needs to be a good match between employer demand and labour supply, with regard to skill sets.

8.5.18 Key programmes include:

- **Enterprise Bognor Regis** – jobs and employment space at a strategic site to the north of Bognor Regis, supported by a range of infrastructure improvements and digital connectivity.
- **Bognor Regis town centre and seafront** which includes the redevelopment of two sites (The Regis Centre and Hothampton Car Park) owned by the District Council and improvements to the public realm. The council wish to see the town become a regional visitor destination with a bold and vibrant community heart for Arun, where a rich mix of uses and high quality town centre living contribute to a diverse retail offer, excellent public realm and a thriving economy.
- **'Better Bognor'** – A programme to establish a cluster of **creative and digital start-ups** in Bognor Regis with a package of business support including skills, marketing and shared working space. This will link to the University of Chichester's planned curriculum and expansion plans.
- **University of Chichester - Engineering and Digital Technology Park**, delivering: jobs, contributing valuable skills and investment into the local economy.

8 Employment & Enterprise

- 8.5.19** The University is committed to expanding/developing and improving the facilities on the campus, along with improving the teaching provision. Planning permission has been granted for an expansion to the existing campus for the provision of a technology building and student accommodation. Development of education activities at the campus is considered an essential element of the regeneration of the town and wider district and will be supported as long as it is consistent with other policies in the Plan.
- 8.5.20** Development will have the positive impact of increasing the economic impact of the University, encourage start-up SMEs in the local area, and link up with the wider regeneration proposals and economic strategy.
- 8.5.21** Significant residential development is planned to take place to the west and north-west of the Greater Bognor Regis Urban Area at the following locations:
- Pagham South;
 - Pagham North; and
 - West of Bersted
- 8.5.22** It is important that these developments link into the town centre so that the new residents can support any proposed regeneration schemes.
- 8.5.23** This policy also underpins Arun's District-wide requirements for skill enhancement from developments, as detailed in Policy EMP SP1, SKILLS SP1, HSP 1, HSP 2, HSP 3, HSP 4 and SD 1 of the Local Plan.

Policy EMP SP2

Economic Growth Areas

The Council will work with partners to enhance local employment opportunities within the following Economic Growth Areas identified on the Policies Map:

- a. Littlehampton Economic Growth Area; and
- b. Bognor Regis Economic Growth Area

Knowledge and cultural based employment as well as retail, leisure and office developments will be directed to the Economic Growth Areas to promote their vitality, viability and regeneration. The Council will support development of an appropriate scale in other settlements in the District to diversify and enhance the knowledge and cultural based opportunities.

8 Employment & Enterprise

Littlehampton Economic Growth Area

The Economic Growth Area includes the Harbour (east and west bank), Town Centre, industrial estates, part of the beach front, surrounding housing and a strategic allocation at West Bank. Development will be encouraged which delivers the comprehensive safeguarding of the Harbour as well as addressing flood risk, contaminated land, access and nature conservation issues and must also be consistent with other Local Plan policies. Such development will:

- Improve and develop marina berthing, including additional moorings, providing that the development is not detrimental to the integrity of tidal defences or the ability to maintain or improve them;
- Provide new linkages between the East and West Bank areas at appropriate locations;
- Provide for additional or enhanced commercial and leisure activities, including small scale retail, hotel, café and restaurant uses, and possibly an exhibition/visitor centre;
- Provide for boat building or other marina-related commercial uses;
- Improve and develop marina berthing, including additional moorings, provided that the development is not detrimental to the integrity of tidal defences or the ability to maintain and improve them;

Development in the wider Economic Growth Area will be encouraged which increases the vitality of the town centre. The redevelopment of the town centre site owned by the District Council (St. Martins Car park), along with improvements to the public realm will be a key priorities but development should maintain appropriate levels of town centre parking. Development which supports the town's retail, leisure and tourism functions will be supported.

Proposals relating to operations on the East Bank at Railway Wharf will need to be compliant with the Joint Minerals Local Plan.

The Council will provide further guidance in relation to the regeneration opportunities of the Harbour and the EGA through a Supplementary Planning Document

Bognor Regis Economic Growth Area

Within the Economic Growth Area, the redevelopment of two town centre sites owned by the District Council (The Regis Centre and Hothampton Car Park), along with improvements to the public realm, will be a key priority.

Development which promotes the establishment of a cluster of creative and digital start-ups in Bognor Regis will be supported, as will improvements to tourist accommodation and facilities.

The Council will expect new development within the town centre to:

- Provide new linkages between the town centre and the seafront
- Respect the character of the local area
- Provide for additional or enhanced commercial, leisure and retail activities

The Council shall particularly encourage the expansion and improvement of the academic and recreational facilities for the University of Chichester.

8.6 Strategic Employment Land Allocations

8.6.1 Building a strong, competitive economy and encouraging local employment growth is the central theme of this Local Plan. An assessment of demand for, and supply of land to enable economic development in Arun has led to the identification of several strategic employment sites. The Strategic Employment Land Allocations policy allocates a range of employment sites. This provides for choice for investors and will help to drive competitiveness. The sites are located in Bognor Regis, Littlehampton and Angmering.

Bognor Regis

8.6.2 Enterprise Bognor Regis consists of four sites: Oldland's Farm, Salt Box, Rowan Park and the former LEC airfield and adjoining land. (Strategic Allocations 1 - 4). Taken together the allocations are branded 'Enterprise Bognor Regis' (EBR)

8.6.3 In response to Government's Enterprise Zone initiative, in April 2011, the Council submitted to the Coast to Capital LEP (C2C) an Expression of Interest (EoI) for the designation of EBR as an Enterprise Zone (EZ). The EoI was successful in securing the LEP's nomination and a full EZ bid branded as 'Enterprise Bognor Regis' was submitted for Government approval. While the bid for EZ status was unsuccessful. It remains an ambition of Arun Council to have enterprise zone status for the site. The EZ process underlined the strategic importance of EBR for the sub-region and a renewed proposal for EZ status is included in Coast to Capital current Strategic Economic Plan.

8.6.4 In accordance with Government requirements for EZs the Council proposes to introduce a Local Development Order (LDO) for EBR with a focus on Salt Box, Rowan Park and Oldland's Farm to facilitate early development and accelerate economic growth. The LDO will grant permitted development rights for new business-related development and allow owner-occupiers and developers to benefit from an accelerated and simplified planning process and a reduction in planning application fees. It will establish a regime of permitted development already conditioned to secure an appropriate level of mitigation as required and a measure of quality assurance in

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relation to use, layout, design and materials. It will not prevent or restrict other development (i.e. development not permitted under the terms of the LDO) which will be dealt with in the usual way under the normal planning regime.

- 8.6.5** The Council remains committed to promoting economic growth in this area in order to help increase Arun's job density. The Coast to Capital LEP Strategic Economic Plan now includes this area as one of nine growth locations across the region. The work being done by the Coastal West Sussex Partnership ⁽²¹⁾ is crucial to the delivery of this project to promote enterprise in Bognor Regis.
- 8.6.6** The delivery of the Enterprise Bognor Regis (EBR) will require a number of infrastructure schemes to be delivered as part of the phased development of the site as a whole. This will build upon the momentum created by the completion of the Bognor Regis Northern Relief road (BRNRR), planning permission for development at Oldland's Farm and the construction of a new leg to the BRNRR to provide direct access to the Salt Box site.
- 8.6.7** Measures to aid the delivery of the sites include:
1. The realignment of the A29 road including a bridge over the Coastway Rail Line
 2. A substantial land drainage strategy to mitigate against surface water flooding;
 3. The delivery of the link road between the A259 Felpham Way and the BRNRR, to enable the development of the former LEC airfield. (Policy T SP 3: Safeguarding the Main Road Network)
- 8.6.8** Each site will be required to deliver a package of sustainable transport measures. This should include improvements to sustainable transport infrastructure and services, travel behaviour change initiatives and parking standards. The aim of introducing these measures is to reduce trip rates on the highway network by 7.5%.
- 8.6.9** The drainage scheme and all other on site mitigation measures, as identified in the Policy EMP DM2, will need to be delivered through Section 106 agreements and appropriate conditions attached to future planning permissions.
- 8.6.10** The link road between the A259 Felpham Way and the BRNRR may pass through a valley that includes significant areas of habitat and associated water courses identified as a Biodiversity Opportunity Area on the Policies Map. It is essential that the proposed development and new road respond to these assets in terms of habitats and biodiversity, landscape and the protection of accessible natural green space to serve the needs of the local community.
- 8.6.11** In order to deliver the link road between the A259 Felpham Way and the BRNRR, a variety of funding mechanisms are currently being evaluated. West Sussex County Council Highways estimate the cost of the safeguarded alignment at £7.1 million.

21 Including the *Developing an Employment and Infrastructure Study*' Parsons Brinckerhoff February 2012

Littlehampton

8.6.12 In Littlehampton, planning permission has been secured for the development of housing, employment and other land at Courtwick and North Littlehampton. The planning permissions were granted for these sites in 2011 - 2012 and therefore form part of the strategic allocations for employment land within the Local Plan as Strategic Sites 5 and 6.

Angmering

8.6.13 Angmering is identified as a location for growth in the Local Plan housing chapter. The employment assessment for Angmering (2010), ranked land at Water Lane, Angmering as the most suitable site for employment development in Arun. The site was further assessed in 2013. The land North of Water Lane forms Strategic Site 7. The site could potentially accommodate a range of employment uses, but it would be particularly suitable for smaller scale activities to meet local or rural workspace needs in the early part of the plan period.

8.6.14 The delivery of this site will require investment to mitigate flood risk issues, habitat constraints, suitable access arrangements to the A280 and the landscape sensitivities of the site given its proximity to the South Downs National Park. The nature and scale of development, its massing and materials, layout and land-cover would be considered an appropriate detail at the master planning and detailed design stages; and tested through Landscape Value Impact Assessment, if necessary.

8.6.15 Smarter Choices transport measures will need to be implemented on the site to encourage sustainable modes of transport and reduce the impact of growth on the road network. This package of measures will be required to be delivered on site.

Local Development Orders

8.6.16 Local Development Orders can be made by local planning authorities and give a grant of planning permission to specific types of development within a defined area. They streamline the planning process by removing the need for developers to make a planning application to a local planning authority. They create certainty and save time and money for those involved in the planning process. Local Development Orders (LDOs) will be prepared for the Enterprise Bognor Regis. The initial focus will be upon Oldlands Farm, Saltbox and Rowan Park. An LDO is already in place at the Butlins' at Bognor Regis.

Strategic Employment Land Allocations

8.6.17 Policy EMP SP 3, shows the strategic employment land allocations and their gross areas. The actual floorspace and employment capacity of each site will need to be determined as development proposals are worked up in detail. Local environmental constraints, the eventual use class of occupiers and design issues will be important determinants for each site.

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Policy EMP SP3

Strategic Employment Land Allocations

Employment is important for people's health and well-being. It is also place shaping in that it is an essential element of sustainable development. The creation of jobs is central to this Plan and the Council with its partners will support employment land brought forward on a scale and in locations consistent with this policy and these will be protected for the plan period. The strategic allocations will:

- a. Provide significant new employment opportunities to support the objectives of reducing out commuting and creating local jobs;
- b. Provide employment-led development to support the objective of providing a new role for Bognor Regis Littlehampton and Angmering complementing other new planned investment.
- c. Provide different types and sizes of employment space to meet a range of modern business and sector needs, capable of accommodating indigenous and inward investment requirements;
- d. Deliver new infrastructure to meet the requirements of businesses that can provide wider benefits for the sub-region; and
- e. Need to be developed with consideration and enhancement of landscape character, designated and other protected habitats and species, air and water quality.

Development of site 7 at Angmering will need to be designed as part of the Strategic Housing Allocation (SD9). Due to the close proximity to the South Downs National Park, proposals for the employment allocation will need to demonstrate that the proposal:

- Is located in an easily accessible part of the site, in close proximity to the A280;
- Is developed in such a way so that it will not have a detrimental impact upon the setting of the South Downs National Park;
- ensures that flood risk is satisfactorily mitigated; and
- integrates Smarter Choices transport measures.

Strategic Employment Land Allocations are as follows:

| Site No. | Location - Enterprise Bognor Regis | Gross site Area (ha) |
|----------|------------------------------------|----------------------|
| 1 | Salt Box | 11.7 |
| 2 | Rowan Park | 3.2 |
| 3 | Oldland's Farm | 23.8 |

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| Site No. | Location - Enterprise Bognor Regis | Gross site Area (ha) |
|----------|---|----------------------|
| 4 | Former LEC Airfield and adjoining land | 29.3 |
| | Location - Greater Littlehampton | |
| 5 | Courtwick | 1.5 |
| 6 | North Littlehampton | 2.0 |
| | Location - Angmering | |
| 7 | West of A280 - North of Water Lane | 3.0 ⁽²²⁾ |
| | Total Allocations | 74.5 |

Table 8.1 Strategic Employment Land Allocations

8.7 Employment Land: Development Management

- 8.7.1** National planning policy aims to ensure that the planning system does everything it can to support sustainable economic growth. Protecting and enhancing existing employment sites and premises can make an important contribution to ensure that there is sufficient available floorspace and the opportunity for good quality modern workspace providing employment opportunities in the District. A flexible supply of employment land and premises to meet business needs includes the protection and upgrading of existing sites where these are accessible and there is a good prospect of continued employment use.
- 8.7.2** Arun's Economic Strategy, *Open for Business*, identifies 'Maintaining and improving business infrastructure' as a key objective. This includes a combination of positive interventions to modernise and enhance employment sites and premises and supporting planning policy to prevent loss of employment sites to other uses.
- 8.7.3** Through its planning and economic development roles, the Council will work with partners to promote improvement and upgrading of employment sites, particularly those which are well located to achieve the objectives set out in the Economic Strategy and other regeneration strategies. This will include measures such as:
- Working with landowners, property management agents and businesses to improve the quality of commercial sites and premises;

22 (A standard plot ratio of 0.4 shall be applied to the gross site area to calculate the approximate floorspace that could be accommodated. The resulting floorspace shall then be discounted by 50% to account for the sensitivities of this site which borders the South Downs National Park.)

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- Promoting effective management of employment areas, including addressing issues such as the length of leases, flexible layouts, parking and travel plans;
- Developing a Business Crime Reduction Partnership and undertaking measures to design out crime;
- Improving broadband connectivity; and
- Developing Local Development Orders as appropriate.

8.7.4 The need to protect existing employment sites where these remain viable for future business use is recognised as a key issue both in Arun and elsewhere across Coastal West Sussex. In recent years, there have been strong development pressures for the conversion of employment sites and premises to higher value uses such as housing and retail. This has led to the loss of a number of employment sites, which has accentuated the imbalance between housing and employment provision in the local area. Local authorities in the Coastal West Sussex area are committed to developing policies for the protection of employment land.

8.7.5 Identified housing need may be present in many communities but the change of use from employment may be inappropriate compared to alternatives, including a need to retain or promote economic vitality within communities. Before any change of use from employment will be considered, through the Local Plan, the Council will require that it is demonstrated that a site is no longer required and is unlikely to be re-used or redeveloped for industrial/commercial purposes. This should include a clear demonstration of marketing, viability appraisal and the suitability of the site to accommodate a new use - using a methodology to be agreed by the Council at pre-application advice stage. An assessment will need, but not exclusively, reference:

- a. Location of the site
- b. Quality and suitability of buildings
- c. Site layout
- d. Accessibility
- e. Proximity to major transport routes
- f. Other uses in the neighbourhood
- g. Cost of demolition or refurbishment set against future value for employment uses:
- h. Length of time the site has been vacant and the efforts made to market the site in ways to attract different types of employment uses
- i. Impact of an alternative use upon the amenity and viability of other business uses in the vicinity of the site

8.7.6 The Council, through the Local Plan, requires that employment sites will be marketed to address both the re-use of the current premises and the potential for re-development for alternative business uses/premises. In assessing the marketing of sites, the Council will take into account the price or rental values at which the site is marketed, (which should be justified in the context of the local and sub-regional market), how widely the site has been marketed, and for how long, how interest in the site has been objectively dealt with and the conditions/state of the land or premises

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- including their upkeep before and during marketing and viability. The applicant, their agent or another party to be agreed by Arun District Council will be responsible for fulfilling this requirement.

8.7.7 Options for the re-use of sites can include refurbishment, sub-division of premises and re-development of the site for employment purposes. Options could also address requirements for alternative forms of employment use, such as small starter or 'move-on' units. If established as appropriate through this exercise, live/work units or mixed uses on a site may be considered as an option by the Council, before change of use away from employment.

8.7.8 To support the Strategic Policies, the following Development Management policies focus on locally specific issues affecting the District in relation to employment namely: protection of sites, promoting business led regeneration, protecting against inappropriate business development and giving guidance on development that supports the rural economy.

Policy EMP DM1

Employment Land: Development Management

1. Enhancement of employment premises and sites

The Council will seek to protect and enhance existing employment sites and premises in order to maintain a supply of good quality commercial sites and premises to meet the needs of businesses and the local economy.

The Council will promote and support positive measures to upgrade existing employment areas through:

- a. Supporting appropriate proposals for development/re-development of employment floorspace, upgrading or modernisation of existing premises and/or proposals which make more efficient use of under-used employment sites and premises; and
- b. Working with landowners and developers to achieve better management of employment areas, including measures which increase sustainability and reduce crime.

2. Protection of existing employment premises and sites

Existing employment sites and premises will be protected where there remains a reasonable prospect of employment use. Excepting Permitted Development Rights or Local/Neighbourhood Development Orders, change of use from Business Class (B1-B8) or similar sui generis⁽²³⁾ uses will not be permitted unless:

23 Sui generis uses are uses not specifically categorised in the four main Use Classes and are their own specific use

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- a. It is demonstrated that the site is no longer required and is unlikely to be re-used or re-developed for industrial/commercial purposes. This should include clear demonstration of marketing, viability appraisal and the suitability of the site to accommodate the proposed use - using a methodology to be agreed by the District Council at pre-application advice stage; or
- b. The existing location poses insurmountable environmental harm or amenity which cannot be satisfactorily resolved.

The Council will require evidence that the site has not been made deliberately unviable, that marketing has been actively conducted for a reasonable period of time and that alternative employment uses have been fully explored.

