

Shaping our future

Introduction

1. West Sussex remains essentially rural in character despite the rapid expansion of the urban areas which has taken place over the last 50 years. It is an attractive and desirable place in which to live, work and play, and to visit. We want this to continue for current and future generations and for everyone in the community and we want the County, its urban and rural areas and communities, to be as identifiable in 2016 as it is today. This Plan, the West Sussex Structure Plan 2001-2016, with other plans and strategies, has a key role to play in achieving this goal.

Our Vision for West Sussex

2. The Plan sets out our Vision for West Sussex to 2016 and beyond which is shared by the District and Borough Councils: we want West Sussex to continue to be a county with a network of small to medium-sized towns and villages, where people feel that the countryside is never far away and where social and economic needs are met in high quality environments.
3. The Vision is about promoting, in all our urban and rural areas, wider economic health and prosperity (particularly of our coastal towns), social progress and environmental protection. It is about protecting the countryside and enhancing its value to the whole community, and setting a pattern for what our towns and villages will look like in the future. We will support the development of mixed and balanced communities which meet the needs of all for homes and jobs, as well as for other facilities and services such as shops, health, education, leisure and community uses. Although new development is inevitable, there is a need to ensure that it is of high quality, whatever it is for and wherever it is located, and that the least harm is caused and that the most benefits are secured, particularly to the environment.
4. The Structure Plan contributes to this Vision, and to the County Council's overall aim to improve the quality of life in the County, by guiding and controlling future land-use and development. We recognise that realising the Vision and Strategy of this Plan depends upon partnerships with other organisations and is subject to changes at the local, regional, and national levels. For example, these could include changes to national planning guidance, to regional planning guidance, and in the national economy. However, as far as it is possible, the Plan creates the necessary certainty and confidence for residents, businesses, developers and service and other infrastructure providers to make their own plans for the future.
5. The shared Vision is reflected in the Plan's three interrelated aims. These aims take account of the views of residents and businesses about the future of West Sussex and the concerns of the different agencies and organisations working in the County. The aims are:
 - to meet the diverse needs of our communities and businesses;
 - to protect the distinctive character of our towns and villages, countryside and coast; and
 - to protect the environment and use our natural resources and assets wisely.

Realising the Vision

6. We want to plan positively to ensure that the needs of the residents of West Sussex for homes and jobs are met and that services and facilities are retained and improved. Ensuring the provision of homes for those who cannot afford to rent or buy on the open housing market and for people in key jobs will be a priority. We want West Sussex to be recognised as a good place in which to do business and for local businesses to grow and adapt. We want our town and other centres to be the vibrant focus for a wide range of activities. We want it to be easier for people and goods to move in, around and through the County. We want the need to travel to jobs, facilities and services to be reduced, where possible, and for there to be a greater choice of means of travel. To do all this, there will be a need for some new development to meet the diverse and changing needs of our communities and businesses.
7. We will continue to protect the high quality of the environment, which is one of the County's greatest assets. We recognise that a carefully controlled amount of development will be necessary where it will help to maintain the economic and social well-being of rural communities. Uses acceptable under this approach are likely to include agriculture,

horticulture, forestry, business uses, tourism, and nature conservation, either as independent proposals or as part of programmes for the diversification of farming or forestry enterprises.

8. It will still be a priority to protect the beautiful countryside and heritage of the County. We also want to protect and reinforce the diverse and distinctive character of the main natural areas of West Sussex (the South Coast Plain, the South Downs, the Wealden Fringe, the Low Weald and the High Weald). In particular, the nationally important Chichester Harbour, High Weald, and Sussex Downs Areas of Outstanding Natural Beauty (AONB) which cover over half the County, will be protected and, where possible, enhanced. Equally important will be protecting and improving the distinctive character and separate identity of our towns and villages. We will safeguard, and seek to increase the number and diversity of, habitats and species within the County. We want to avoid development in areas at risk of flooding and the current coastline to be defended. We will look after natural resources and assets such as the quality of the soil, air, water and minerals.