3. Relocation and expansion of existing businesses

The Council will positively encourage the relocation of existing firms wishing to expand within Arun District where this will improve their economic and environmental sustainability, improve the local environment for local residents and/or enhance the sustainable development potential of adjoining sites. The Council will support the regeneration and renewal of these sites and their surroundings for housing and mixed-use development, if this assists the viability of the business relocation in Arun District.

4. Office development

The Council will seek to direct office development to the town centres. Enterprise Bognor Regis will also be considered as a suitable location for office development in accordance with Policy EMP DM2.

5. Range of unit sizes

Where appropriate the Council will require the provision of a range of unit sizes including small and medium sized business units and live-work units in new economic development and mixed-use sites to ensure the needs of businesses are met.

6. Economic growth outside the Built-up Area Boundary

Planning permission will be granted on sites outside the built-up area, provided that the proposal demonstrates:

- a. That it is an appropriate sized extension of an existing employment site, or no acceptable alternative can be identified within existing permitted or allocated sites, or within or through redevelopment of existing commercial premises;
- b. That it would not intensify uses at the site to the detriment of existing public access routes and highways;
- c. A high standard of design, layout and landscaping appropriate to the context;
- d. That it is capable of being well served by public transport or otherwise is readily accessible by means other than by private car to a significant residential workforce if employment intensive uses are proposed;

- e. Access arrangements and parking facilities will be provided in accordance with the Council's adopted standards;
- f. A sympathetic relationship to the surrounding areas that shows consideration of the landscape, habitat, built and historic environment contexts, the opportunities to deliver on-site habitats and protect key species.
- g. A satisfactory relationship with neighbouring uses in order that the amenities of nearby residents, in particular, are protected; and
- h. Where appropriate, crime prevention measures are incorporated.

7. Conversion of rural buildings outside of the Built-up Area for industrial or business use

Proposals for conversion of buildings for industrial or business uses outside the built-up area will be permitted provided that:

- a. The building is structurally sound, of permanent construction, and capable of conversion without rebuilding or significant alteration or extension;
- b. The resultant building use will not have an adverse effect on the rural character of the area in respect of the nature and level of activity likely to be generated, including the resultant traffic level;
- c. The resultant building and ancillary areas are sympathetic to its setting in terms of form, bulk and visual design;
- d. Where the building is of historic or architectural importance, there is no adverse effect on the character and appearance or features of architectural or historic interest, internally and externally, which the building possesses, or its setting; and
- e. The traffic to be generated by the new use can be safely accommodated by the site access and the local road system.

A structural survey may be required to demonstrate that the building is capable of conversion.

Provision for accommodating protected species identified by survey will be incorporated into the scheme.

Where necessary, planning conditions will be imposed removing relevant Permitted Development Rights under the General Permitted Development Order.

8. New agricultural buildings

Agricultural buildings will be permitted provided that:

- a. Their scale, siting, design materials and use of landscaping minimise the visual impact on the landscape; and
- b. New buildings are grouped with any existing buildings in order to minimise visual impact on the landscape. Isolated buildings will be permitted where their location is essential to the agricultural activity being undertaken where they are not situated in a prominent location.

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9. Farm shops

Proposals for farm shops outside of the built up area boundary will be allowed provided that:

- a. The viability of nearby existing village shops will not be significantly affected;
- b. The proposal makes use of existing buildings where these are suitable and can be made available;
- c. The development would not have an adverse impact on the character, appearance and amenities of the area, taking account of factors including the likely level of activity to be generated, parking and access requirements;
- d. Adequate vehicular access arrangements exist from the site to the road network and that the means of access uses roads capable of accommodating the vehicle movements likely to be generated by the development without detriment to highway safety and the residual cumulative impacts to residential amenity are not severe; and
- e. All proposals for development which are likely to attract significant numbers of visitors are able to demonstrate that they are in accessible locations and produce workable and realistic travel plans.

The type and range of goods sold will be limited by planning condition or legal agreement, as appropriate to give effect to this policy.

10. Sustainable farm diversification

Proposals for new rural enterprises within established agricultural holdings will be permitted provided that:

- a. The scheme benefits the economy of the rural area of which it is part;
- b. Wherever possible appropriately located existing buildings are reused;
- c. New and replacement buildings are appropriate in scale, form, impact, character and siting to their rural location;
- d. Wherever possible new or replacement buildings should be located within or adjoining an existing group of buildings;
- e. The diversification scheme would not harm the countryside's rural character, landscape, historical landscape features and wildlife by the nature and level of activity (or other effects such as noise or pollution); and
- f. The proposal does not generate traffic of a type or amount inappropriate for the rural roads affected by the proposal or require improvements to these roads which would be detrimental to their character.

Proposals must set out how the scheme will assist in retaining the viability of the farm and its agricultural enterprise, and how it links with any other short or long term business plans for the farm.

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Developments with respect to all of the above shall also be consistent with all other Local Plan policies.

- 8.7.9** The above policy seeks to provide flexibility for employment uses of land and the needs of enterprise. It builds on the Employment Land Provision strategic policy and underpins Arun's requirements for developers in relation to any applications for a change of use from employment to other uses including housing. The approach to specific economic sectors, Retail, Tourism, Soils, Horticulture and Equine Developments are set out elsewhere in this Economic Prosperity chapter of the Local Plan.

8.8 Enterprise Bognor Regis

- 8.8.1** The 2003 Arun District Local Plan promoted new employment development in Bognor Regis through the allocation of land at Oldland's Farm for employment development. Following preparation of the Arun Employment and Economic Land Assessment (EELA), detailed feasibility and viability assessments relating to the Oldland's Farm site were undertaken. This work identified a number of options for taking the site forward.
- 8.8.2** Further work through the Coastal West Sussex Partnership has recognised the importance of Enterprise Bognor Regis for the whole of Coastal West Sussex. An ambition of the council is to have enterprise zone status for the site. It's proposed designation has the backing and prioritisation of the Coast to Capital Local Enterprise Partnership. The area identified straddles Bersted, Bognor Regis and Felpham and comprises four component areas: Salt Box, Rowan Park, Oldland's Farm and LEC Airfield with adjoining land. These sites are identified as Strategic Employment Sites 1-4 of this Plan.
- 8.8.3** Development of sites within Enterprise Bognor Regis will be phased over the Plan period. The Council is committed to continuing consultation with potential developers and other key stakeholders as individual proposals and planning applications are brought forward. A Local Development Order for Enterprise Bognor Regis will be adopted to simplify planning permission in order to help deliver certainty for growth.
- 8.8.4** A major part of the site at Oldland's Farm (Site 3) has the benefit of planning permission granted in March 2014. The total site area of the planning permission is 18.94Ha which includes a developable area of 12.22 ha and a flood compensation area of 6.72Ha to the north of the allocated site. It consists of a full planning permission for access and road and flood compensation area together with an outline planning permission for 33,116 sqm of mixed commercial and industrial uses. The 8,082 sq m of retail uses which will be provided are to enable the provision of access roads, servicing, utilities to 25,034 sq m of B1/B2/B8 uses. That is, the retail element helps to deliver the servicing needed to support these uses. The development of the site is conditioned to ensure that no more than 50% of the approved non B1, B2 and B8 class floor-space within Phase 1a can be occupied until the infrastructure

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services and preparatory works to enable/facilitate the development of Phase 1b have been carried out in accordance with the details approved by the Local Planning Authority.

Development principles

- 8.8.5** The Council's vision for Enterprise Bognor Regis is the creation of an employment-led development, focused on meeting business needs through the provision of allocating appropriate land. Proposals should be ambitious with the aim of creating a modern and innovative employment area which can attract new and expanding businesses to Bognor Regis. This is supported by this Plan through the allocation of a range and choice of sites that particularly encourage a range of types and sizes of B-class premises to meet different sector/occupier needs; allow for the growth and expansion of existing occupiers based in Bognor Regis; facilitate strategic developments elsewhere in Bognor Regis through the relocation and/or consolidation of users; contribute to meeting employment needs in the wider Coastal West Sussex Partnership area and specific provision for start-up and small businesses (e.g. managed workspace).
- 8.8.6** B1 office space is recognised to be a main town centre use and therefore relevant to the sequential approach. However, requirements for office space are unlikely to be accommodated solely within or adjacent to Bognor Regis Town Centre. For this reason, the Plan also identifies Enterprise Bognor Regis as being a suitable location for B1 office uses.

Policy EMP DM2

Enterprise Bognor Regis

The areas constituting Enterprise Bognor Regis, identified as sites 1-4 of the Strategic Employment Land Allocation, are allocated to promote economic growth in Bognor Regis and the wider Coastal West Sussex sub-region. A phased mix of B1, B2 and B8 uses will be supported where the following are addressed:

- a. Suitable upgrading and provision of access and/or junctions to the A29/A259 and Rowan Way as appropriate;
- b. A suitable Transport Assessment and Travel Plan demonstrating how the impacts of development can be mitigated and to improve a modal shift towards an increase in sustainable transport;
- c. Appropriate flood mitigation works;
- d. Connection to the existing sewerage system off-site at the nearest point of adequate capacity and where located within a flood risk area a sealed sewerage system;
- e. A suitable habitat assessment, and where necessary, mitigation measures to ensure no overall loss of biodiversity given the importance of the area in relation to wildlife, particularly protected species;

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- f. A high standard of design and landscaping to maximise the 'gateway' location of the sites and
- g. Suitable screening to protect the amenity of existing residents.
- h. Development proposals incorporating retail, leisure or office development should demonstrate that the proposal satisfies the sequential test and impact test in accordance with national planning policy.

In order to attract new employment investment, and to realise the Council's vision for the site, the Council recognises that the provision of non B-class employment development could be appropriate to support sustainable and viable employment development. The inclusion of such non B-class uses will be permitted therefore subject only to the following conditions:

- i. Compatibility with the predominant use of the site for B-class employment uses;
- j. Be of a scale and nature that would not undermine the Plan policies designed to encourage regeneration of Bognor Regis town centre or impact significantly on Chichester City Centre;
- k. Be of a scale and nature so as not to generate levels of traffic, cause environmental impacts or involve noise sensitive uses that adversely affect the operations of B-class employment uses on the site; and
- l. Class C3 Residential use will not be considered appropriate.

Development of each site within Enterprise Bognor Regis will not be acceptable on a piecemeal basis; proposals will only be considered in the context of an overarching master plan for each site developed in conjunction with the Council.

Any proposals relating to site 4 - LEC Airfield and adjoining land must also ensure the following points are addressed:

- m. Measures for delivery of the link road between the A259 Felpham Way and the Bognor Regis Relief Road with reference to the safeguarded alignment in Policy T SP3 (Safeguarding the Main Road Network);
- n. Phase 1 proposals to not prejudice the delivery of any Phase 2 infrastructure and must include appropriate layout and design to ensure integration between the phases;
- o. Incorporate routes for cycling and walking which also provide opportunities for wildlife and biodiversity. These routes must link employment to Bognor Regis town centre, the coast and adjoining Felpham-Bognor Regis gap;
- p. Incorporate a high quality landscape buffer alongside the urban fringe of any development in order to conserve the open countryside between settlements;

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q. Include suitable survey in relation to contaminated land and appropriate remediation strategies;

r. Class C1 - Halls of Residence for workers and students may be considered acceptable within the mix of employment land delivery.

Redevelopment of site 2 - Rowan Park, should not take place until the existing use has been successfully relocated.

Phasing and timescales

8.8.7 It is anticipated that development will be undertaken in planned phases and extend over a number of years. Initial phasing assumptions are summarised in the table below. Research required to inform the Local Development Order has identified the indicative gross floorspace capacity, detailed in Table 8.3. Changes in economic, market and business circumstance may mean that sites can be brought forward earlier in the plan period. Successful bids for external resources, for example through the Coast to Capital LEP , may also impact on the phasing of development.

| Phase | Indicative timescale | Site(s) |
|-------|----------------------|---|
| 1 | 2015 - 2019 | Oldlands Farm (Phase 1) Salt Box (Phase 1) |
| 2 | 2020 - 2024 | Oldlands Farm (Phase 2) Salt Box (Phase 2) Former LEC Airfield |
| 3 | 2025 - 2029 | Rowan Caravan Park ⁽²⁴⁾ Land north west of LEC Airfield |

Table 8.2 Indicative phasing of sites

| Site | Gross Site Area (ha) | Gross Floorspace (Sqm) | Indicative Use Class |
|--------------|----------------------|------------------------|----------------------|
| 1 – Salt Box | 11.8 | 25,130 | B1/B2 |

24 This site should only come forward if the Caravan Park can be relocated or the Council decides not to renew its lease.

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| Site | Gross Site Area (ha) | Gross Floorspace (Sqm) | Indicative Use Class |
|--|----------------------|------------------------|----------------------|
| 2 – Rowan Park | 3.3 | 8,950 | B1/B2 |
| 3 – Oldlands Farm | 23.8 | 48,160** | B1/B2/B8 |
| 4 – Former LEC Airfield and adjoining land | 30.5 | 9,000 to 9,500 | B1 |

Table 8.3 Site size (Ha), indicative gross floor area (sq.m) of sites and Use Class for employment

****This figure includes the 25,035 sqm of B class permitted floorspace at Oldlands Farm.**

8.8.8 It should be noted that this phasing is indicative and the Council will generally support delivery of sites at the earliest opportunity and concurrently. Competition between sites is encouraged to ensure diversity of opportunity and to maximise delivery prospects, subject to:

- Earlier phases of development enabling subsequent phases, including the safeguarding of access points, to be demonstrated in the form of an illustrative master plan indicating how initial phases secure an appropriate form of future development;
- Development not prejudicing delivery of development on any other part of the Site; and
- Provision of adequate infrastructure and servicing to meet cumulative impacts arising from the anticipated development of future phases.

8.9 Employment and Skills

8.9.1 Development can help to enable the challenge of meeting the Local Plan's strategic objective for employment and underpin the Economic Strategy for Arun by helping to meet district-wide requirements for skill enhancement. In particular the Council wishes to introduce Employment and Skills Plans for major developments in the District in order to use the opportunities presented by development to improve local employment and training. This will help address the longstanding problems in the District including low qualification and skill levels which act as barriers to people accessing work and support local enterprise. These plans will be required for the construction phases of residential development of more than 50 homes and commercial schemes of more than 1000 sq m. Plans will also be required for the occupancy phase of commercial schemes that provide more than 50 jobs.

8.9.2 The main evidence to support the need for Employment and Skills Plans in the District are:

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- a. Unemployment and worklessness data;
- b. Low Job Density in Arun District compared to West Sussex and the Coast to Capital LEP area and
- c. Low residents skills base in Arun District compared to West Sussex and the Coast to Capital LEP area.

8.9.3 Arun District Council, as the local planning authority, can request contributions, either financial or in kind, through planning obligations for measures directly related to a development. This arrangement derives from Section 106 of the Town and Country Planning Act 1990. Employment and Skills Plans in Arun District will not require any financial payments but will instead deal with site-specific measures delivering jobs and training for local people. These measures will be negotiated on a site by site basis and will not be unduly onerous while still delivering real benefits on the ground. This is in line with the National Planning Policy Framework (NPPF)⁽²⁵⁾, which states that developments should not be subjected to a scale of obligations that would threaten their ability to be developed viably. The Community Infrastructure Regulations (2010, amended 2011) sets three policy tests for the use of planning obligations: necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development. Employment and Skills Plans will therefore be required to meet these tests. The threshold for Employment and Skills Plans will be subject to regular review in order to take on board lessons learnt from the implementation of individual plans.

Policy SKILLS SP1

Employment and Skills

The Council will encourage development proposals that support the following:

- a. Raise skills levels and increase employability;
- b. Tackle skills shortages in existing and potential business sector clusters that are, or have the potential to be, strengths in the local economy;
- c. Promote skills on strategic housing and employment sites particularly with regard to construction skills;
- d. Address barriers to employment for economically inactive people; and
- e. Provide for the development of childcare facilities within or close proximity to employment sites.

25 as published in March 2012

Employment and Skills plans will be required for the construction phases of residential development of more than 50 homes and commercial schemes of more than 1000 sq m. Plans will also be required for the occupancy phase of commercial schemes that provide more than 50 jobs.

8.10 Telecommunications

- 8.10.1** Governments objective for the planning system is to facilitate the growth of new and modernisation of existing telecommunication systems in order to ensure that people have a choice of providers and services, and equitable access to the latest technology. Advanced, high quality communications infrastructure is essential for economic growth. The development of high speed broadband technology and other communications networks also play a vital role in enhancing the provision of local community facilities and services⁽²⁶⁾.
- 8.10.2** The Council is committed to providing the highest broadband speeds possible across the District to attract businesses and foster economic growth. Exclusion from access to broadband not only creates a barrier to economic growth but can also reduce access to public services and employment opportunities, cause social isolation and increase the cost of non-web based interactions (discounts for online billing or payments).
- 8.10.3** Recent funding from the government and West Sussex County Council will mean that 95% of the county will have access to superfast broadband by April 2015. This funding will contribute towards the installation of new cabinets or equipment to suit potential other technologies across the District to ensure that existing households and businesses can connect to the network. The installation of cabinets introduces the potential for cables to be directly connected up to individual households and businesses. Retrofitting superfast broadband into existing development is a costly and disruptive process, therefore measures to incorporate fibre optic cables directly into new development, as part of the construction process, will be encouraged.
- 8.10.4** The policies set out below aim to support the strategic aim of delivering high quality telecommunications infrastructure to promote economic growth and the development management criteria by which individual proposals will be judged.

26 National Planning Policy Framework (March 2012)

8 Employment & Enterprise

Policy TEL SP1

Strategic delivery of telecommunications infrastructure

Direct access to high quality communications infrastructure, including superfast broadband, is required to promote economic growth and to improve access to goods and services and opportunities to work from home.

All proposals for new residential, employment and commercial development must be designed to be connected to high quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retrofitted.

Where relevant, evidence to show that development cannot be directly connected to high quality communications infrastructure due to viability or technical reasons, must be provided.

Where the installation of electronic communications equipment and cabinets is required to deliver high quality communications infrastructure there will be a presumption in favour of their development, subject to criteria set out in the Telecommunications Development Management Policy and other Local Plan policies.