Development Strategy

9. To achieve our Vision, we need a Development Strategy which sets out the key objectives and a framework for action. The Structure Plan is pivotal in the land-use elements of this Strategy, but other plans and strategies (such as the Minerals and Waste Local Plans, the Local Transport Plan, the Economic Strategy, and District and Borough Councils' local plans) will also contribute to this overall approach.
10. The Structure Plan takes account of Regional Planning Guidance for the South East (RPG) which provides an overarching framework for the preparation of structure and local plans. Two key policy themes affect West Sussex: the Sussex Coast and Towns Priority Area for Economic Regeneration (PAER), which includes Shoreham; and the Western Policy Area, which in West Sussex covers the Horsham-Crawley-Gatwick-M23 area. Local authorities are also asked to explore how Brighton and other coastal towns could benefit from economic growth in the Crawley/Gatwick area.
11. RPG states that the County should provide for 2,890 homes (net) a year from 2001 to 2006 and beyond until a new rate is adopted. This means building about 3,100 homes (gross) a year, indicating that we need to plan for 46,500 homes over the period 2001-2016.
12. Following this through, and whilst protecting and enhancing the character and environment of the County, our Development Strategy has three elements which are to:
 - regenerate the Coast;
 - support and encourage appropriate economic growth in the rest of West Sussex, particularly in the north east of the County around Crawley/Gatwick; and
 - meet the local needs of rural communities.
13. Coastal regeneration includes diversifying the economy, guiding investment to the coastal towns, and improving infrastructure (particularly transport links between the coastal towns, and with the areas of growth in the north east of the County). It also involves supporting the reuse of underused land, particularly at Littlehampton and Shoreham Harbours. Development at Shoreham Cement Works, for example for commercial, recreational, tourism-related, waste or other uses, may contribute to regeneration. However, we will need to be assured that any proposal is compatible with its sensitive location within an Area of Outstanding Natural Beauty, it will bring about major environmental and landscape improvements and it will be acceptable in transport terms.
14. Economic growth in the rest of West Sussex, particularly in the north east of the County around Crawley/Gatwick, should bring economic benefits for the whole of the County and deliver infrastructure improvements. This growth will need to be managed to ensure that it minimises pressure on land and labour resources and, where possible, contributes to the regeneration of the Coast. This will include looking at how the timing of development in the north east of the County will meet the needs of the economy. We want to maintain and strengthen the role of Crawley/Gatwick and optimise the benefits to the whole County of the growth agreed at Gatwick.
15. We will support the operation of Gatwick Airport as a single-runway, two-terminal airport. The construction of a second runway at Gatwick before 2019 is prevented by a legal agreement

between BAA (formerly the British Airports Authority) and the County Council. The Future of Air Transport White Paper supports a second runway at Stanstead and a new runway at Heathrow to increase runway capacity in the South East. However, the need to safeguard land for a second runway at Gatwick as a suitable alternative option, directly for the runway and the enlarged airport and indirectly in relation to the height restrictions and land affected by aircraft noise, may affect whether the housing and other development in the North East Sector at Crawley can go ahead in whole or in part. The safeguarding will relate directly to the land needed for the runway and the enlarged airport but also indirectly to land affected by height restrictions and aircraft noise. It also has implications for the West of Crawley Strategic Location – see paragraph 23. If necessary, some development planned for later in the plan period may need to be brought forward. Any other changes will be taken into account as part of the review of the Strategy of the Plan which may include the potential for replacing some or all of the development proposed for the North East Sector at Crawley with other development at Crawley.