Policy TEL DM1

Telecommunications

Permission for telecommunications development will be granted provided that:

- a. There are no satisfactory alternative sites for telecommunications available;
- b. Alternatives have been investigated, including the possibility of mast sharing and mounting the antennae required on existing buildings or other structures
- c. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate;
- d. The proposal will not have an unacceptable impact upon the landscape, sites protected for nature conservation or heritage assets;
- e. The proposal will not have an adverse effect on the amenity of local residents;
- f. Proposals include full details of all new landscaping, screening and of any trees or vegetation to be retained on the site. In addition, details of a satisfactory scheme to return the site to its former or improved condition once operations have ceased are also required;
- g. Proposals include full details of the design and external appearance of the development including siting, colour and materials;

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- h. Proposals include full details of associated developments, including access roads and other ancillary buildings to service the development and their likely impact upon the environment;
- i. Proposals have regard to aerodrome safeguarding (Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas);
- j. Communications infrastructure does not cause significant interference with other electrical equipment, air traffic services or instrumentation operated in the national interest.

Applications for telecommunications development (including for prior approval under Part 16 of the General Permitted Development Order) should be supported by the necessary evidence to justify the proposed development. This should include:

- k. The outcome of consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college or within a statutory safeguarding zone surrounding an aerodrome or technical site;
- l. For a new mast or base station, evidence that the applicant has explored the possibility of erecting antennae on an existing building, mast or other structure and for an addition to an existing mast or base station, and a new mast or base station, a statement that self-certifies that, when operational, International Commission guidelines will be met; and
- m. Where prior notification is required, the Council will require developers to demonstrate what attempts have been made to minimise impact through appropriate siting and design.

Guidelines published by the Health Protection Agency Centre for Radiation, Chemicals and Environmental Hazards (CRCE) in respect of electromagnetic fields, will be taken into account in assessing proposals.

The use of conditions or planning agreements will be considered to secure landscaping, as well as restoration of the site once operations have ceased.

Proposals for the construction of new buildings or other structures must not cause interference with broadcast and telecommunications services.

Developments shall also be consistent with all other Local Plan policies.

8.11 Planning for uncertainty and flexibility

Planning for uncertainty

- 8.11.1** The Arun District Local Plan looks ahead to 2031. During this time period situations, including the economic climate, will inevitably change. This Plan provides flexibility in order to deal with changing circumstances. There is a requirement in the NPPF

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to regularly review employment land allocations, as detailed in the PPG. This will help the Local Plan to be kept up-to-date. In addition migration patterns will be reviewed and housing strategy reconsidered on both the basis of evidence and progress towards achieving this Local Plan's core goal of local employment growth. Employment land reviews will help to avoid the long-term protection of employment sites where there is little prospect of them being brought forward for employment uses; instead allowing alternative uses that support sustainable local communities. The employment land reviews will pay special attention to the NPPF aims for a prosperous and sustainable rural and semi urban economy as does this Local Plan by:

- supporting the sustainable growth and expansion of all types of business and enterprise in areas through the conversion of existing buildings and well-designed new buildings;
- promoting the development and diversification of agricultural and other land-based rural businesses;
- supporting sustainable tourism and leisure developments that benefit businesses, communities and visitors and which respect the character of the countryside or townscape;
- helping to promote the retention and development of local services and community facilities in villages and parades; and
- enabling modern infrastructure such as superfast broadband and its role in supporting towns as service and employment centres for their local communities.

8.11.2 The Council will undertake a review or partial review of the Local Plan if evidence and monitoring suggests that significant amendments will be required to the Local Plan employment land allocations, either in terms of the need for additional allocations to be identified, or existing allocations to be removed from the Plan. Above all, development management decisions need to secure jobs and growth by using robust data for informed decision-making, including evidence in employment land reviews. This will help to ensure a whole economy approach and be more responsive to future change and local needs.

12.1 Housing allocations

Arun's Local Plan strategic objective for Housing Delivery is to:

"Plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District's housing requirements and the needs of Arun's residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities."

"Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population."

- 12.1.1** The development strategy is not just about facilitating the provision of homes. It is about shaping places and building sustainable communities. Employment growth is central to this Local Plan and needs to be encouraged and facilitated together with community, housing and social facilities, such as education, health, retail, leisure and entertainment. Improvements to the District's transport network and other key infrastructure must also be taken into account to improve the quality of life for those who work and live in Arun. In parallel to all of the above, Arun's unique character and environment must continue to be protected and enhanced.
- 12.1.2** The NPPF ⁽³⁴⁾ states that local planning authorities should prepare a Strategic Housing Market Assessment (SHMA) to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries (Paragraph 159). SHMAs give an understanding of sub-regional housing markets and the levels and mix of future housing provision that may be needed. A robust SHMA is therefore essential to the development of policies to guide change sustainably throughout the District.
- 12.1.3** Arun District does not have its own housing market area within its administrative boundaries. It is recognised through previous studies that there is a more local housing market area centred around Arun District extending into part of both Chichester District to the west and Worthing Borough to the east. Arun District also sits within the higher level housing market area of the coastal area stretching from Brighton and Lewes in the east to Chichester in the west. The coastal authorities undertook a study ⁽³⁵⁾ to understand the housing market areas and to inform Duty to Cooperate discussions with the objective of seeking to meet the housing needs of the market area.

34 as published March 2012

35 Background Paper 2 Housing Market, Greater Brighton & Coastal West Sussex Background Papers (May 2015)

12 Housing Delivery

12.1.4 There have been a number of studies to estimate the objectively assessed need during the preparation of the Local Plan. Planning Practice Guidance requires that a Local Plan should be informed by the most recent Household Projections published which was in July 2016. This data was used in the housing evidence ⁽³⁶⁾ to determine an objectively assessed need for the district in the plan period which is **919** homes per annum.

Housing Supply

12.1.5 The final policy target takes account of the objectively assessed housing need (OAN) and some housing for other authorities to meet the Duty to Cooperate. Housing supply is stepped across the plan period to match the planned delivery of sites. There are targets for each five year period in policy H SP1 but these deliver the whole plan target of at least 20,000 homes by 2031. For the purposes of calculating the District's five year housing land supply a 20% buffer is applied to reflect persistent under delivery. In addition Planning Practice Guidance promotes the approach that if there is a shortfall in supply it should be dealt with in the first five years (the Sedgefield approach). The housing shortfall of 306 dwellings is included within the five year period 2017-2022 as set out in Appendix 3 Arun Update to Publication Plan (LP) and Housing Implementation Strategy (HIS).

12.1.6 The Plan period runs from 2011 to 2031. The housing trajectory (Picture 12.1) covering the Plan period is included as an appendix to the Plan, and is set out in further detail within the Housing Implementation Strategy. The housing supply for the Plan period comprises of:

- **Net completions** – dwellings already completed which provide a net addition to the housing stock;
- **Net commitments** – dwellings that will provide a net addition to the housing stock on sites that already have planning permission;
- **Neighbourhood Plan Allocations** – sites included as allocations in made Neighbourhood Plans which are yet to be developed;
- **'Deliverable' HELAA sites** – sites located within the Built Up Area Boundaries which are identified as being available and deliverable through the Housing and Economic Land Availability Assessment;
- **Windfall allowance** – reflecting the contribution to be made by 'windfall' sites to the housing supply, based on monitoring data;

36 Updated Housing Needs Evidence Arun District Council, GL Hearn (Sept 2016)

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- **Strategic Allocations** – sites of more than 300 dwellings allocated for development through the Local Plan; and
- **Non-Strategic Sites** – the majority of sites will accommodate less than 300 dwellings and be allocated through Neighbourhood Plans or a Non-Strategic Site Allocations DPD.

| Supply of net additional homes | Total |
|--------------------------------|----------------|
| Completions | 3,669 |
| Commitments (large sites) | 3,050 |
| Commitments (small sites) | 251 |
| Neighbourhood Plan Allocations | 421 |
| Deliverable HELAA sites | 530 |
| Non-Strategic Sites* | at least 1,250 |
| Windfall | 847 |
| Strategic Site Allocations | 10,750 |
| Total | 20,768 |

Table 12.1 Housing Supply

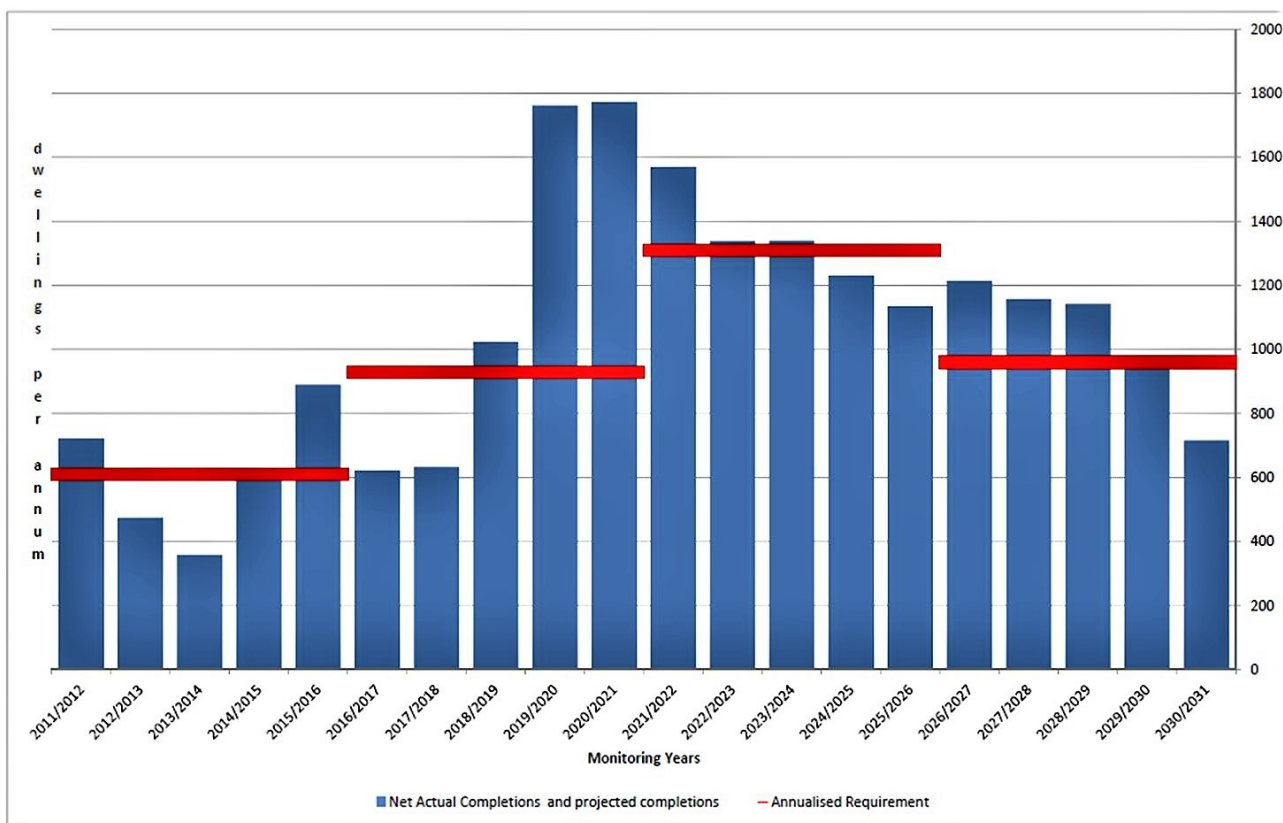
*To be identified through Neighbourhood Plans or a Non-Strategic Site Allocations DPD

- 12.1.7** The District has an extensive coverage of Neighbourhood Plans which provide specific planning policies for locations across the District as part of the statutory development plan. Neighbourhood Plan allocations provide an important source of housing supply as part of the Local Plan. Additional allocations for Non-Strategic Sites will be made across the District through emerging Neighbourhood Plans or reviews of made Neighbourhood Plans. The Council is working closely with Parish and Town Councils to ensure that Non-Strategic Sites are appropriately and sustainably located, taking into account evidence available (including the Housing and Economic Land Availability Assessment), local needs and aspirations, available infrastructure capacity and other constraints.
- 12.1.8** The Council will commence the production of a Non-Strategic Site Allocations DPD immediately after the adoption of the Local Plan for those areas of the District which are not covered by, or committed to the preparation of an up-to-date Neighbourhood Plan. Neighbourhood Plans and the Non-Strategic Site Allocations DPD will allocate sufficient sites to meet any identified shortfall, in accordance with the Local Plan housing trajectory.

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Development Phasing

12.1.9 Due to the nature of the Local Plan housing supply and the constraints that exist in the District, the Local Plan includes a phased housing target over the course of the plan period, as explained and justified in detail within the Housing Implementation Strategy. Under the Duty to Cooperate Arun District Council has sought to plan for this additional housing to meet the needs of neighbouring authorities who cannot meet their needs, mainly Chichester and Worthing who share a local Housing Market Area. The planned housing for the District is 20,000 units up to 2031 which is equivalent to a delivery of 1,000 homes per annum. This surplus is an additional 81 homes per annum or 1,620 up to 2031, which will contribute to the overall supply to meet the needs of the local HMA around Arun, Chichester and Worthing as well as the greater Coastal West Sussex HMA.



Picture 12.1

12.1.10 The Council will work closely with Town and Parish Councils to ensure that Non-Strategic Site allocations are appropriately and sustainably located, taking into account all evidence available.

Policy H SP1

The Housing Requirement

Within the plan period 2011 – 2031 at least 20,000 new homes will be accommodated in the District.

Delivery will be phased over the Plan period as follows:

| <i>Requirements for net additional homes</i> | 2011/12-2015/16 | 2016/17-2020/21 | 2021/22-2025/26 | 2026/27-2030/31 | 2011/12-2030/31 |
|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| Dwellings per annum | 610 | 1,120 | 1,310 | 960 | |
| Total | 3,050 | 5,600 | 6,550 | 4,800 | 20,000 |

Table 12.2

The following strategic housing sites are allocated as shown on the Policies Maps:

| Reference | Location | Number of units |
|----------------------------------|-------------------------------|-----------------|
| Greater Bognor Regis Urban Area | | |
| SD1 | Pagham South | 400 |
| SD2 | Pagham North | 800 |
| SD3 | West of Bersted | 2,500 |
| Greater Littlehampton Urban Area | | |
| SD4 | Littlehampton – West Bank | 1,000 |
| Inland Arun | | |
| SD5 | Barnham/Eastergate/Westergate | 2,300 |
| SD6 | Fontwell | 400 |
| SD7 | Yapton | 500 |
| SD8 | Ford | 1,500 |
| SD9 | Angmering North | 800 |

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| | | |
|------|--------------------------|-----|
| SD10 | Climping | 300 |
| SD11 | Angmering South and East | 250 |

Table 12.3

Additional non-strategic allocations will be made across the District through emerging Neighbourhood Plans or reviews of made Neighbourhood Plans. On adoption of the Local Plan the Council will assess progress on Neighbourhood Plans and immediately commence the production of a Non-Strategic Site Allocations DPD for those areas of the District which will not be covered by, or committed to the preparation of, an up-to date Neighbourhood Plan.

Housing Strategy

12.1.11 The Local Plan allocates a number of Strategic Site Allocations across the District which will provide an important contribution to the future housing supply, and provide a contribution to the unmet housing needs which exist within the wider Housing Market Area. Development shall be distributed across the district at sustainable locations; it shall be focused on the two main towns and their associated hinterlands in order to support their role as the two main service, employment, retail and social centres. Development at the West Bank in Littlehampton will take place alongside significant regeneration plans for the town. Development in Strategic Allocations will build upon, and link into, existing infrastructure, where required. Sustainable growth of the villages will take place in a number of inland villages in order to develop their roles as well-connected sustainable villages serving inland Arun; providing an enhanced range of shops, employment, housing, community facilities and local services, supported by improved transport links. The list of sites and their geographical locations are; Greater Bognor Regis Urban Area (Pagham South, Pagham North, and West of Bersted), Greater Littlehampton Urban Area (Littlehampton, West Bank), Inland Arun - various village locations. A general strategic site policy will apply to all allocations in addition to specific strategic policies for that site.

12.1.12 The Council will monitor housing delivery against the housing trajectory for the District using the indicators specified in the Monitoring Framework set out in the Local Plan. If the Authority Monitoring Report (AMR) demonstrates that annual housing delivery is less than the annualised requirement or the projected completion rate (whichever is the lower) in two consecutive years (based on the trajectory set out in picture 12.1 of this Plan and in Appendix A to the Housing Implementation Strategy), the Council will undertake a partial review of this Plan. In undertaking this review, the Council will ensure that sufficient infrastructure capacity is available, and that the potential allocation of additional housing sites will not prejudice delivery of the infrastructure required by this Plan.

Policy H SP2

Strategic Site Allocations

Development proposals within the Strategic Site Allocations must be comprehensively planned and should have regard to a masterplan endorsed by the Council for the respective areas which incorporates high quality imaginative design giving a sense of place and a permeable layout.

The comprehensive development of the allocation will need to meet the following key requirements:

- a. integrate appropriately with surrounding communities through an appropriate design particularly where they adjoin by providing for public realm improvements, shared community uses, and connectivity of transport modes including walking, cycling and public transport,
- b. ensure a clear and harmonious relationship between town and country including clearly defined boundaries, using physical features that are readily recognisable and likely to be permanent,
- c. Protects, conserves or enhances the natural environment, landscapes and biodiversity,
- d. incorporate high quality, well connected green spaces, planting within main streets and biodiversity rich open spaces,
- e. extend, enhance and reinforce strategic green infrastructure and publicly accessible open space,
- f. new community hubs where required to be provided, shall be well located taking account of the permeable layout to all transport modes and shall as far as possible cluster retail, commercial and community uses,
- g. where existing village centres are within or will serve the needs of strategic development sites their improvement as sustainable centres will be required,
- h. where community buildings are provided these shall be designed and provide for a range of uses such as healthcare, police, faith and community groups,
- i. integration of community hubs and local centres of an appropriate form and scale into the design and layout of development proposals where identified in the specific allocations policies in H SP2 a-c,
- j. ensure walkable access to local community, recreational and shopping facilities, jobs and accessible transport,

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- k. address the off-site capacity requirements, that relate to that particular allocation, identified in the Arun Transport Assessment (2016 and update 2017 and taking into account subsequent relevant assessments) and the local highway network,
- l. positively respond to sustainable water management taking particular account of the coastal plain topography which may require strategic surface water solutions,
- m. maintain and enhance any important features, characteristics and assets of the local area;
- n. provide for the required infrastructure, that relates to that particular allocation, in accordance with Policy INF SP1 and the Infrastructure Delivery Plan,
- o. enable strategic District wide infrastructure to be delivered at strategic sites if the location is appropriate for the District,
- p. consider inclusion of an area of the sites for Self-Build and Custom Build, and
- q. consider the delivery of an area as a site for Gypsy and Traveller accommodation.

Strategic Sites

12.1.13 Specific Strategic Housing will be delivered through the following Strategic Site Allocations as shown on the policies map.

Greater Bognor Regis Urban Area

12.1.14 Urban extensions shall be provided to the west/north-west of the Greater Bognor Regis urban area in the following locations:

- Pagham South;
- Pagham North; and
- West of Bersted.

12.1.15 The Pagham North site consists of a number of parcels of land which will be planned comprehensively with each other to ensure that a suitable development is provided. The Pagham South allocation is in close proximity to Pagham Harbour, which is an important and sensitive natural site within the wider Bognor Regis area. Development from this allocation should mitigate and ensure no detrimental impacts from the loss of supporting habitat or recreational disturbance that may arise.

Policy H SP2a

Greater Bognor Regis Urban Area

To support the sustainable growth of Bognor Regis, growth will take place at three strategic allocations adjacent to the urban area onto the coastal plain. The following strategic housing sites are allocated as shown on the Policies Maps:

| Reference | Location | Number of units |
|-----------|-----------------|-----------------|
| SD1 | Pagham South | 400 |
| SD2 | Pagham North | 800 |
| SD3 | West of Bersted | 2,500 |

Table 12.4

Pagham (SD1 Pagham South and SD2 Pagham North)

Located to the west of the urban area of Bognor Regis, the Pagham South and Pagham North Strategic Allocations will collectively provide at least 1,200 dwellings over the plan period. Both sites consist of a number of parcels of land, it is imperative that individual areas are aligned with neighbouring parcels of land. The sites lie in close proximity and are within the drainage catchment of the internationally designated Pagham Harbour site which has drainage and waste water implications. Development proposals will need to meet the following key design and infrastructure requirements:

- a. ensure no detrimental impact to Pagham Harbour SPA, through compliance with ENV DM2 (Pagham Harbour) and its supporting text,
- b. be designed to take into account nearby heritage assets,
- c. provide a new one-form (expandable to two-form) entry primary school and nursery places,
- d. provide a care home facility,
- e. provide a Community Hub which includes;
 - i. shops and complementary uses,
 - ii. a community building (Tier 7 library, D1/sui generis floorspace),

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- iii. provision of land for a scout hut, and
- iv. land for an Ambulance Community Response Post facility and contributions towards new healthcare facilities at West of Bersted (SD3). Alternatively, where appropriate proposals may make a contribution towards new facilities or the improvement or expansion of the relevant existing facilities, subject to agreement with the Council,
- f. provision of public open space including children's play areas, landscaping, drainage and earthworks,
- g. contribute to the provision of an enhanced local cycle network by making on site provision and appropriate off site financial contribution; and
- h. where possible, provide linkages and accessible pedestrian and cycle routes to Bognor Regis town centre.

West of Bersted (SD3 West of Bersted)

Located to the north of Bognor Regis this largest allocation will provide at least 2,500 dwellings over the plan period. Development proposals will need to meet the following key design and infrastructure requirements:

- a. provide a new three-form entry primary school and nursery places,
- b. provide a new 3G pitch facility to serve the west of the District,
- c. incorporate two new sports pitches and facilities,
- d. provide a Community Hub which includes;
 - i. shops
 - ii. provision for new healthcare facilities to serve West of Bersted and Pagham South and North (SD 1 & 2)
 - iii. provide a new Tier 7 library facility,
- e. provide a road/pedestrian/cycle link between the A259 and Chalcraft Lane including facilitating the cycle route to Pagham and enhancing the A259 cycle route,
- f. improvements to the A259 between Bersted and Drayton
- g. ensure no detrimental impact to Pagham Harbour SPA, through compliance with ENV DM2 (Pagham Harbour) and its supporting text,

- h. incorporate planned new employment provision;
- i. where possible, provide linkages and accessible pedestrian and cycle routes to Bognor Regis town centre; and
- j. a comprehensive strategy for surface water management will be developed in line with the specific recommendations for this locality in the Arun Strategic Surface Water Management Study.

Greater Littlehampton Urban Area

12.1.16 Littlehampton has a number of distinctive and unique features which development should promote and utilise; it is set against the river Arun with a natural estuary, it has two stretches of attractive beaches, and it is located within close proximity to the South Downs. A key opportunity for this Local Plan is to tackle the economic regeneration of Littlehampton's Harbour at West Bank, in association with economic regeneration of the wider Littlehampton Economic Growth Area (LEGA). The LEGA will be subject to Supplementary Planning Document(s), including the regeneration of West Bank Area.

12.1.17 The creation of a mixed use development around the Littlehampton Harbour will become a major feature of the town. Development at this location will require significant infrastructure provision, including the provision of flood defences, improved access and land remediation. Further detail on delivery of the site can be found in the LEGA Development Delivery Study 2016. However, it will also result in the development of previously developed land; improve connectivity between the River, Sea and Town Centre; the protection of natural and built assets and the realisation of tourism and heritage asset promotion. Phasing will need to reflect provision of the necessary flood defence infrastructure, land raising and other associated works to ensure flood risk is not increased. Development at Littlehampton would take place at the following location:

Policy H SP2b

Greater Littlehampton Urban Area

Littlehampton – West Bank (SD4)

Located on the estuary with the River Arun, flanked by the coast and Littlehampton Harbour, this site has unique opportunities due to its location along with constraints. The site is functionally connected to Arun Valley SPA and development should avoid adverse effects on this designated area. Development proposals in the Littlehampton Strategic Allocation will provide at least 1,000 dwellings over the plan period, which will be key to

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supporting the future regeneration of the town and the Littlehampton Economic Growth Area. Development proposals must demonstrate compliance with the following key land use, design and infrastructure requirements which are specific to the allocation:

- a. exploit and have regard to its location on the estuary with the river Arun, flanked by the coast and countryside,
- b. incorporate views to the SDNP,
- c. accord with Policies EMP SP2 in order to meet the objectives and requirements for the Littlehampton Economic Growth Area,
- d. provide the West Bank Flood Defence improvements including flood protection works, land raising, new access points, remediation and land assembly,
- e. provide a suitable buffer zone between the development and the river to allow for access for maintenance of flood defences and recreational use near to the river and ensure the integrity of the river banks is maintained,
- f. provide a new 1.5-form (expandable to two-form) entry primary school and nursery places,
- g. provide a Community Hub to meet identified local need on-site which includes;
 - i. shops,
 - ii. a new Tier 7 library facility, and
 - iii. new healthcare facilities,
- h. provide open space at the western end of the allocation (north of Ferry Road and South of A259)
- i. improve and develop marina berthing, including additional moorings, providing that the development is not detrimental to the integrity of tidal defences or the ability to maintain or improve them,
- j. provide for boat building or other marine related commercial uses,
- k. acknowledge the historic context of the Rope Walk area,
- l. provide new linkages between the East and West Bank areas at appropriate locations,
- m. deliver improved access to the river and town centre,

- n. provide gate free cycle and pedestrian links along the West Bank to contribute to the Littlehampton to Arundel West Bank cycle path,
- o. protect and improve the adjoining environment and habitats, in respect of the water and air environments serving them,
- p. improvements to the A259 between Climping and Littlehampton
- q. enable where possible the reduction of flood risk to the existing communities on the West Bank, and
- r. all developments shall provide improvements to habitats for notable species in the area.

Inland Arun

12.1.18 The policies seek to locate development at the two coastal towns, but also ensure that the investment which has, and is taking place, in inland villages can continue, allowing these settlements to evolve to meet their needs. A new secondary school will need to be provided in this area as the majority of the increase in secondary school pupil population arises from the Strategic sites at BEW, Ford, Fontwell and Yapton. The proposed housing in the District will, by the end of the Plan period, produce a further 14 forms of entry. The current projections show that an increase in the secondary school provision would require additional capacity to be provided in the academic year 2024/25. However, if the housing from the Local Plan proceeds as is currently proposed this requirement will be brought forward to 2020/21. Development will take place at a number of large sustainable inland villages:

- Barnham / Eastergate / Westergate;
- Fontwell;
- Yapton;
- Ford;
- Climping; and
- Angmering North
- Angmering South and East (250 dwellings).

12.1.19 Development at Barnham, Eastergate and Westergate will form a self-contained settlement with its own village centre and associated infrastructure, whilst also maintaining close links to the surrounding settlements. The remainder of the

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developments will be in the form of urban extensions to existing settlements. Development in these locations will build upon, and link to existing infrastructure, where required. In addition, whilst below the threshold for a strategic site allocation, the Plan allocates 250 dwellings at Angmering South and East. Such an allocation is associated with existing planning permissions on adjoining sites.

Policy H SP2c

Inland Arun

Barnham/Eastergate/Westergate (SD5)

This allocation is located around the small settlements of Barnham Eastergate and Westergate. This Strategic Allocation will provide at least 2,300 dwellings over the plan period, and up to 3,000 in total (a further 700 beyond 2031). Development proposals must demonstrate compliance with the following key design and infrastructure requirements:

- a. Preserve the separate identities and avoid any further physical coalescence of the three villages of Barnham, Eastergate and Westergate through the delivery of green infrastructure. Eastergate and Barnham should be protected from a continuous urban form / coalescence along the north and south aspects of the B2233,
- b. the design of development and landscaping shall ensure that there is continuity between the existing landscape setting and villages,
- c. the design and layout of the development shall take account of the location of the railway line crossing the site,
- d. housing shall be designed around a Linear Park which follows along the Lidsey Rife,
- e. A comprehensive strategy for surface water management will be developed in line with specific recommendations for this locality, in the Arun Strategic Surface Water Management Study;
- f. significant views to and from the South Downs shall be incorporated within the site,
- g. provide a Community Hub which has been designed and will include;
 - i a new well connected local centre, with connections to the train station at Barnham,
 - ii. the location and scale of the local centre shall support and respect the relationship with existing facilities within the six villages area;
 - iii. new retail, commercial and community facilities
 - iv. new Tier 7 library facility; and

- v. healthcare facilities to serve BEW (SD5) and Fontwell (SD6)

h. transport requirements including:

- i. a new A29 route through the allocation which provides all necessary linkages and routing between the A259 (Bognor Regis Relief Road) to the south and A27 to the north and includes a bridge over the railway to the east of the current Woodgate crossing. The construction of this new route will be regarded as not only mitigating the effect of additional development traffic from the strategic site, but also providing significant additional benefits to the primary local road network and reducing the potential for future congestion in the wider area. In the event that the any landowner delays the delivery of the route and/or does not reasonably make available part or all of the route then Arun District Council will utilise Compulsory Purchase Order powers to deliver the entire route of the road from the A29 Fontwell Avenue in the north to the A29 Lidsey Road in the south;
- ii. provision of an east-west route north of the railway line that will join the existing A29 route to the new A29 route and continue eastwards to Barnham railway station;
- iii. access to Barnham railway station shall be maximised through the provision of direct and attractive routes for all transport modes including additional car parking to serve facilities in Barnham's centre including at the railway station;
- iv. regular bus services linking BEW with Bognor Regis (A29 route) and local facilities and employment; and
- v. Westergate Link cycle scheme, in addition to further cycle routes to/from Bognor Regis and linkages,

i. provide a new two-form entry primary school, a new one-form (expandable to two-form) entry primary school and nursery places,

j. incorporate two new sports pitches and changing facilities, and

k. incorporate planned new employment provision.

Fontwell (SD6)

Located to the south-west of the main Fontwell settlement, this Strategic Allocation will provide at least 400 dwellings over the plan period. Development proposals must demonstrate compliance with the following key design and infrastructure requirements:

- a. the design and layout shall integrate Fontwell with the existing urban area at Wandleys Close.

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Yapton (SD7)

Located to the south west of Yapton development proposals in the Strategic Allocation will provide at least 500 dwellings over the plan period. Development proposals must comply with the following key design and infrastructure requirements:

- a. provide a contribution towards new nursery and primary places education facilities or the improvement or expansion of the relevant existing facilities,
- b. contributions towards the equivalent of Tier 7 library facilities or the improvement or expansion of the relevant existing facility,
- c. improvements to the A259 between Climping and Littlehampton, and
- d. contributions towards new healthcare facilities which will be incorporated at Ford (SD8) or the improvement or expansion of the relevant existing facilities.

Ford (SD8)

Development proposals in the Ford Strategic Allocation will provide at least 1,500 dwellings over the plan period. The site is functionally connected to Arun Valley SPA and development should avoid adverse effects on this designated area. Development proposals must demonstrate compliance with the following key design and infrastructure requirements:

- a. to take account of sustainable links for all modes of transport between the development, Ford Railway Station and the Littlehampton/Arundel cycleway,
- b. provide a new two-form entry primary school and nursery places,
- c. provide a Community hub to meet identified local need which includes,
 - i. new retail, commercial and community facilities,
 - ii. a new Tier 7 library facility, and
 - iii. provision of new healthcare facilities for Ford (SD8), Yapton (SD7) and Climping (SD10). Alternatively, where appropriate, proposals may make a contribution towards new facilities or the improvement or expansion of the relevant existing facilities, subject to agreement with the Council,
- d. incorporate two new sports pitches and changing facilities,
- e. provide a new 3G pitch facility to serve the east of the District,

- f. improvements to the A259 between Climping and Littlehampton,
- g. incorporate planned new employment provision,
- h. Reflect the historic alignment of the canal,
- i. maintain visual separation between Ford and Yapton and between Climping and Ford through the layout of the development and provision of landscaped open space; and
- j. take into account the siting of Ford Wastewater Treatment Works, including the outcomes of an odour assessment, and not prejudice the operation of or the expansion of the treatment plant as required to accommodate future growth in the District.

Angmering North (SD9)

Development proposals in the Angmering North Strategic Allocation will provide at least 800 dwellings over the plan period. Development proposals must demonstrate compliance with the following key design and infrastructure requirements which are specific to the allocation:

- a. explore opportunities to provide library access to meet identified local need either on-site, or by making a contribution towards new facilities or the improvement or expansion of the relevant existing facilities,
- b. extend the existing local village health facilities in the locality,
- c. accommodation for nursery places, linked to the primary school provision,
- d. primary school provision (1 FE expandable to 2FE to serve Angmering North SD9 and Angmering South and East SD11), either on-site, or by making a contribution towards new facilities or the improvement or expansion of the relevant existing facilities,
- e. be supported by a detailed Landscape Appraisal which has regard to the special qualities of the South Downs National Park, and must include landscape mitigation measures which address harmful impacts identified within the Appraisal, and
- f. Incorporate planned new employment provision in conjunction with EMP SP3.

12 Housing Delivery

Climping (SD10)

Development proposals in the Climping Strategic Allocation will provide at least 300 dwellings over the plan period. Development proposals must demonstrate compliance with the following key design and infrastructure requirements which are specific to the allocation:

- a. provide contributions to allow the expansion of the existing primary school or if this is not feasible contributions to the improvement or expansion of relevant primary school facilities.
- b. improvements to the A259 between Climping and Littlehampton
- c. provide a Community hub with;
 - i. new retail, commercial and community facilities,
 - ii. a new Tier 7 library facility, and
 - iii. contributions towards new healthcare facilities which will be provided in Ford (SD8),
- d. and, provide a controlled crossing on the A259.

Angmering South and East (SD11)

Development proposals in the Angmering South and East Allocation are required to facilitate the relocation of Worthing Rugby Club.

12.2 Housing mix

- 12.2.1** The balance and mix of household and dwelling types together with community and social facilities strongly influences the way a community develops.
- 12.2.2** Developers should consider the findings of the Strategic Housing Market Assessment (SHMA), housing needs surveys and any other relevant information to determine the most appropriate housing mix for a new development site in order to make sure the proposed scheme meets the needs of potential residents. Given the proportion of older residents, a proportion of dwellings will be required which are suitable for people with limited mobility.

- 12.2.3** Requirements vary across the District and factors such as proximity to public transport and services, place and site characteristics will determine what is a suitable dwelling mix at any particular location.
- 12.2.4** The Council is keen to promote growth and to deliver development that reflects the demand and profile of households in the District. The final mix will be negotiated with the developer on a site specific basis, having clearly illustrated regard to the most up to date SHMA.
- 12.2.5** The Council requires all applications to adhere to relevant/current Building Regulations, statutory planning and design requirements, the emerging Arun District Council Design Guide and any other guidance documents which may be published or referenced by the Council on site specific proposals.

Policy H DM1

Housing mix

The Council will seek a mix of dwelling types and sizes, to include affordable housing units, that adhere to the latest Homes and Communities Agency⁽³⁷⁾ design guidance. For developments of 11 units or more the Council shall require a balanced mix of market and affordable dwelling sizes including family sized accommodation based on the most up to date SHMA recommendations.

The tenure mix for development schemes shall be negotiated on a case by case basis taking any necessary viability considerations into account. Developers shall have regard to the most up to date version of the SHMA.

The Council will particularly encourage the development of self-build homes on appropriately sized, serviced sites in the first instance or on appropriately sized sites that are capable of being serviced. Such sites can be provided either as part of a development scheme or on an individual basis.

Over the Plan period a proportion of the housing provided should be of a type that meet the needs of older people, as identified in the most recent SHMA. Such housing could be provided as part of the general mix of one and two bedroomed homes but should be designed to meet the needs of older people.