16. Meeting the local needs of rural communities means bringing homes, jobs, facilities and services within closer reach and supporting existing facilities and services. Some villages and small towns will continue to grow through small-scale and gradual development (both brownfield and greenfield) where this will meet the local social and economic needs of rural communities and support facilities and services. District Councils will be required to assess the need, suitability, scale and rate of growth for villages and small towns, taking into account the views of local communities. There is a need to encourage all new development to contribute positively in design and layout to the distinctive character of its location, and to contribute to subsidised housing provision and address any existing environmental or structural deficiencies.
17. The overall amount of new development to meet the need for homes, jobs, facilities and services will be relatively small – for example, 3,100 new homes a year is an increase of less than 1% a year in the total number of homes.
18. We have taken account of national planning policy guidance which states that a sequential approach should be adopted to the identification of land for development. The sequence is that we should look to accommodate development first on 'brownfield sites' within urban areas, second as greenfield urban extensions, third as greenfield development around transport interchanges in good public transport corridors, and finally, only when all other options have been exhausted, in new settlements.
19. Therefore, our priority is to locate development within existing towns and villages through the reuse of 'brownfield' sites (vacant, derelict or underused land and buildings) including infilling, redevelopment and the conversion of existing buildings. However, it will be imperative to maintain and, where possible, enhance the quality of the local environment and create high quality, safe and attractive places to live. We will do all we can to encourage good design so that the construction, layout, scale, appearance, materials, and landscaping of new development respect the character of the area. In support of this, we will prepare supplementary guidance to support the implementation of the policies of this Plan so that high quality development can be achieved. This will be supported by the proposed creation of the West Sussex Design Commission.
20. We have set a challenging but realistic target for brownfield development – almost 60% of new housing in the County will be on such sites (nearly 26,500 homes). We hope this can be achieved and, if possible, exceeded, reducing the need for development on greenfield land. We will ensure that the best use is made of the land which has to be developed, whether this is greenfield or brownfield in order to minimise the need for development outside existing built-up areas.
21. Just over 20,000 of the new homes will have to be built on greenfield sites but some 9,950 of these are on land which already has planning permission or has already been earmarked for development in local plans (including the major sites identified in paragraph 23). Of the remaining 10,100 new homes, 8,250 homes, together with employment and other complementary uses, will be located in a limited number of new well-planned and well-integrated developments, mainly as expansions of selected towns – the 'Strategic Locations'. The final 1,850 homes will be in small-scale developments – see paragraphs 16 and 28. Greenfield land should only be developed when it is needed and so that it supports the delivery

of the Development Strategy. However, much depends upon the rate at which development takes place within the existing towns and villages on brownfield sites.

22. There are many uncertainties about the phasing and rate of development within the new major development areas, although we have indicated the order and broad timing of development. Each development will have a mix of uses. The figures below give an indication of how many homes may be needed before 2016 to ensure that there is an adequate supply of housing land. Development in some Strategic Locations may continue after 2016.
23. There will be major mixed-use development:
 - at locations identified in adopted or deposit draft local plans:
 - east of Angmering - 600 homes;
 - at the North East Sector of Crawley (subject to the need to safeguard land for a possible second runway at Gatwick) - 2,700 homes;
 - south-east and south west of Haywards Heath - 1,400 homes.
 - Worthing (Durrington) – 1,000 homes;
 - north of Bognor Regis (Bersted/Felpham) - 1,350 homes (although the Bersted part was deleted from the adopted Arun District Local Plan following a High Court challenge, the principle of strategic-scale development at the location continues to be acceptable);
 - at locations in the north east of West Sussex:
 - west of Crawley – 2,500 homes (mainly within Horsham District and taking account of the need to safeguard land in connection with the possible building of a second runway at Gatwick);
 - west and south-west of East Grinstead – 2,500 homes;
 - south-west and/or west of Horsham – 1,000 homes.
 - starting after 2011, at locations in the coastal area:
 - at Chichester City – 1,250 homes;
 - in Arun District, west of the River Arun – 1,000 homes.
24. The precise areas of land to be allocated and the amount and phasing of development at each Strategic Location, together with detailed layouts and infrastructure requirements, will be decided by the District and Borough Council in more detailed studies.
25. The amount and timing of all development (whether brownfield or greenfield) will be subject to the 'plan, monitor and manage' approach. Even if the site is allocated, development should not take place when there is an adequate supply of land for housing to meet requirements. For example, if more development can be achieved on brownfield sites than anticipated, then less development will be needed at the Strategic Locations meaning that they can be developed later or at a slower rate. We will continue to monitor the housing land supply position to support this approach.
26. The 'Strategic Locations' have been chosen as the best for delivering our Development Strategy. They are close to the main centres for jobs so that they will help to meet the needs of businesses for labour. They will also help to meet social needs by supporting existing and contributing to new facilities and services. They have also been selected to have the least impact on the environment and will retain strategic gaps. We will seek to ensure that new or improved transport and other infrastructure which is needed to serve the new development but which also contributes to the overall Vision is provided in step with the new development. This may include the provision of major transport infrastructure improvements on both trunk and local roads, new links to the rail network, and new or enhanced railway stations.
27. To progress the aims of the Structure Plan and to reflect the intentions of the more detailed policies, Strategic Development Principles (SDP) for each of these Strategic Locations are listed in Appendix B.
28. If needed, there may also be limited smaller-scale greenfield development on the edge of the main towns in passenger transport corridors to meet identified local needs for either a single use such as homes or jobs, or for a mix of uses.
29. We will need services and facilities for the communities of West Sussex. These must include a new hospital in the north of the County for which the need has already been identified. At this

stage, a site at Pease Pottage would be the favoured location. The need to provide tertiary education facilities will have to be considered as the number of students continues to increase. For example, Brinsbury College, capitalising on its success, could provide a suitable location for new facilities, served by rail.