37 alteration of the name to Homes England has occurred

12 Housing Delivery

12.3 Affordable housing

- 12.3.1** Affordable housing includes social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. ⁽³⁸⁾
- 12.3.2** Housing which is offered at a low cost, but does not meet the above cannot be considered 'affordable housing'. However, Government advice is that low-cost market housing should be delivered as part of the overall housing mix. Affordability is a major issue in Arun due to the relationship between house prices and incomes. Studies of local housing need have revealed a high level of households unable to afford accommodation. There remain significant financial barriers to home ownership, while the level of local housing need has built up as the delivery of affordable housing has failed to keep pace with demand.
- 12.3.3** In December 2016, the Council's Housing Register recorded 700 applicants on the waiting list (which includes some households already in affordable housing who require transfer as their present home is not considered suitable to their needs). Around 50% of the District's housing need is focused on the coastal urban areas, particularly Bognor Regis and Littlehampton. However, there are also significant numbers requiring housing in the larger inland villages, where the current supply of affordable accommodation is very limited.
- 12.3.4** The Council adopted its housing strategy *Raise the Roof* in December 2010 which initially covered the period 2010-15. The strategy sets out the Council's main priorities and interventions in Arun's housing market and its work with partners who provide housing services. The strategy is designed to influence the actions of key players in the housing market and promote development that supports and facilitates economic growth and sustainable communities. Affordable housing delivery is directly affected by conditions in the housing market, the availability of mortgage credit and the rate of house building. Economic conditions mean that there are more people in need of affordable homes. The Council therefore has decided to respond swiftly and decisively to help deliver the affordable housing the District needs.
- 12.3.5** The Council's housing strategy is based on five key priorities:
- To develop balanced and sustainable communities in the Arun District;
 - To ensure, through a range of housing options, that everyone has somewhere to live;
 - To meet the housing and support needs of vulnerable people;
 - To improve the condition and energy efficiency of the private sector housing stock; and
 - To manage, retain and improve the Council's own housing stock

38 National Planning Policy Framework, March 2012

- 12.3.6** Over the life of this Plan and beyond, a significant number of homes will be constructed across Arun. This includes new Council homes, homes provided by the private sector and housing associations, homes for community ownership and self-build. As well as being well designed, including meeting higher environmental standards and forming part of thriving sustainable communities, housing developments will also include a proportion of affordable homes or contribute towards the provision of affordable homes. The Council's 2010 Housing Viability Study reports that there is no viability based reason why smaller sites should not make a contribution towards affordable housing.
- 12.3.7** In negotiating for affordable housing, the Council will seek free, serviced land (this is land with utilities and roads provided by the developer at no extra cost to the Local Authority or Registered Provider). For developments of 11 dwellings or more, affordable housing will be expected to be provided as an integral part of the overall development scheme.
- 12.3.8** Planning applications that include residential development, either in whole or in part, (where they are required) are to include an Affordable Housing Statement which as a minimum must include:
1. A schedule of the number, size and type (bedroom numbers and floor space of dwellings, with market and affordable dwellings clearly marked on a plan);
 2. A completed S106 for schemes of 11 units or more;
 3. A tenure split which clearly identifies the specific rental type and intermediate housing market product;
 4. A compliance statement with the latest Building Regulations; and HCA design standards;
 5. A transfer statement detailing the transfer arrangements for land/dwellings, including details of where access/parking rights will exist; and
 6. A statement accepting the terms of the affordable housing planning obligation.
- 12.3.9** The Council's viability evidence indicates that on the Strategic Sites there is a wide range around the viability and even within the sites themselves. The Council will expect planning applications on those sites that have been identified as being more viable to include a full detailed viability appraisal to allow the Council to consider any potential increase in the delivery of affordable housing.
- 12.3.10** Community Land Trusts (CLT) will be promoted by the Council as one mechanism for delivering additional affordable housing in Arun. A CLT is a mechanism for democratic ownership of land by the local community. Land is taken out of the market and separated from its productive use, so that the impact of land appreciation is removed, thereby enabling long-term affordable and sustainable local development. Planning obligations may include prescriptive restrictions to deliver affordable housing, that require developers to endow a CLT with a proportion of the land for affordable housing and/or other community purposes. In delivering a supply of affordable housing, the Council will consider and promote a range of development options. The

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CLT mechanism can contribute to maintaining housing affordability, provide low cost workspace for local services and simultaneously capture increases in land value for lasting community benefit.

Policy AH SP2

Affordable housing

For all developments of 11 residential units or more the Council will require a minimum 30% of the total number of units proposed on site to be provided as affordable housing on the same site in the first instance.

Where it can be proven, however, that 30% affordable housing provision is not viable, then a reduction in the amount of affordable housing on a site or off-site provision as part of another development within Arun District may be considered (as agreed with the local planning authority). The provision of affordable housing on a site at less than 30%, or on an alternative site or by way of a commuted sum will only normally be allowed in very exceptional circumstances if supported by robust evidence including, where appropriate, viability evidence.

The Council will negotiate the affordable housing tenure mix on development sites from an initial position of 75% rent and 25% intermediate housing.

Affordable housing must be visually indistinguishable from market housing with large groupings of single tenure dwellings or property types avoided. Affordable housing units shall be permitted in small clusters throughout development schemes. The affordable dwelling mix should comprise of the following range of homes unless evidence indicates otherwise.

1 bedroom 35 – 40%

2 bedroom 35 – 40%

3 bedroom 15 – 20%

4+ bedroom 5 – 10%

Provision of affordable housing can be by either an Arun preferred Register Partner, an Affordable Housing Provider or the Council. All providers will be required to sign and adhere to the principles of the Council's Developer and Partner Charter Plus.

Affordable housing will be made available for households on the Council's housing register or on the Homebuy Zone Agent's register, with nominations made by the Council from those registers.

All planning applications that include residential development, either in whole or in part, must include an Affordable Housing Statement.

12.4 Rural housing & exception sites

- 12.4.1** The shortage of affordable housing for local people can result from high house prices driven up by demand from people moving to rural areas, coupled with restricted scope for new house building. The extensions to Littlehampton will help to increase the supply of affordable housing in the District. However, in smaller villages and rural areas which have very limited or no facilities, new housing development should be focused on providing affordable homes which meet the needs of people with local connections, who would not otherwise be able to live in their local parish area.
- 12.4.2** ‘Rural Exception Sites’ can be used to release sites in small rural communities to deliver affordable housing where these sites would not otherwise be used for housing. The Coastal West Sussex SHMA recommends this as one of a number of mechanisms which should be used to increase the supply of affordable housing in rural areas. However, while the Local Plan 2003 included a policy enabling housing development on exception sites, this approach by itself has proved unsuccessful in bringing forward suitable sites for development.
- 12.4.3** At the national level, the 2008 Taylor Review of Rural Economy and Affordable Housing urges the need for more proactive engagement to bring forward sites for affordable homes to meet local needs in smaller rural communities (generally defined as settlements with populations under 3,000). This could include sites delivered through traditional mechanisms by Registered Providers (RPs), but also Community Land Trusts (CLTs) where land and facilities are owned in perpetuity by an independent non-profit making trust for the benefit of the local community.
- 12.4.4** Arun District Council recognises the need to work with parish councils and local landowners to identify and bring forward suitable sites for affordable housing in rural areas and sees a community-led exception site policy as a mechanism for achieving this, particularly in settlements with limited scope for allocating housing sites.
- 12.4.5** It is important that housing schemes should be needs led, the starting point being that a need for housing exists in the parish, rather than the availability of a particular site. Proposed developments must be based on sound evidence of housing need and must fulfil the criteria as stated in the policy below.
- 12.4.6** The ability of the proposed scheme to meet identified local housing needs must be clearly demonstrated to the satisfaction of Arun District Council. This will be assessed using the Council’s Housing Register and other available up-to-date housing needs assessments. It should also be demonstrated that the proposal is financially viable and deliverable.
- 12.4.7** Given that housing permitted through this policy is an exception to normal countryside policies, it is important that it remains ‘affordable’ in perpetuity. Only tenures which can be guaranteed to remain affordable in the long term will be permitted in such schemes. For example, general shared ownership schemes where occupiers can potentially purchase 100% of the equity will not be considered appropriate.

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- 12.4.8** Where planning permission would not normally be permitted for housing, it can still be difficult to encourage landowners to sell their land below open market residential values. In order to address this, a proportion of market housing shall be permitted to a maximum provision of one open market home for every two affordable homes on development sites put forward by Parish/Town councils in their Neighbourhood Development Plans, through the community right to build or by agreement with Arun District Council.

Policy H SP3

Rural housing and exception sites

This policy would only apply when the housing need cannot be met on allocated housing sites or in the built up area boundary. Housing on rural exception sites will be permitted where they meet all of the following criteria and are consistent with all other Local Plan policies:

- a. The site is located within a parish with an identified level of housing need following the undertaking of a Local Housing Needs Survey and will contribute towards meeting that identified need;
- b. The exception site is adjacent to an existing Built-Up Area Boundary, or is well related to existing residential development and amenities located in, or adjacent to, a clearly identifiable village or settlement; and
- c. The proposed development would be appropriate to the settlement and area in which it is proposed to be located in terms of scale, form and character. Within rural exception sites, both affordable and private market housing units shall be of a similar scale and design.

Arun District Council will base its assessment of identified housing need on the Housing Register and other available up-to-date housing needs assessments.

Development will be considered to contribute towards meeting an identified need, where it will provide accommodation for any of the following:

- d. Existing residents of the parish requiring separate accommodation;
- e. Persons who have longstanding family links (immediate family only e.g. parent, sibling or adult child and step relationships) with the parish;
- f. Grandparents, grandchildren, aunts or uncles and non adult children will be included only where the Council considers it necessary for the applicant to be accommodated within the Parish in order to provide or receive medical or social support to or from a relative;
- g. Persons with primary employment based within the parish; and/or
- h. Persons who have had to move away from the parish due to a lack of affordable housing, but would like to return.

Permission granted in these cases will be subject to planning obligations and will include safeguards that the scheme provides for the identified local need and will continue to do so in perpetuity.

Where, through Neighbourhood Development Plans, the community right to build or by agreement with Arun District Council, a parish has identified a demand for affordable housing and has identified an 'Exception Site', a maximum provision of one open market home for every two affordable homes shall be permitted. Neighbourhood Development Plans may include Rural Exception Sites but only where there is an identified need following the undertaking of a Local Housing Needs Survey. The detail and tenure mix shall be agreed with the Council.

Where there is a lack of affordable land to meet local Traveller needs, the Council will consider allocating and releasing sites solely for affordable Traveller sites as part of the rural exceptions site policy approach. Such sites shall only be used for affordable Traveller sites in perpetuity. Mixed use shall not be permitted on rural exception sites.

12.5 Houses in multiple occupation

- 12.5.1** In providing for the housing needs for Arun, it is important to ensure that mixed and balanced communities are developed so that situations where existing communities become unbalanced by the narrowing of household types towards domination by a particular type, such as shared housing, are avoided.
- 12.5.2** A large concentration of housing in multiple occupation (HMOs) can have a significant and potentially damaging impact on the amenity of a local area, especially if too many properties are let to short term tenants. This can be of particular concern in areas such as Arun where the numbers of seasonal workers is high.
- 12.5.3** The contribution of HMOs to the economy is recognised, particularly as a source of housing for people on low incomes, those on benefit payments, students and those starting off in the economy as young professionals.
- 12.5.4** Many properties are capable of accommodating a modest increase in occupancy, as a way of meeting the increasing demand for HMOs and other conversions. However the number of tenants is unlikely to remain fixed over time and increased occupancy may well give rise to noise and disturbance and a greater demand for off-street parking.
- 12.5.5** Larger households tend to generate more refuse, regardless of whether the property is occupied by a single family or in multiple occupation. Where large amounts of refuse are not adequately stored prior to collection, it can become both unsightly and a health hazard, particularly during summer months.

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Policy H SP4

Houses in multiple occupation

Where planning applications for houses in multiple occupation (HMOs) are not already covered by permitted development rights, they will be favourably considered where the proposals contribute to the creation of sustainable, inclusive and mixed communities and meet the following criteria:

- a. Do not adversely affect the character of the area including eroding the balance between different types of housing, including family housing;
- b. Do not contribute to the generation of excessive parking demands or traffic in an area;
- c. Provide adequate areas of open space.

12.6 Independent living & care homes

12.6.1 Arun has one of the highest older populations (people aged 60+) when compared to other local authority areas within the County. Comparatively speaking, Arun also has a low proportion of people aged under 45 living within the District. Life expectancy in the District is high with females having one of the highest life expectancies in the County at approximately 83.5 years which is higher than England at just over 82 years. Men on the other hand, have a slightly lower life expectancy at almost 79 years, which is higher than England (at just over 78 years)⁽³⁹⁾.

12.6.2 Having regard to the age profile of the District, the Council recognises the need to support the provision of continuing care facilities for the elderly which may take the form of any of the following:

- Own homes (designed to meet the needs of the elderly)
- Sheltered housing
- Day care facilities
- Nursing homes, and
- Specialised care units

39 West Sussex Public Health Plan 2012-2017 '*Healthy and Well in West Sussex*'

- 12.6.3** It is essential that care facilities are located close to community and social facilities in order to ensure that older people can continue to be an integral part of existing communities. Facilities should be easily accessible for residents, employees, visitors and service providers. A travel plan would form an important part of any planning application for care facilities.

Policy H DM2

Independent living and care homes

New and extended independent living and care homes will be permitted where applications can demonstrate the following and where the proposal is consistent with all other Local Plan policies:

- a. The scheme is located within the Built Up Area Boundary if it is a new facility.
- b. The scheme shall be easily accessible either by foot or public transport, to community and social facilities e.g. shops, post offices, healthcare, community facilities
- c. The design of the scheme shall be such that it can be easily adapted to the varying needs of the users of the scheme
- d. The design and scale of the scheme shall be appropriate to the local context
- e. Amenity space shall be provided
- f. Overall, the scheme should be located where it would support and encourage the continuation of a healthy, active lifestyle

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12.7 Traveller accommodation

- 12.7.1** Arun District Council recognises the need to set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which addresses the likely permanent and transit site accommodation needs of Travellers ⁽⁴⁰⁾ in the District.
- 12.7.2** Given the nature of Travellers moving between sites and across administrative boundaries, it was considered appropriate and in accordance with national planning guidance that Arun District Council would work with Adur and Chichester District Councils, Worthing Borough Council and the South Downs National Park Planning Authority to develop a joint Gypsy and Traveller and Travelling Showpeople Accommodation Assessment (GTAA). In 2013, a GTAA was thereby prepared on behalf of each of the above authorities. An updated report was published in May 2015. GTAAs use a variety of methods, including talking to Traveller families and looking at past trends, in order to provide a strategic overview for the required number of pitches and plots for each local authority area.

| 2012-2017 | | 2018-2022 | | 2023-2027 | |
|-----------|------------------------|-----------|------------------------|-----------|------------------------|
| Public | Private/ New Traveller | Public | Private/ New Traveller | Public | Private/ New Traveller |
| 5 | 1 | 2 | 2 | 2 | 2 |

Table 12.5 Pitch provision required in Arun district to accommodate Gypsies and Travellers

| 2012-2017 | 2018-2022 | 2023-2027 |
|-----------|-----------|-----------|
| 5 | 1 | 1 |

Table 12.6 Plot provision required in Arun district to accommodate Travelling Showpeople

- 12.7.3** To support the GTAA the Council commissioned a Gypsy, Traveller and Travelling Showpeople Sites Study. This study identifies a number of sites across the District with some potential to meet identified needs. The Study recommends that:

40 'Travellers' means 'Gypsies and Travellers' and 'Travelling Showpeople' as defined in Annex 1 of 'Planning Policy for Traveller Sites' (August 2015) and explained in the glossary section

- Current Traveller and Travelling Showpeople sites that are temporary or subject to personal conditions should be permitted on an unrestricted basis to ensure that the needs of Travellers and Travelling Showpeople are met
- The Local Plan should include a policy to resist development resulting in the loss of Traveller, or Travelling Showpeople sites, unless alternative provision is made. These provisions are included in the following policy, H SP5

12.7.4 The site specific study identifies key issues to be addressed with regard to public and private site provision. Arun District Council will produce a Gypsy and Traveller and Travelling Showpeople Site Allocations document (DPD) to identify land for permanent pitches to meet the need identified to 2027.

Private site provision

12.7.5 The pitch targets for private Gypsy and Travellers pitches between 2012 and 2017 have been met, with an overall net gain of one private pitch since April 2013. However, a further four pitches are required up to 2027.

Public site provision

12.7.6 There has been no gain in public pitch provision between April 2013 and December 2016. Arun District Council will produce a Gypsy and Traveller and Travelling Showpeople Site Allocations document (DPD) to identify land for permanent pitches to meet the need identified to 2027. In order to prepare this DPD, a clear methodology is therefore required to appraise the relative suitability of sites and to inform the identification of preferred sites. This Proposed methodology for assessing permanent sites for Gypsy and Traveller and Travelling Showpeople has been set out to identify and assess potential sites and includes detailed criteria against which proposed sites can be assessed and compared.

Policy H SP5

Traveller and Travelling Showpeople accommodation

Within the plan period 2011-2031 provision shall be made for at least 5 private pitches and 9 public pitches for gypsies and travellers and 7 plots for travelling showpeople in the District. Provision for at least 5 private pitches will be made on unallocated sites permitted in accordance with the criteria in 3 below:

1. Planning permission will not normally be granted for development involving the loss of lawful accommodation for Gypsy and Travellers and Travelling Showpeople unless alternative provision is made to make good any loss.

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2. Planning applications for Gypsy and Traveller and Travelling Showpeople sites to remove personal conditions, or to make temporary planning permissions permanent will normally be granted subject to the proposal complying with the criteria in 3 below.

3. Planning applications for Gypsy and Traveller and Travelling Showpeople sites shall:

- a. Be of a scale appropriate to their setting, having regard to the scale and form of nearby residential development.
- b. Be located in areas not prone to flooding and or near refuse sites, industrial sites or similar. Where satisfactory mitigation measures are being proposed to address flooding issues, however, development may be considered. This shall not be on sloping exposed sites, unstable sites or on contaminated land. Where land has been appropriately decontaminated, however, development may be considered.
- c. Be located in areas that are well located with respect to the highway network and enable easy and safe access to sustainable settlements with a range of local services including schools, shops and healthcare facilities either by foot, cycle, public transport or car. Notwithstanding this, residential sites shall not be located immediately adjacent to major transport corridors unless noise, safety and air quality impacts can be mitigated.
- d. Be located in areas that are not within an international, national or local nature conservation designation or where they will have a significant effect upon any designation.
- e. Where possible, make effective use of previously developed or derelict land.
- f. Be located so that sites, including any on-site business uses, shall not negatively impact on the safety, amenity and privacy of the occupants of the site and neighbouring residents and land uses. Adequate space for the storage of equipment for business uses shall be provided on site. Such areas shall be visually pleasing and not impinge on amenity areas.
- g. Incorporate appropriate landscaping and boundary treatment, including existing natural landscape features such as trees (particularly mature trees and hedging). Planning conditions or planning obligations shall be used in this regard. Where new boundary treatment is proposed, it shall be sympathetic to and in keeping with the surrounding area.
- h. Be served (or be capable of being served) by an adequate water supply and appropriate means of sewage disposal. In circumstances where this is not possible, suitable alternative arrangements may be made with the agreement of the Planning Authority.
- i. Be located to ensure there is no adverse impact on the historic environment or individual heritage assets therein or their setting.

4. A site for at least 9 public pitches for Gypsy and Traveller provision will be identified. Arun District Council will produce a Gypsy and Traveller and Travelling Showpeople Site Allocations document (DPD) to identify land for permanent pitches to meet the need identified. The DPD will be informed by an updated GTAA due to be published in 2018.

5. Where there is a lack of affordable land to meet local Gypsy and Traveller needs, the Council will consider allocating and releasing sites solely for affordable Gypsy and Traveller sites as part of the rural exceptions site policy approach. Such sites shall only be used for affordable Gypsy and Traveller sites in perpetuity. Mixed use shall not be permitted on rural exception sites.

12.8 Agricultural, forestry & horticultural workers' dwellings

12.8.1 One of the few circumstances in which isolated residential development in the countryside may be justified is when accommodation is required to enable agricultural, forestry and certain other full-time workers to live at, or in the immediate vicinity of, their place of work. In certain cases, the nature and demands of the work concerned make it essential for one or more people engaged in the enterprise to live at, or very close to, the site of their work. This approach is supported by the Council and has been endorsed by the National Planning Policy Framework (March 2012).

12.8.2 There has been a tradition within the Arun District to provide temporary accommodation for seasonal workers on a season by season basis in the horticultural industry. With respect to such development proposals, the occupation of the accommodation is limited to particular seasons only and would not be permitted for permanent residential use.

Policy H DM3

Rural workers' dwellings

Outside the built-up area boundary planning permission shall be granted for dwellings for rural workers, subject to the criteria as outlined below:

1. Permanent rural workers' dwellings

New permanent dwellings shall be permitted to support existing agricultural activities on well-established agricultural units, providing:

- a. There is a clearly established existing functional need i.e. essential for the proper functioning of the enterprise for one or more workers to be readily available at most times e.g. in cases where animals or agricultural processes require essential care at short notice or in order to deal quickly with emergencies that could otherwise cause serious loss of crops or products.

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- b. The need relates to a full-time worker, or one who is primarily in rural employment and does not relate to a part-time requirement.
- c. The unit and the rural activity concerned have been established for at least three years, have been profitable for at least one of them, are currently financially sound, and have a clear prospect of remaining so.
- d. The functional need could not be fulfilled by the conversion of an existing building on the unit, another existing dwelling on the unit or subdivision of an existing unit or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned.
- e. Rural workers dwellings shall be of a size commensurate with the established functional requirement. Rural workers dwellings that are unusually large in relation to the agricultural or forestry needs of the unit shall not be permitted.
- f. Rural workers dwellings should be sited so as to meet the identified functional need and to be well-related to existing farm buildings or other on site farm dwellings.
- g. Any planning permission granted will be subject to an occupancy condition, limiting occupation to a person solely or mainly employed in the locality in agriculture or forestry. Such conditions will only be removed if it can be demonstrated that the rural workers dwelling is no longer required for agricultural or forestry purposes or for any person solely or mainly employed in agriculture or forestry and that reasonable attempts have been made to market the rural workers dwelling for that use.
- h. Where appropriate, permission may be subject to a legal agreement preventing the future separation of farmhouses from any adjoining farm buildings/land.

2. Temporary rural workers dwellings

If a new dwelling is essential to support a new farming activity, whether on a newly-created agricultural unit or an established one, it shall, for the first three years, be provided by a caravan or other temporary accommodation and shall satisfy the following criteria:

- a. Provide clear evidence of a firm intention and ability to develop the enterprise concerned.
- b. Demonstrate a functional need i.e. essential for the proper functioning of the enterprise for one or more workers to be readily available at most times e.g. in cases where animals or agricultural processes require essential care at short notice or in order to deal quickly with emergencies that could otherwise cause serious loss of crops or products.
- c. Provide clear evidence that the proposed enterprise has been planned on a sound financial basis.
- d. Demonstrate that the functional need could not be fulfilled by another existing dwelling on the site, or any other existing accommodation in the area which is suitable and available for occupation by the workers concerned.
- e. Planning conditions/obligations shall be used to limit the duration of the proposed use.

3. Temporary seasonal horticultural workers' dwellings

Permission for temporary accommodation for seasonal horticultural workers will only be granted in exceptional circumstances, where there is clear evidence that the structures are absolutely essential for the provision of staff accommodation to facilitate the economic running of a farm or horticultural holding and providing that:

- a. There is no suitable alternative means of providing the accommodation;
- b. The structures are recognised as an interim measure and approved on a temporary basis only, subject to seasonal and temporary occupancy conditions. Planning conditions/obligations shall be used to limit the duration of the proposed use;
- c. The structures are sited in order to minimise their visual impact on the surrounding area;
- d. The structures are designed to provide adequate accommodation which complies with minimum health standards;
- e. The structures are designed and sited to meet normal planning and technical requirements including access, hardstanding, fire resistance and light ventilation;
- f. Any drainage issues are satisfactorily addressed; and
- g. All other necessary services to serve the dwelling(s) exist.

Policy H DM4

Conversion of rural buildings for residential use

Proposals for the conversion of buildings for residential use outside the built-up area will not be permitted unless:

- a. Either, it has been demonstrated that reasonable attempts have been made to market and use the premises for business purposes, and the application must be supported by a statement of the efforts which have been made; or, residential conversion is a subordinate part of a scheme for business re-use;
- b. The building is structurally sound, of permanent construction, and capable of conversion without rebuilding or significant alteration or extension;
- c. The resultant building and use will not have an adverse effect on the rural character of the area and is sympathetic to its setting in terms of form, bulk and visual design. Particular regard will be given to the impact of any residential curtilage on the character of the countryside;
- d. Where the building is of historic or architectural importance, there is no adverse effect on the character and appearance or features of architectural or historic interest, internally and externally, which the building possesses, or its setting; and
- e. The traffic to be generated by the new use can be safely accommodated by the site access and the local road system.

12 Housing Delivery

The proposal must minimise the amount of land to be used as residential curtilage. A structural survey may be required to demonstrate that the building is capable of conversion. Provision for bats and/ or owls should be incorporated into the scheme. Where necessary, planning conditions will be imposed removing relevant Permitted Development Rights under the General Permitted Development Order. All large scale proposals must be accompanied by a landscape assessment.

15 Transport

15.1 Transport

Arun's Local Plan strategic objectives for Transport are to:

"Reduce the need to travel and promote sustainable forms of transport."

"Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity".

"Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities."

"Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population."

"Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships."

15.1.1 The West Sussex Transport Plan 2011-2026 identifies key transport issues in the District including⁽⁵⁰⁾:

- Road congestion during peak hours which causes disruption and air pollution especially on the A27 at Arundel, the A29 and A259.
- Level crossings on the A29 and the A284 cause delay between the A27 and the main towns of Bognor Regis and Littlehampton.
- Lack of safe crossing points along the main routes through the District causes community severance.
- Rail services between both Littlehampton, Bognor Regis and London are perceived as slow and upgrades to improve accessibility to rail stations are required.
- The current provision of pedestrian and cycling facilities is disjointed and suffers from inadequate signage, crossing points and poor surfacing.
- The Public Right of Way (PROW) network linking the South Downs National Park with the coast is also disjointed and deficient in bridleway access and requires surface enhancements.
- Due to low use of some services, there is uncertainty over the future viability of some bus services.

50 West Sussex Transport Plan 2011-2026 (para 2.2.2)

- 15.1.2** These issues have far reaching impacts upon the District's economy, environment, health and wellbeing as well as adjoining Local Planning Authorities and are likely to become more significant over the Plan period as a result of development. These will be planned for during the course of this plan period and may be delivered in the future. The District is lacking in strong north-south links between the main towns of Littlehampton and Bognor Regis and the A27. As part of the Local Plan's vision to strengthen Arun's economic base, new and improved transport routes need to be delivered in line with development to improve access to employment land identified in the Strategic Employment Land Allocations Policy.
- 15.1.3** Strategic growth and improvements to highway routes may have an impact upon strategic junctions within the district and adjoining authorities. These have been identified through the Arun Transport Study for Strategic Development (March, 2013 and update 2016). A package of highway improvement and mitigation schemes have been identified to deliver district wide benefits and are identified within this chapter as well as the Infrastructure Provision and Implementation, Housing Delivery and Strategic Employment Land Allocation policies and the Infrastructure Delivery Plan (IDP). The Council aims to deliver these measures with its various partners and through a range of funding sources as identified in the IDP. The Council's key strategic priority with regard to transport infrastructure is to work with partners to facilitate the delivery of the A27 Arundel bypass. Arun District Council support the proposal for the Arundel Bypass and expect any design to include a new junction on to Ford Road.
- 15.1.4** Improving transport links within Arun can help to attract businesses to the district which in turn can help achieve sustainable development through increasing job density ie. residents working in the district as opposed to out-commuting.

Policy T SP1

Transport and Development

To ensure that growth in the District strengthens Arun's economic base, reduces congestion, works to tackle climate change and promotes healthy lifestyles; the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport, including the use of low emission fuels, public transport improvements and the cycle, pedestrian and bridleway network.

The Council will support transport and development which:

- a. Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to the existing road network and the promotion of vehicles which use low-carbon energy;

15 Transport

- b. Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;
- c. Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;
- d. Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;
- e. Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;
- f. Explains how the development has been designed to:
 - i. accommodate the efficient delivery of goods and supplies;
 - ii. give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
 - iii. create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;
 - iv. incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and
 - v. consider the needs of people with disabilities by all modes of transport.
- g. Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford.

15.2 Sustainable travel & Public Rights of Way

15.2.1 Improving choice and access to sustainable modes of transport is key to reducing congestion, promoting healthy lifestyles and reducing social isolation. This can be achieved by locating new development within easy reach of public transport services, making provision for community transport and giving all residents and visitors to the District the choice to cycle or walk to destinations such as town centres, visitor attractions, places of work, learning, leisure facilities and other local services.

Public transport and community transport services

15.2.2 The Arun Transport Study for Strategic Development was prepared in 2013 (and updated 2016) to assess the impact of proposed development in Arun on the highway network. The study tested a package of mitigation measures achieved by reduced parking standards, improvements to sustainable modes of transport and Smarter Choices measures for all Strategic Development Locations. Smarter Choices

measures include travel planning (workplace, school and personalised), training and promotional activities aimed at improving the sustainable transport mode share and reducing the need to travel.

- 15.2.3** The majority of public transport services, particularly in urban areas, are operated on an entirely commercial basis. They provide access to employment, healthcare, education, retail and leisure opportunities. However, in some cases bus services are unable to operate on a commercial basis at a reasonable cost for bus users. Taking into consideration the District's ageing population and levels of social isolation, particularly in rural parts of the District, the need for community transport services is rising and is likely to rise further in future.
- 15.2.4** Community Transport services ensure that those that are less mobile and are experiencing social isolation can access vital services such as healthcare and food shopping facilities. The services cater for increasing numbers of people and also provide volunteering opportunities. The Council will promote opportunities to incorporate community transport services into the function of mixed use community facilities in order to provide a joined up community service for the District's residents.

Cycling and Walking

- 15.2.5** Research undertaken for the Arun Leisure Strategy 2013 identifies that opportunities for walking and cycling in the South Downs was rated highly by residents. The strategy also identifies off road cycling facilities as one of the main services that residents would like to see upgraded, and one of the strategic priorities of the strategy is "to make the District exceptionally good for cycling and other activities that are best off road like horse riding, running and cycling". As well as being a highly popular leisure activity, the promotion of cycling and walking, as an alternative mode of transport, can play a significant role in reducing the number of cars on the road and therefore can reduce congestion on the District's roads.
- 15.2.6** There are currently approximately 66km of cycle provision constructed in Arun. The cycle paths include signed routes on carriageway, shared use or segregated paths – both on pavements or traffic free sections and on road cycle lanes. There are also 'aspirational' cycle routes.
- 15.2.7** The aim of 'aspirational' routes is to connect up key locations, in particular to provide links between coastal settlements. The Marine and Coastal Access Act 2009 gives the right of access around the entire open coast of England, including, where appropriate, 'spreading room' along the way where visitors can rest, relax or admire the view. However, parts of Arun's existing Public Rights of Way (PROW) and cycle network are disjointed⁽⁵¹⁾. The Arun Leisure Strategy identifies that there are opportunities within the district to improve off road cycling facilities and to make the waterfronts of Littlehampton and Bognor Regis exceptionally good for cycling. There are gaps in cycle provision along the coast where private landownership currently

15 Transport

restricts access and means that routes are diverted, However, the Council has resolved to work with West Sussex County Council, parish and town councils and other stakeholders to join up and improve cycling opportunities across the District, especially along the seafront within any new development sites.

- 15.2.8** As well as identifying routes along the coast, it is important to develop clear routes between the coast and the South Downs National Park. Arun's Green Infrastructure Study has identified that there are opportunities to create and improve such routes. A number of cycle schemes have been identified in the IDP and it is intended that these will be delivered in partnership with the County Council and South Downs National Park Authority.
- 15.2.9** Improvements to existing links between public transport services and the PROW and cycle network, would act to reduce congestion and benefit both residents and visitors to the District. It is important that these routes are convenient, easily accessible, safe, comfortable and attractive to users.
- 15.2.10** The Council also supports the promotion of cycling as a mode of transport by ensuring that new development is designed to include facilities such as secure, convenient parking cycle storage with good surveillance at a range of key destinations such as town centres, workplaces and schools along with adequate changing facilities within places of work.

Policy T DM1

Sustainable Travel and Public Rights of Way

New development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified. Access to alternative modes of transport including public transport services, the public right of way and cycle networks, must be available and accessible to all members of the community.

Proposals for all new development must:

- a. Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;
- b. Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;

- c. Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;
- d. Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and;
 - i. places of work, education, leisure and food retail;
 - ii. the South Downs National Park,
 - iii. along the coast particularly between Bognor Regis and Littlehampton,
 - iv. along the coast to Chichester,
 - v. Bognor Regis to Arundel, and
 - vi. Littlehampton to Goring.

15.2.11 The Green Infrastructure Study identified a specific green infrastructure project which would aim to provide an improved sustainable transport and recreational link between Littlehampton and Arundel following the banks of the River Arun with potential to extend the route further into the South Downs, thereby creating a Downs to Coast link. The Council will promote this green infrastructure project, which would bring multiple benefits to the District.

15.2.12 The main aim of the route is improved access between Littlehampton and Arundel and access to the River Arun which links the coast and the National Park.

15.2.13 The route will carefully balance increased recreational access to the water and banks of the river with the protection, enhancement and creation of habitats including the creation of wetland habitats to the north of Littlehampton. Opportunities will also be taken to ensure that enhancements to and creation of habitats also provide opportunities for more sustainable management of water resources such as the capture and storage of flood water.

Policy T SP2

Littlehampton to Arundel Green Link

A new strategic Green Link is proposed between Littlehampton and Arundel, along the River Arun which is shown on the Policies Map.

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Linking multi-user paths to both Arundel and Ford Stations should also be promoted to encourage more integrated travel (such as cycling) and recreation and use of the corridor as both a commuter and recreational route. Cycle hire should be encouraged at stations to provide opportunities to access a bicycle at key transport interchanges along the corridor. Information and signage will also be key to ensuring a high level of accessibility along the route is achieved.

Other opportunities for informal recreation should be created along the route along with promoting more formal activities on the water such as sailing and canoeing where these do not interfere with the enhancement of biodiversity. Good landscape management practices should be promoted throughout the link, particularly where it meets the coast.

15.3 Safeguarding the main road network

- 15.3.1** In order to encourage residents and visitors to Arun to use a wide range of transport modes, the needs of all road users must be considered. In order to achieve this, the most efficient use of the existing road network is necessary. The County Council has identified a number of road schemes which aim to improve the existing transport network and open up opportunities for increased public transport and cycling.
- 15.3.2** The District's road network will need to be upgraded to support increased use as a result of future growth. Furthermore, economic growth and employment sites planned for Bognor Regis and Littlehampton will also need to be supported by good north-south linkages which will improve the District's connectivity to the A27.
- 15.3.3** The Arun Transport Study of Strategic Development (March, 2013 and update 2016) tested a number of highway improvement measures to support future levels of car use resulting from the strategic development within this plan. These included indicative routes such as the A259 improvements; the realignment of the A29 which would include a bridge over the railway at Woodgate; a bypass at Lyminster, which would improve links between Littlehampton and the A27 and a link between the A259 Felpham Way and the Bognor Regis Relief Road.
- 15.3.4** The indicative highway improvement schemes, which are safeguarded in the policy below, are to be delivered alongside strategic development proposed in this Plan as part of a mitigation and development facilitation package. These improvements add greater potential for increasing economic activity and job density in Arun. These schemes include the following:
- A259 Felpham Way and Northern Relief Road - This scheme would enable the delivery of the LEC airfield site, which makes up part of the Enterprise Bognor Regis Strategic Employment Land Allocation (Policy EMP SP2). It would also play a key role in connecting the site with the main road network. Evidence, currently being gathered, has indicated that the most feasible route would connect to the Bognor Regis Relief Road at a point to the east of the railway line (based

on landscape and traffic impact and financial viability). However, the exact route that the link road will take is yet to be determined. Therefore, the route on the Policies Map shows a line to the LEC site and includes an arrow to indicate that the remainder of the route is yet to be determined. The delivery of the Enterprise Bognor Regis is a priority for the Council and has also been identified within the Coast to Capital Local Enterprise Partnership Strategic Economic Plan as an opportunity area for the creation of employment growth. Given the significant economic improvements that the link road would bring, there is a strong case for funding the route and it has been identified as a "pipeline scheme" by the Strategic Economic Plan. A potential source of funding will be through Tax Incremental Finance (TIF), subject to Enterprise Zone status being secured for the Enterprise Bognor Regis site.