Transport

30. In support of the Development Strategy, to secure economic prosperity and reduce the costs of and pollution from congestion in the County, we need a strategic approach to transport. The 'box' formed by the M25, M23/A23, A27 and A3, and associated rail corridors, must be seen in the regional as well as the strategic context. Regional planning guidance indicates that there will be major improvements to the London-Brighton/South Coast corridor. Improvements to the A3 at Hindhead (in Surrey) are already planned, and work is underway on the other corridors.
31. This work must provide the transport links which will be needed over the next decades, and ensure that West Sussex benefits fully from the investment the Government has promised in its Ten Year Transport Plan. We will be pressing for these improvements as part of the Regional Transport Strategy and in the South East England Development Agency's Regional Economic Strategy. Improvement schemes on the Trunk Road Network, including to the A23 and A27, require Government approval and funding. The achievement of the amount of housing and other development proposed in this Plan depends upon the delivery of such schemes and the District and Borough Councils should consider how the implementation of the Strategic Locations and other significant development proposals contribute to the achievement of the infrastructure requirements set out in this Plan. If infrastructure is delayed, the delivery of new development will be severely inhibited.
32. The South Coast Multi-Modal Study, published in September 2002, set out recommendations for action to improve travel in the South Coast corridor including the A27. The Government announced in July 2003 that it did not support those recommendations but that it has not ruled out amended schemes which have reduced impacts. The County Council is working with the Highways Agency and the Statutory Environmental Agencies to identify less environmentally damaging schemes for the A27 at Chichester and Arundel. An integrated package of measures has been identified including improvements to the junctions on the A27 Chichester Bypass. Further detailed work will be undertaken by the Highways Agency to develop outline proposals for upgrading the Chichester Bypass which will be available for public inspection in Autumn/Winter 2004. Following a report on the exhibition, the Government will decide whether to include these options in the Highways Agency's programme of trunk road improvements. Although our view is that a bypass for Arundel, at an early stage, is an essential prerequisite to achieve improvements on the A27, alternative proposals should be considered if they provide the same level of benefits in terms of addressing capacity and congestion problems. Good progress has been made regarding Arundel and further work will be undertaken by the County Council, the Highways Agency and the Statutory Environmental Agencies. The Highways Agency will report back to the Government later in 2004 who will decide the way forward. Chichester and Arun District Councils will need to ensure that satisfactory progress has been made to improve and upgrade the A27 in deciding whether the Chichester City and West of Arun District Strategic Locations should go forward. Building on the previous Worthing/Lancing Study, our view is that a bypass of Worthing and Lancing is essential. These road improvements should be complemented by improvements to the South Coast rail network and services – where appropriate, both brownfield and greenfield development along the coast will contribute to these improvements.
33. Our Development Strategy and the delivery of the Vision call for a radical improvement to links between Gatwick/Crawley and the Coast, including links to Brighton and the coastal towns in both West and East Sussex. We will be working with partners to promote visionary improvements to this vital corridor within and beyond the plan period drawing on the contribution development can make. This may include a high quality bus/coach system or similar light transit or other modern advanced means of moving people rapidly, safely and economically with minimal impact on the environment. A number of relevant studies and strategies will be drawn on including the Regional Transport Strategy, the Regional Economic Strategy, the South Coast Multi-Modal Study, ORBIT (the London orbital multi-modal study) and the Strategic Rail Authority Investment Programme. The formal award of the South Central Rail Franchise will bring about proposed improvements to rail services in this corridor. Development

within the plan period at the Strategic Locations can contribute to the infrastructure which will be needed to deliver these radical improvements. However, it is anticipated that full realisation of this vision will take longer than the lifetime of this Plan.

34. We will seek to improve transport links in the Horsham/Crawley/East Grinstead corridor, particularly through improved passenger transport and road improvements. There will also be improvements to the transport links between the coastal towns and the areas of growth in the north east of the County; the Arun Valley railway and the A24. The focus will be on improving passenger transport and integrating different types of transport, particularly by developing selected railway stations as transport interchanges. Again, both brownfield and greenfield development will contribute to identified improvements to passenger transport.

The longer term

35. The strategy set out in this Plan will also influence the pattern for development after 2016. Development of some of the Strategic Locations may continue after 2016 but the priority will continue to be for new development to be located within towns and villages, particularly on brownfield land. There may also be a need for extra greenfield development.
36. We may need to plan for different amounts of development before 2016 as a result of any future changes to regional planning guidance or other issues such as airport policy. If the County needs to accommodate more homes than originally anticipated, the strategy for the latter part of the plan period can be brought forward. We may also need to identify additional areas for major development. On the other hand, if less development is required, the implementation of the strategy can be spread over a longer period.
37. If circumstances dictate that we need extra homes, it is likely that the potential to continue to extend the main towns will be much more limited. Any new areas would be identified in detail through future technical joint studies - these will include investigation of the potential of locations at Crawley and development in the Burgess Hill area. Although, under national and regional policy a new settlement would not be acceptable at this stage, we recognise that there will come a time when the most sustainable form of accommodating further growth may well be one or more new settlements. That time may come soon after the end of the current plan period or possibly earlier if circumstances dictate that more housing than currently planned for has to be provided. Therefore, the option of a new settlement or settlements will need to be considered at an early stage when the strategy is reviewed because of the long lead-in times required to plan such development.

Summary of the policies

38. The following is a summary of our strategic land-use planning policies for West Sussex which support the Development Strategy:

Location

- we will give **priority to the development of brownfield sites before greenfield sites** whilst ensuring that the quality of the local environment is protected and, where possible, enhanced (LOC1).
- we will plan positively to guide the majority of the additional greenfield development to a limited number of general locations where large-scale mixed-use developments should take place - the '**Strategic Locations**'. These are locations in adopted or deposit local plans, at Angmering, Crawley (North East Sector), Worthing (Durrington), Haywards Heath, Bognor Regis (Bersted/Felpham - although the Bersted part was deleted from the adopted Arun District Local Plan following a High Court challenge, the principle of development continues to be acceptable); locations in the north east of the County, Crawley (West), East Grinstead and Horsham; and locations in the coastal area at Chichester City, and in Arun District west of the River Arun (LOC1).
- we also support some small-scale development on the edge of the main towns in public transport corridors to meet identified local needs and the **evolution of rural communities** through the small-scale, gradual growth of some villages and small towns where this meets local needs for homes and jobs, and supports facilities and services (LOC1).

- we will resist **development in the countryside** unless it is compatible with the countryside and it has a demonstrable need to be located there (LOC2).

Needs

- we will plan for an annual average of 3,100 **homes** per annum, a total of 46,500 homes over the period 2001-2016 (NE1). They could be provided as follows:

Existing sites with permission and allocated sites	14,550 homes (including 4,600 on brownfield sites)
New brownfield sites	21,850 homes
New small-scale greenfield sites	1,850 homes
New large-scale greenfield sites	8,250 homes
- we will ensure the provision of a range of new **housing sizes, types and tenures**, with homes for people who cannot afford to rent or buy on the open market (including key workers) as priorities (NE1, NE2, NE3).
- we will **manage the release of housing land** to maintain the supply of housing, to give priority to brownfield land, to control the speed and pattern of growth, and to ensure the co-ordinated and adequate provision of infrastructure (NE4).
- we want to ensure the provision of a range of **employment** sites and premises, keep existing employment land where it helps to support the local economy and ensure that more land is found for employment where needed (NE1, NE5).
- we want to encourage the **regeneration of the coast**, particularly the Shoreham area including development at Shoreham Harbour and Shoreham Airport, where it brings economic and environmental benefits and infrastructure improvements. We also support studies to assess the potential of a new marina at Bognor Regis/Felpham to contribute to regeneration (NE6).
- we want development at **Shoreham Cement Works** to contribute to regeneration but we will need to be assured that any proposal is compatible with its sensitive location within an Area of Outstanding Natural Beauty, will deliver major environmental and landscape improvements, and will be acceptable in transport terms (NE6).
- we support **economic growth in the north east of the County** (part of the sub-regional Western Policy Area) which does not generate excessive pressure for land and labour, particularly where this will bring economic benefits for the whole of the County and deliver infrastructure improvements (NE7).
- we will support development in the countryside to meet local **rural needs**, that is, proposals to help keep it as a place of varied and productive social and economic activity, including farm diversification (NE8).
- we support the adaptation and development of **town, village, district and neighbourhood centres** where a wide range of living, shopping, services, leisure, cultural, business and other facilities, accessible by a choice of travel, can be concentrated (NE9).
- we want extra **out-of-centre shopping, leisure and other facilities** to be resisted unless they are shown to be needed and they cannot be provided in existing centres (NE9, NE12).
- we are in favour of more **community facilities and services (including recreation)** being provided. The priority will be for them to be located within towns and villages, although they may be acceptable elsewhere if their scale and impact is compatible with a countryside location (NE11).
- we want to see new **leisure, cultural and tourism facilities** provided within towns and villages unless they need to be located in, and are compatible with, the countryside (NE12).
- we support proposals for development which help to manage the anticipated growth in demand for communication and travel by achieving more sustainable **transport** patterns (NE13).