- A259 Roundstone Bypass Improvement and the A259 Fitzalan Link - Body Shop roundabout improvement - These schemes, which propose the dualling of the A259 between Station Road and the A280 roundabout; and between the Fitzalan Link and Body Shop roundabout were identified through the A259 Route Improvement Study (2013). It has recently been announced that funding has been made available from the Coast to Capital Regional Growth Fund for the delivery of these schemes.
- A259 Bognor Regis - Chichester Improvements (Stage 2) - Further work is required in the form of design, consultation and approval for this scheme and there is no current commitment to deliver the scheme.
- A284 Lyminster Bypass - The proposed Lyminster Bypass will connect to the committed southern section which will run between Toddington Nurseries and the A259 and the Fitzalan Link. The bypass will improve north-south access from the A27 to Littlehampton by reducing the delays associated with the existing A284 Lyminster Road and the Wick level crossing. This scheme is expected to make the A284 Lyminster Road quieter and encourage walking and cycling on the route. The route will be funded through a mixture of planning obligations, the Regional Growth Fund and potential contributions from Network Rail.
- A29 realignment through the Barnham/Eastergate/Westergate strategic site allocation - The potential to realign the A29 has long been documented by West Sussex County Council as a scheme to reduce congestion and to provide better north-south links between the A27 and the A259. The Council has worked with WSCC to develop an evidence base to support a realigned A29 route which includes bridging the railway line. The indicative scheme will also run through the strategic housing allocation, acting as an access route for the proposed development, as detailed in policy H SP1. This strategic priority ties in with the aim of the West Sussex Local Transport Plan (2011 - 2026) to "develop opportunities through new development that will improve the access along the A29, including the potential to bridge the railway level crossing at Woodgate".

15 Transport

The delivery of this route will be through planning obligations from the strategic allocation and funding has recently been announced for the scheme as part of the Coast to Capital Regional Growth Fund.

- A29 realignment (southern tie-in) and the A29 realignment (northern tie-in)⁽⁵²⁾ - Evidence indicates that the A29 realignment would have wider benefits if it included both of the tie-in routes. As a comprehensive route, including tie-ins, the realignment would become more attractive to users and transfer more traffic away from the existing A29 and surrounding villages. Furthermore, the northern tie-in route would reduce traffic approaching the A29/B2233 War Memorial Junction and would resolve existing congestion problems. As indicative routes, these schemes are subject to further design, consultation and approval. Further detail regarding the delivery of these routes will be facilitated through working with local landowners as part of the overall masterplanning work for the strategic housing allocation at Barnham/Eastergate/Westergate. Given the strategic importance of the realignment, as identified by the Local Enterprise Partnership Coast to Capital Strategic Economic Plan, there will be a strong argument to support funding for the route as part of a combination of funding sources.
- A route for a new road crossing over the railway to relieve the congestion at the Ford level crossing has been investigated and this route is safeguarded in the ALP to enable ongoing options to be considered and funding to be obtained.

15.3.5 Further details regarding delivery and phasing of these indicative schemes is included in the Infrastructure Delivery Plan and the Housing Delivery, Employment and Enterprise chapters of the Local Plan.

15.3.6 One of the aims for Arun's road network includes major improvements to the A27 at Arundel, to reduce congestion and to improve safety. The pink/blue route was formally identified in the Department for Transport's planning document the 'A27 Arundel bypass - Statement of the Secretary of State's decision on the Preferred Route' dated July 1993. It was later included in the South Coast Multi Modal Study which was dismissed by the Secretary of State in 2003 who recommended that less damaging options should be examined. The pink/blue route now lies partly within the South Downs National Park. .

15.3.7 Evidence gathered as part of the A27 Arundel Bypass Wider Economic Impact Study (2013) reports that a by-pass at Arundel could bring significant improvements to the economy and the environment by reducing the length of traffic delays and reducing congestion. Furthermore, an A27 Corridor Feasibility Study has been commissioned by the Government to investigate potential solutions for addressing the congestion problems along the A27 corridor, including at Arundel, Chichester and Worthing. The Council will work with the Department for Transport, Highways Agency, West

52 The tie-in route to the north has been assessed based on an access point on the A29 Fontwell Avenue, south of Eastergate Lane and the southern tie-in route based on an access point between Shripney Village and the Sack Lane junction.

Sussex County Council, the South Downs National Park Authority and the Local Transport Body, to encourage the consideration of a bypass route which takes into account the South Down's National Park's purpose of conserving and enhancing the natural beauty, wildlife, and cultural heritage of the national park area, whilst ensuring the earliest delivery of this scheme.

- 15.3.8** The following policy protects the routes of committed schemes and safeguards the routes of indicative schemes from development which could prejudice the delivery of indicative schemes. The delivery of this package of schemes will rely upon a range of funding streams including planning obligations from strategic housing and economic allocations, the Regional Growth Fund and Community Infrastructure Levy receipts. The policy has been informed by a range of detailed studies and evidence supporting the feasibility and delivery of these schemes. Further detail regarding district wide mitigation schemes can be found in the Infrastructure Provision and Implementation chapter of the Local Plan.

Policy T SP3

Safeguarding the Main Road Network

To ensure that improvements necessary to enhance the strategic and supporting road network within the District can be carried out, the lines of major road schemes, as shown on the Policies Map, will be protected from development as follows:

Protect the lines of the following committed schemes:

- a. A259 Comet Corner (Middleton)
- b. A284 Lyminster By-pass (Southern Section)
- c. Fitzalan Link
- d. A259 Roundstone Bypass Improvement
- e. A284 Lyminster By-pass (Northern Section)

Safeguard the indicative lines of the following schemes, to support the delivery of planned growth through the Local Plan. These schemes are subject to design, consultation and approval:

- f. Link Enterprise Bognor Regis Link Road
- g. A259 Chichester - Bognor Regis Improvements (Stage 2)
- h. A259 Fitzalan Link - Body Shop roundabout Improvement
- i. A29 realignment and access route through the Barnham/Eastergate/Westergate site allocation
- j. A29 realignment (southern tie-in)
- k. A29 realignment (northern tie-in)
- l. Bridging of the railway line at Ford
- m. A259 Oyster Catcher Junction to Littlehampton

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Safeguard the line of the following route, of the A27:

- n. A27 Arundel By-pass

15.4 Parking

Public car parks

- 15.4.1** Town centre car parks are important for the economy of the District and for ensuring that visitors can access shops, businesses, leisure facilities and visitor attractions. The provision of car parks must be of a high quality, conveniently placed, safe and secure and provide sufficient capacity to meet demand. Appropriate parking facilities for cyclists and those using railway stations must also be provided.
- 15.4.2** Where the loss of town centre car parking is proposed for regeneration projects, the impact upon parking provision and town centre accessibility for all modes of transport must be fully assessed and provision must be made to meet the anticipated demand for public parking spaces on the existing site or elsewhere in the locality.

Policy T DM2

Public parking

Proposals which involve the loss of existing town centre car parks or town centre parking spaces, including provision for motorcycle and bicycle parking, must demonstrate either that:

- a. The loss of parking provision is acceptable or
- b. Provides sufficient parking spaces to meet anticipated demand, which must be:
 - i. Conveniently located to access town centre and tourist facilities attractions;
 - ii. Sufficiently safe and secure in line with the Safer Parking Scheme guidelines; and
 - iii. Accessible for cars, motorcycles and bicycles.

Car parks at railway stations will be safeguarded from development to meet wider transport objectives of encouraging the use of public transport. In particular the expansion of car parking facilities at Ford will be encouraged. Further investigation into the expansion of Barnham station car park and parking on the B2233 will be required as part of any masterplan and transport assessment for the Barnham/Eastergate/Westergate strategic allocation will be required as part of the development.

Any provision of cycle parking should be carefully designed to be safe and secure in accordance with national guidance.

Developments shall also be consistent with all other Local Plan policies.

21.1 Quality of the environment

Arun's Local Plan strategic objective for the Quality of the Environment is to:

"Promote strong, well integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population."

Pollution

- 21.1.1** The control of pollution is critical to the Council achieving the Local Plan's strategic objectives. Pollution control through development also plays a significant role in planning for climate change and working in harmony with the environment to conserve natural resources and increase biodiversity.
- 21.1.2** Certain industrial and commercial land uses and transport routes result in controlled levels of noise, light and air quality impacts. Development proposals for all types of development must therefore take into account nearby land uses to ensure that the right development is located in the right place across the District, in order to safeguard the quality of the environment.

Policy QE SP1

Quality of the environment

The Council requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity, the natural environment or upon leisure and recreational activities enjoyed by residents and visitors to the District.

The location of existing industrial and commercial uses, including waste management uses, must be taken into consideration when assessing proposals for development sensitive to noise, light, odour and outputs to air. This is to ensure that land allocated for these uses are protected and to ensure that the amenity of new developments and facilities is safeguarded from the impacts of incompatible land uses.

21 Quality of the environment

21.2 Noise pollution

- 21.2.1** It is recognised that noise exposure can impact upon quality of life and give rise to adverse health effects. The Noise Policy Statement for England⁽⁷³⁾ (NPSE) seeks, where possible, to positively improve health and quality of life through the pro-active management of noise.
- 21.2.2** Tranquillity is a key characteristic of the natural environment. Tranquil spaces, often located within the more rural parts of the District, play a multi functional role as part of the District's Green Infrastructure network. The Green Infrastructure Study identifies that tranquillity is at risk due to noise pollution from roads and new development. These areas will be protected from noise pollution. The principle of this protection is established through the Green Infrastructure Policy.
- 21.2.3** One of the most common causes of noise pollution is from traffic noise. The Environmental Noise Regulations⁽⁷⁴⁾ require that noise mapping is undertaken to identify areas that are experiencing the greatest noise impacts from roads, railways, airports and industry. The Department of Food and Rural Affairs (DEFRA) are going to be undertaking a second round of mapping and as such account would need to be taken of any subsequent productions and any subsequent declarations that may result.
- 21.2.4** The outcome of the noise mapping is the designation of Important Areas and First Priority Locations. The Brighton Agglomeration⁽⁷⁵⁾ extends into the eastern part of the District. Within this Agglomeration area, 'Important Areas' are identified and "defined as being those areas where 1% population are affected by the highest noise levels from roads". First Priority Locations are also identified within the Agglomeration area and are defined as locations where the noise index is at least 76dB according to the results of the noise mapping.
- 21.2.5** The First Priority Locations within the District include:
- A284/A259 Wick roundabout
 - Stretches of the A27 at Arundel and Fontwell
 - Sections of the A29 and A259 in Bognor Regis
 - A284 in Littlehampton and
 - The stretch of railway that runs through Barnham station
- 21.2.6** Residential development proposed within First Priority Areas, or in close proximity to noise sources from road, rail and air, should be assessed to determine the noise exposure category (NEC) which the site falls into. This assessment must be carried out at an early stage in order to identify the suitability of the site. Where the NEC

73 Defra, 2010

74 Environmental Noise Regulations, 2006

75 An agglomeration is an area covered by a Noise Action Plan

21 Quality of the environment

assessment has shown that habitable rooms will be exposed to noise levels in excess of NEC A, noise mitigation will be required as part of the design of the development (useful advice is set out in the BRE document 'Sound Control for Homes').

21.2.7 It should be noted however that NEC noise levels should not be used for assessing the impact of industrial noise on proposed residential development because the nature of this type of noise, and local circumstances, may necessitate individual assessment. However, at mixed use sites where industrial noise is present but not dominant, its contribution should be included in the noise level used to establish the appropriate NEC.

| NEC | |
|-----|--|
| A | Noise need not be considered as a determining factor in granting planning permission, although the noise level at the high end of the category should not be regarded as a desirable level. |
| B | Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise. |
| C | Planning permission should not normally be granted. Where it is considered that permission should be given, for example because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise. |
| D | Planning permission should normally be refused. |

Table 21.1 Noise exposure categories for residential development

| Noise Source | Noise Exposure Categories | | | |
|-----------------------------|---------------------------|-------|-------|-----|
| | A | B | C | D |
| Road traffic | | | | |
| 07.00-23.00 | <55 | 55-63 | 63-72 | >72 |
| 23.00-07.00 ⁽⁷⁷⁾ | <45 | 45-57 | 57-66 | >66 |
| Rail traffic | | | | |
| 07.00-23.00 | <55 | 55-66 | 66-74 | >74 |

⁷⁷ Night-time noise levels (23.00-07.00): sites where individual noise events regularly exceed 82dB LAmax (S time weighting) several times in any hour should be treated as being in NEC C, regardless of the LAeq, 8h (except where the LAeq, 8h already puts the site in NEC D).

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| | Noise Exposure Categories | | | |
|-------------------------------|---------------------------|-------|-------|-----|
| 23.00-07.00 ⁽⁷⁸⁾ | <45 | 45-59 | 59-66 | >66 |
| Air traffic ⁽⁷⁹⁾ | | | | |
| 07.00-23.00 | <57 | 57-66 | 66-72 | >72 |
| 23.00-07.00 | <48 | 48-57 | 57-66 | >66 |
| Mixed Sources ⁽⁸⁰⁾ | | | | |
| 07.00-23.00 | <55 | 55-63 | 63-72 | >72 |
| 23.00-07.00 | <45 | 45-57 | 57-66 | >66 |

Table 21.2 Noise levels⁽⁷⁶⁾ corresponding to the Noise Exposure Categories for New Dwellings LAeq,T dB

- 21.2.8** The NEC procedure only applies to the proposed development of residential buildings. For noise sensitive commercial developments such as offices it is more appropriate to refer to the latest specific guidance on internal noise standards in respect of each activity.
- 21.2.9** Where new noise generating development such as industrial and commercial and outdoor sport and recreation uses are proposed, it is expected that they will be located at an appropriate distance away from noise sensitive development ie. residential areas, schools and hospitals. If the development is likely to cause unacceptable levels of disturbance, the developer should consider alternative locations for the site.
- 21.2.10** If there are no alternative sites available then the applicant will need to demonstrate that all steps have been taken to reduce noise at source. Finally, if all reasonable steps have been taken to reduce the noise at source, but the development is still likely to have adverse effects, then adequate measure to mitigate against the noise should be put in place to protect the noise sensitive use. This could include consideration of noise barriers and site layout first, then insulation of buildings as a last resort.

78 Night-time noise levels (23.00-07.00): sites where individual noise events regularly exceed 82dB LAmax (S time weighting) several times in any hour should be treated as being in NEC C, regardless of the LAeq, 8h (except where the LAeq, 8h already puts the site in NEC D).

79 Aircraft Noise: daytime values accord with the countour values adopted by the Department for Transport which relate to levels measured 1.2m above open ground. For the same amount of noise energy, countour values can be up to 2dM(A) higher than those of other sources because of ground reflection effects.

80 This refers to any combination of road, rail, air and industrial noise sources. The "mixed source" NECs should only be used where no individual noise source is dominant.

76 The noise level(s) (LAeq,T) used when deciding the NEC of a site should be representative of typical conditions.

21.2.11 In most cases, proposed noise generating development will need to be accompanied by a Noise Report unless the proposal requires an Environmental Impact Assessment, in which case, the impact of noise will be considered in the Environmental Statement. Developers should seek advice at an early stage to ascertain whether a Noise Report is required.

Policy QE DM1

Noise pollution

1. New noise sensitive development

Residential development likely to experience noise from road, rail or air, in particular development in close proximity to:

- A284/A259 Wick roundabout
- Stretches of the A27 around Arundel and Fontwell
- Sections of the A29 and A259 in Bognor Regis
- A284 in Littlehampton and
- The stretch of railway line that runs through Barnham station

must:

- a. Be supported by a noise exposure category (NEC) assessment and designed to ensure that residents will not be adversely affected by noise.
- b. Consider both the likely level of exposure at the time of application and any increase that might be reasonably expected in the foreseeable future.

To safeguard the continued use of existing industrial and commercial uses and to protect amenity, noise sensitive development should not normally be permitted where:

- c. High levels of noise will continue throughout the night, especially during the hours when people are normally sleeping.
- d. There is a likelihood of complaints about noise from industrial development. ⁽⁸¹⁾

2. New noise generating development

Developers proposing new noise generating development must seek advice from an early stage to determine the level of noise assessment required. Proposals will need to be supported by:

- a. Evidence to demonstrate that there are no suitable alternative locations for the development.

81 this may be assessed, where appropriate, using guidance in BS4142: 2014

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- b. A noise report which provides accurate information about the existing noise environment, and the likely impact of the proposed development upon the noise environment. The report must also demonstrate that the development meets appropriate national and local standards for noise, as set out in Annex 1 of the Planning Noise Advice Document: Sussex, and any mitigation measures required to ensure noise is managed to an acceptable level.
- c. Evidence to demonstrate that the development will not impact upon areas identified and valued for their tranquillity, including Gaps Between Settlements which are important to the enjoyment of Arun's countryside, its habitats and biodiversity.

21.3 Light pollution

- 21.3.1** Similar to noise pollution, light pollution can cause sleep disturbance and annoyance and is caused by the brightening of the night sky over inhabited areas and excessive brightness from light causing high levels of glare. Dark night skies are important for health and wellbeing, the conservation of natural habitats and for cultural heritage, especially the ability to observe the stars at night.
- 21.3.2** In addition to impacting upon human health and natural habitats, light pollution is a sign of wasted energy from excessive lighting from high energy bulbs. The Campaign to Protect Rural England (CPRE) produced maps of the night skies in the South East in 1993 and 2000. The maps show that only 1% of the region experienced truly dark night skies and that most of Arun experienced relatively bright night skies.
- 21.3.3** Lighting schemes must therefore be designed carefully as part of the overall development proposal to prevent light spillage and glare. Schemes will be considered against the latest national guidance and lighting standards.
- 21.3.4** The Green Infrastructure Policy identifies a District wide network of green spaces and Green Infrastructure Corridors valued for their tranquillity. Tranquil spaces play a multifunctional role as part of the Green Infrastructure network. Light pollution intrudes upon intrinsically dark landscapes and nature conservation and can have an impact upon the tranquillity of a place. The Green Infrastructure policy has identified the importance of tranquil spaces which will be protected from light pollution to ensure that areas defined by their tranquillity are protected from the negative effects of light in development.

Policy QE DM2

Light pollution

Planning permission for proposals which involve outdoor lighting must be accompanied by a lighting scheme prepared according to the latest national design guidance and relevant British Standards publications. Outdoor lighting schemes will be considered against the following criteria:

- a. No adverse impact on neighbouring uses or the wider landscape, particularly with regard the South Downs International Dark Sky Reserve designation;
- b. Light levels being the minimum required for security and working purposes;
- c. Minimising the potential glare and spillage; and
- d. The degree to which outdoor lighting can be powered by on-site renewable sources.

Where appropriate, the Local Planning Authority will seek to control the times of illumination.