- we want to see new or improved transport services and facilities which encourage **walking and cycling**, and which meet the needs of those with impaired **mobility** (NE14).
- we will encourage the provision of new transport services and facilities which meet the needs of **passenger transport** users and operators. Major proposals include 'Thameslink 2000' rail scheme, the 'Arundel Chord' and 'Barnham Chord' rail links, the Fastway integrated transport system, and links between the Strategic Locations and nearby urban areas (NE15).
- we support the provision of appropriate new facilities and transport infrastructure for **freight** to make it easier, safer and more environmentally friendly for goods, products and raw materials to be moved within, through, and to and from the County. Major proposals include rail freight depots at Chichester, Crawley, Horsham, and Littlehampton (NE16).
- we want to improve **roads** and other highway infrastructure where this helps improve safety, reduce congestion, improve mobility to the benefit of the local economy, and result in an overall improvement to the environment. Major schemes include the A23 Handcross/Warninglid improvement, the A27 Arundel Bypass, improvements to the A27 at Chichester and Worthing/Lancing, A24 Horsham-Capel (Surrey) improvements, the A259 Bognor Regis relief road, the A272 Haywards Heath relief road, an A286 Stockbridge link road, a Crawley Western relief road, Horsham Western Bypass improvements (which could include the Hop Oast Junction), and an East Grinstead relief road and an improved link to M23 (NE17).
- we want to manage the provision of on and off-street **public parking** to encourage use of alternatives to the private car, particularly in areas where there is good passenger transport provision or where passenger transport can be significantly improved (NE18).
- we support the growth of **Gatwick Airport** as a one-runway, two-terminal airport subject to environmental safeguards and an increasing proportion of staff and travellers using passenger transport. New development on the Airport itself should be restricted to that which is airport-related (NE19).
- we support the continued operation of **Goodwood Airfield and Shoreham Airport**, subject to environmental safeguards including the need to avoid increases in and, where possible, reduce noise pollution. Elsewhere, proposals for new or extended **general aviation** facilities should not have harmful environmental or other impacts (NE20).
- we do not want noise-sensitive development in areas badly affected by **aircraft noise** (NE19 and 20).
- we are in favour of the provision and improvement of **transport interchanges** (including park and ride) as part of an integrated approach to reduce car use, increase the use of passenger transport and improve accessibility in built-up areas (NE21).
- we want to encourage the reuse of **disused transport land and sites** for their former or other forms of transport infrastructure (NE22).
- we support the development of **telecommunications** where it is necessary to meet technical or operational requirements and subject to the impact on the environment being acceptable (NE23).

Character

- we will protect and enhance the distinctive and **diverse character of West Sussex**, including the settlements and the coast, and of its main character areas: the South Coast Plain, the South Downs, the Wealden Fringe, the Low Weald, and the High Weald (CH1).
- we will protect the natural beauty of the Chichester Harbour, Sussex Downs and High Weald **Areas of Outstanding Natural Beauty** (CH2).
- we will protect the **settlement pattern** of the county by maintaining and enhancing the separate identity and character of all settlements and preventing their coalescence. We will stop the main towns and villages from merging with one another by maintaining **strategic gaps** (CH3).
- we will protect buildings, groups of buildings, areas, towns and villages, and parks and gardens which are important to the County's **historic heritage** and character (CH4-6).