21.4 Air pollution

- 21.4.1** Clean air supports health and wellbeing and is a factor in maintaining designated habitats and biodiversity. A significant contributor to air pollution in Arun is traffic congestion and commercial/industrial development. The West Sussex Transport Plan 2011-2026 identifies that "traffic levels on the A27 The Causeway, adjacent to Arundel Railway Station, generate high pollution levels affecting local residents that may require air quality mitigation measures". The Plan also identifies that congestion at peak times causes poor air quality on parts of the A29, A27 and A259.
- 21.4.2** Air Quality Management Areas (AQMA) are designated by Local Authorities when reviews of air quality identify that levels of pollutants are too high and are not forecast to meet the targets required by the UK Air Quality Strategy. There are currently no AQMAs within Arun, however, the cumulative impact of development, required to deliver housing numbers could have an impact on areas currently identified as experiencing poor air quality such as on the A27 The Causeway, Arundel. Measures which include promoting the use of cleaner fuels, improving access to sustainable transport modes such as cycling and public transport and reducing congestion by making improvements to the highway network will be required to ensure that poor air quality in these areas are avoided.
- 21.4.3** Where an AQMA is declared, the Council will be required to prepare an Air Quality Management Plan (AQMP) which will identify a range of measures to improve air quality such as promoting cleaner fuels or reducing traffic congestion through promoting sustainable cleaner modes of transport.

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- 21.4.4** Local Authorities throughout West Sussex are part of the Sussex Air Quality Partnership to try and ensure a strategic and consistent approach taken towards dealing with air pollution. The first output of the partnership is an emerging document called *Air quality guidance for Sussex* (2013), which sets out the criteria for when an Air Quality Assessment is required.

Policy QE DM3

Air pollution

All major development proposals will be required to assess the likely impacts of the development on air quality and mitigate any negative impacts by:

- a. Ensuring the development is located within easy reach of established public transport services;
- b. Maximising provision for cycling and pedestrian facilities;
- c. Encouraging the use of cleaner transport fuels on site, through the inclusion of electric car charging points; and
- d. Contributing towards the improvement of the highway network where the development is predicted to result in increased congestion on the highway network.

Development proposed nearby any Air Quality Management Area (AQMA) declared within the District within the Plan period, will require an air quality assessment to identify likely impacts of development upon the designated area. Developers will be required to ensure delivery of the actions set out within any Air Quality Action Plan.

Industrial development which is regulated by environmental permits (that creates or results in dust, smell, fumes, smoke, heat, radiation, gases, steam or other forms of pollution) must be located in such a position which ensures that the health, safety and amenity of users of the site or surrounding land is not put at risk and the quality of the environment would not be damaged or put at risk.

Developments shall also be consistent with all other Local Plan policies.

21.5 Contaminated land

- 21.5.1** The reclamation of contaminated land is crucial to making the most efficient use of previously developed land and adding value to the land by encouraging habitat creation, improving water quality and reducing pressure on greenfield sites.
- 21.5.2** Land may be contaminated for a number of reasons, such as previous commercial use or use as a landfill site. Such land can be re-used for new purposes but special remedial measures may be needed to reduce hazards arising from the previous use,

and new buildings may need to be specially designed. Under International Law⁽⁸²⁾, developers are responsible for ensuring that unacceptable risk from contamination will be successfully addressed through the remediation of land contamination without undue environmental impact during and following the development.

Policy QE DM4

Contaminated land

The Council promotes, and will permit, the use of previously developed land and the remediation of contaminated land to ensure that land is brought back into use, subject to the following requirements.

Prior to any development, the Council will require evidence to show that unacceptable risk from contamination will be successfully addressed through remediation without undue environmental impact during and following the development. In particular, the developer shall carry out an adequate investigation to inform a risk assessment to determine:

- a. Whether the land in question is already affected by contamination through indirect pollutant linkages and how those linkages are represented in a conceptual model.
- b. Whether the development proposed will create new linkages to vulnerable resources e.g. Waterbodies.
- c. What action is needed to break the link between the contamination and vulnerable natural resources and avoid new ones, deal with any unacceptable risks and enable safe development and future occupancy of the site and neighbouring land.

Where an agreed remediation scheme includes future monitoring and maintenance schemes, arrangements will need to be made to ensure that the costs of ongoing maintenance are the responsibility of the landowner and that any subsequent owner is fully aware of these requirements and assumes ongoing responsibilities that run with the land.

82 Part IIA Environmental Liability Directive (2004/35/EC)

22 Infrastructure Provision & Implementation

22.1 Infrastructure provision & implementation

Arun's Local Plan strategic objective for Infrastructure Provision and Implementation is to:

"Deliver all Local Plan Strategic Objectives."

Infrastructure, Developers' Contributions and Viability

22.1.1 The maintenance and enhancement of existing infrastructure and the provision of new infrastructure is required to support Arun's vision for growth and the changes set out in this Local Plan. Ensuring that both existing and new residents and visitors are able to access the services that they require without undue inconvenience or needing to travel long distances. In turn meeting both the sustainability appraisal and strategic objectives of the Plan.

22.1.2 The types of infrastructure needed will cover a wide range of local facilities and services and should include facilitation to ensure establishment of the following:

- Transport, including public and community transport
- Education provision including a new secondary school
- Health facilities
- Social infrastructure including community centres
- Open space provision
- Green infrastructure and Public Rights of Way improvements; including green links connecting communities together and with the South Downs National Park
- Measures necessary to protect, avoid or mitigate harm to areas designated for their local, national, or international importance
- Flood defences
- Public services
- Utilities including communications

22.1.3 This Local Plan identifies strategic housing and employment sites to deliver the bulk of the District's housing and employment requirements up to 2031. Large developments require a significant amount of planning and preparation to assess impact and identify mitigation measures. The District Council and its partners, where relevant, will work with the developers to ensure that the best outcomes for the District and local communities are achieved. The strategic sites, in particular, will necessitate

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the delivery of specific items of infrastructure as identified in Local Plan's Policies and the Infrastructure Delivery Plan. The Council will seek to ensure that consultation arrangements are put in place for infrastructure schemes promoted and delivered by other agencies.

- 22.1.4** An Infrastructure Delivery Plan (IDP) has been prepared to support the Local Plan and sets out the infrastructure requirements that will need to be delivered over the Plan period to support growth. The IDP was informed through consultation with infrastructure providers and parish and town councils. The IDP will be a "living" document to facilitate an on-going partnership approach with infrastructure providers, throughout the plan period. In particular it makes clear what infrastructure is required, who is going to fund and provide it and how it relates to the anticipated phasing of development. The IDP will be used as a key document for identifying priority projects and will be an important tool for preparing a Regulation 123 list of spending priorities, to be drawn up alongside the Community Infrastructure Levy (CIL) charging schedule. It should also be noted that West Sussex County Council has prepared Strategic Infrastructure Packages to enable the provision of County Council services to meet the needs of new strategic development.
- 22.1.5** On site provision, or where this is not possible, financial contributions will be sought from developers, to combine with public funding to deliver the necessary facilities and infrastructure identified through the IDP. The infrastructure requirements and contributions will vary depending on the scale, nature and location of the development. References in this Plan to 'developer contributions' are intended to cover physical provision of infrastructure (on or off-site) or financial contributions. These may be secured by planning obligations or agreements (known as Section 106 obligations), agreements under Section 278 of the Highways Act 1980 or CIL receipts, subject to the adoption of a CIL charging schedule.
- 22.1.6** The District Council plans to use a mixture of planning obligations and planning conditions to secure the required improvements or funding. This approach will be informed by the IDP which draws on strategies and investment plans of the local authority and other organisations. Contribution levels will be based on the overall costs of provision, but will take into account the availability of other sources of funding.
- 22.1.7** Infrastructure will need to be provided at the right time to support development. However, this is not always in advance of development, therefore, phasing and trigger mechanisms will be needed to ensure that the right facilities come forward at the right time. The Council will work with the service and infrastructure providers to ensure that relevant infrastructure is provided in a timely way, in conjunction with development.
- 22.1.8** There are particular infrastructure issues, as set out in the IDP, relating to the District as a whole. The District Council plans to address these issues through a mixture of financial contributions from CIL and external funding sources. Further details regarding these issues are set out in more detail in Local Plan policies, including transport, water, and green infrastructure.

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The Community Infrastructure Levy

22.1.9 There is a package of district-wide measures which will need to be delivered on a strategic scale to ensure the provision of community benefits and provision of measures to mitigate the impact of strategic development sites. The council will aim to deliver these with its partners from a range of funding streams. It is intended that one funding source will be the Community Infrastructure Levy (CIL), subject to the council adopting a charging schedule. CIL receipts will need to be used to deliver the schemes identified on the Council's Regulation 123 list which will identify infrastructure projects which can only be funded by CIL. The following section sets out District wide infrastructure requirements that will be critical to support growth. This section should be read alongside the IDP. To secure a mechanism for contributions towards infrastructure the Community Infrastructure Levy (assuming it is retained), will be introduced as soon as possible after the adoption of this Local Plan. The levy will be needed to seek contributions for small sites which are essential to meet the housing needs in the medium term so it is essential that CIL is introduced no later than mid-way through the second housing delivery phase as shown on table 12.1 and policy H SP1.

Social infrastructure

22.1.10 District wide, planned growth will result in the need for developments to contribute towards a range of social infrastructure schemes including the provision of adult social care accommodation and the expansion of community facilities including the improvement of the Arun Leisure Centre and Littlehampton Sports and Swimming Centre (or its future replacement).

Public services

22.1.11 District wide provision of public services will be required to support growth in the District. This will include the relocation or redevelopment of Littlehampton Fire Station and improvements to police station services at Bognor Regis and Littlehampton. The phasing and cost of this provision requires further investigation, however, these improvements will be delivered through a combination of funding streams including CIL. The IDP has identified that these services could be brought forward between 2014 and 2029.

Green infrastructure

22.1.12 Green Infrastructure (GI) projects including enhancements to Public Rights of Way (PROW) will provide important improvements to the District's overall GI network. The Littlehampton to Arundel Green Link has been identified as one of a number of valuable green links in Arun. This important GI corridor and route could improve links between the coast and the South Downs National Park. Partnership working will be required to deliver this and other schemes. A variety of funding measures, including CIL will be used to support delivery of these schemes.'

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Healthcare

22.1.13 The NHS and the Coastal West Sussex Clinical Commissioning Group is engaged in development of an estates strategy to support wider infrastructure needs resulting from developments arising across their area of operation, in particular for strategic housing allocations. This reflects earlier Clinical Commissioning plans already developed and adopted for implementation over the coming years. Current plans include a focus on schemes to improve the healthcare delivery for Littlehampton and in Rustington and East Preston. Community care services and re-provision of Littlehampton Health Centre would be required to support growth in the District. The proposals for Littlehampton will have the capacity to take on patients from the North Littlehampton housing development. These schemes demonstrate what is needed to ensure healthcare provision in Arun is of suitable standard and scale and provides a basis for similar significant improvements where required but particularly in areas where the greatest pressure results from new housing development. the Council will work in partnership with the NHS to identify priorities for CIL spending.

Drainage and flood mitigation

22.1.14 The Lower Tidal River Arun Strategy⁽⁸³⁾ outlines recommendations for managing flood risk on the lower River Arun from Pallingham Weir to Littlehampton and Ford. The strategy provides details of the works that are required and how much they will cost. Part of the cost of delivering these schemes will be met by Central Government. However, a greater proportion of funding needs to be found locally. The strategy identifies flood defence schemes that could be prioritised by the Council as well as Town and Parish Councils and potentially funded by CIL receipts.

22.1.15 The River Arun to Pagham Flood and Coastal Erosion Risk Management Strategy (FERMS) has been produced by the Environment Agency in partnership with Arun District Council. The study will inform the flood risk works required in Arun's coastal communities, including costs, timetables and how much of the works will be funded by Central Government. Further detail will need to be incorporated into the IDP as the FERMS is progressed. Partnership working with local communities and the Environment Agency will also be required to identify local funding sources, including CIL and delivery timescales for defence work.

22.1.16 The Aldingbourne Rife Integrated Flood Risk Management Plan & Works (ARIFRM) will deliver a package of schemes and flood alleviation works to reduce flood risk to people and properties in the Aldingbourne Rife catchment. The Environment Agency want to look at a holistic, catchment wide approach to flood risk management, as well as deliver environmental benefits and enhancements. Further detail will need to be incorporated into the IDP as the programme is progressed. Partnership working with local communities and the Environment Agency will also be required to identify local funding sources, including CIL, and delivery timescales for any new works proposed by this plan.

83 Lower Tidal River Arun Strategy (Environment Agency) (2014)

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Wastewater

22.1.17 The water industry's investment planning is scheduled on a 5 yearly basis and from 2018 there will be a flat rate applied per new dwelling, by utility providers. This timing allows for repeated opportunities throughout the lifetime of the Plan to review the requirements at Ford wastewater treatment plant.

22.1.18 Funding of the expected connection from the BEW allocation to the Ford treatment works would be anticipated to be funded jointly by Southern Water and the developers, on the basis of the developers overall contribution to the 2300 homes allocated to the site in the Plan period.

Transport

22.1.19 The Arun Transport Study identifies a package of mitigation measures to reduce congestion on the highway network. A number of the measures identified in the Study relate directly to strategic development locations, these are identified in the strategic policies and will be delivered through Section 106 agreements (Policy T SP3). However, a proportion of these measures relate to the cumulative impact of strategic growth upon the highway network. The following improvement measures could be funded and delivered through a mixture of CIL receipts, planning obligations and other funding sources in order to mitigate the impacts of housing and economic growth in the District:

- Sustainable transport package of measures to reduce congestion at key junctions.
- Sustainable travel mitigation for all new development
- Expansion and growth of Community Transport Services.

22.1.20 The details provided above give an overview of the district wide infrastructure required to support growth identified through the Plan and identifies solutions for delivery. A schedule setting out delivery responsibilities, mechanisms and timescales is provided in further detail within the Infrastructure Delivery Plan and the policies which specifically relate to strategic development.

22.1.21 The policy below seeks to ensure that appropriate and necessary infrastructure is provided to support development proposals and that future development contributes towards mitigating any issues that they may create.

Policy INF SP1

Infrastructure provision and implementation

The Local Planning Authority will support development proposals which provide or contribute towards the infrastructure and services needed to support development (including the necessary infrastructure set out in the Infrastructure Delivery Plan) to meet the needs of occupiers and users of the development and the existing community. Infrastructure provision and contribution towards services should be delivered using the following approach:

- Testing the capacity of existing infrastructure and where there is insufficient infrastructure capacity to support new development, mitigate the impacts of the development, provision should be secured and must be operational no later than the completion of the development or phase of development for which it is needed.
- Infrastructure provision or improvements should be provided on-site as an integral part of a development, wherever possible and appropriate;
- Off-site measures will require planning obligations or financial contributions, to secure the necessary provision
- Where a contribution towards other district wide infrastructure improvements or provision is needed and viable this will be achieved through the Community Infrastructure Levy Charging Schedule and Regulation 123 Infrastructure List which will be introduced as soon as possible after the adoption of this Local Plan. Until such time as a Charging Schedule is adopted contributions will be achieved through planning obligations (where they meet the statutory tests).

Any on-site provision or financial contribution required to address unacceptable impacts must meet the statutory tests for planning obligations required by Regulation 122 of the Community Infrastructure Regulations 2010.

The Local Planning Authority will support proposals by service providers for the delivery of utility infrastructure and the improvement or development of locally and regionally important infrastructure where needed to serve existing or new development required through this Plan, or to secure long term supply, subject to other relevant policies.

A New Secondary School

22.1.22 The National Planning Policy Framework (NPPF) (2012) requires Local Planning Authorities to assess the quality and capacity of infrastructure (including education) and its ability to meet forecast demands; and to plan positively for the infrastructure required in the area. West Sussex County Council's review and projected education

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need is set out in the Council's "Planning School Places" (2017), which outlines the education requirement for the Arun District. The justification for the need for a new 10FE secondary school was agreed by the County's Members.

22.1.23 There are currently six secondary schools in the District that broadly serve the immediate area where they are located, (although it is recognised that pupils at secondary school age are prepared to travel a greater distance for education). The schools currently offer a cumulative total of 47 forms of entry (FE). The proposed housing in the District will, by the end of the plan period, produce a further 14 forms of entry.

- The Angmering School (8FE) - currently in consultation for expansion to 9FE to cater for current pupil demand limited land availability for further expansion.

- Ormiston Six Villages Academy (5FE)

- St Philip Howard Catholic High School (5FE)

- The Regis School (10FE)

- Felpham Community College (8FE)

- The Littlehampton Academy (11FE)

22.1.24 The existing schools have capacity to cater for approximately 4FE based on current pupil projections, however it should be noted that this is subject to change and the numbers are reviewed twice a year. Whilst some of the school sites may have capacity to increase their published admission number and expand the buildings to cater for additional pupils these options may already have been explored in relation to the housing trajectory for pre 2016. It should be noted that three of the schools are academies and one is voluntary aided and therefore outside of local authority control when it comes to admissions policy.

22.1.25 The Secondary School should be provided and delivered in the central part of the District recognising that the main need is generated to serve allocations in this area.

22.1.26 The 10 form entry school shall be phased to enable an initial intake of pupils as agreed with the Education Authority. In the period prior to the first intake at the new Secondary School, development phasing shall take place as informed by West Sussex County Council school capacity planning to ensure that the capacity at surrounding schools is sufficient to meet the needs of the District.

Policy INF SP2

New Secondary School

A minimum of one 6 form entry Secondary School with expansion land for a 4 form entry expansion adjacent shall be provided on a site of at least 10 hectares to serve the new growth in Arun District. The broad location of search is defined as being in the central part of the district based on the increase to the pupil population from the Strategic Sites.

The school site will be subject to the following:

- a. To ensure that any site being made available for a new secondary school will be suitable consideration should be given to the following site-specific considerations. The site should be:
 - i. Level and regular shaped.
 - ii. Capable of being supplied by utility services, including gas, water, electricity, foul and surface water discharge.
 - iii. Made accessible by all forms of transport, including sustainable modes to enable links with the strategic sites.
 - iv. Capable of being delivered both physically and in a cost effective way by being free of constraints which could prevent or delay development of the site.
 - v. Able to provide a boundary landscaping to protect and enhance the amenity of neighbouring properties.
- b. A new school shall be designed to avoid adverse impact to adjacent land uses such as but not limited to lighting and noise.
- c. All development that generates a need for secondary school places where there is an identified deficit shall make an appropriate financial contributions as identified in the Infrastructure Delivery Plan.
- d. The new school shall be delivered through a legal agreement which sets out how and when the facility will be required to be delivered to meet the education requirements of the County Council as the Local Education Authority.