- we will protect the **archaeological** heritage of West Sussex, and promote its enjoyment (CH7).

Environment, Resources and Assets

- we want to make the **best use of land** that has to be developed so that the need to develop on greenfield sites is reduced (ERA1).
- we will protect the wide range of habitats, species and geology in West Sussex, and seek opportunities to enhance **nature conservation**, particularly where development can contribute to this (ERA2).
- we will **protect the coast** and resist strongly new development where there is the risk that river and coastal **flooding** would endanger people or cause damage to property or where new development would increase the risk of flooding, unless proper protection is provided. We will resist development where it would undermine the integrity of functional floodplains, or flood protection or coastal defence measures (ERA3-4).
- we will protect the quality of our **air, soil and water** which contribute to the biodiversity of West Sussex and the health of its residents and local economy (ERA5).
- we will ensure that **mineral resources** are protected and that their extraction can be sustained as long as is necessary, subject to environmental safeguards (ERA6).
- we support environmentally friendly generation and supply of **energy**, subject to its impact on the environment locally and more generally (ERA7).
- we want to ensure that sufficient provision is made for facilities for **waste** management taking into account our objectives to reuse, recycle and reduce the amount of waste, reduce the amount of landfill, and protect and conserve the environment (ERA8).

Development

- we want development to be of a **high quality** and to reflect the character of West Sussex and its different parts (DEV1).
- we want to encourage better use of land and sites by promoting **mixed-use** developments where different uses are combined within the same site or area (DEV2).
- we want new development to provide the **infrastructure, facilities and services** (including passenger transport, roads, schools, libraries, health provision, open space, and flood defence) required to serve it. New development should not make services and facilities worse for people elsewhere. We support the provision of the physical and social infrastructure required to meet the needs of all residents and businesses (DEV3).
- we want new development to provide for the **transport needs** it generates, to enable a **choice** of means of transport which is safe and convenient, to encourage and enable an increase in walking, cycling and the use of passenger transport, and to minimise the number and impact of motorised journeys (DEV4).
- we want to ensure that new developments have enough **car parking** so that environmental or safety problems do not arise but not so much that it encourages the use of the private car in preference to walking, cycling and the use of passenger transport, where this is, or can be, a realistic alternative (DEV5).
- we want the **new greenfield development** on the edge of towns and villages, including the major development areas (the 'Strategic Locations'), to be well-thought out, well-planned, and well-laid out so that it integrates with existing communities, respects the local character and the character of West Sussex as a whole, and makes a positive contribution to quality of life (DEV6).

Background

Status of the Plan

39. This Structure Plan replaces the West Sussex Structure Plan 1993 which covered the period up to 2006. It is the County Council's most up-to-date statement on strategic land-use planning policy. The Plan has been prepared in accordance with the Town and Country Planning Act 1990 (as amended). It will guide the development and use of land in the County to 2016 although it will also influence the pattern for development beyond. It takes account of local needs and Government national and regional policy guidance.
40. The adopted Structure Plan, together with the local plans prepared by the seven District and Borough Councils, and the Waste Local Plan and Minerals Local Plan (currently being prepared by the County Council), form the 'development plan' for West Sussex. The local plans develop detailed policies and site specific proposals for the whole of their areas within the strategic planning policy framework set out in the Structure Plan. Development proposals must be in accordance with the development plan unless there are convincing reasons which indicate otherwise.
41. Under the new planning system, which has been introduced through the Planning and Compulsory Purchase Act 2004, the former system of regional planning guidance, and statutory structure and local plans has been replaced by statutory regional spatial strategies (RSS) and local development frameworks (LDF). The RSS for the South East, which will be prepared by the South East England Regional Assembly and approved by the Government, will replace the approved Regional Planning Guidance for the South East (RPG9). In West Sussex, structure plans will no longer be prepared by the County Council although it will be responsible for preparing a county-wide LDF for minerals and waste (the Minerals and Waste Development Framework). LDFs will also be prepared by the district and borough councils to replace the district-wide local plans. The use of the term 'local plan' in this document also includes the new development plan documents that will be prepared to replace adopted local plans.

Revising the Plan

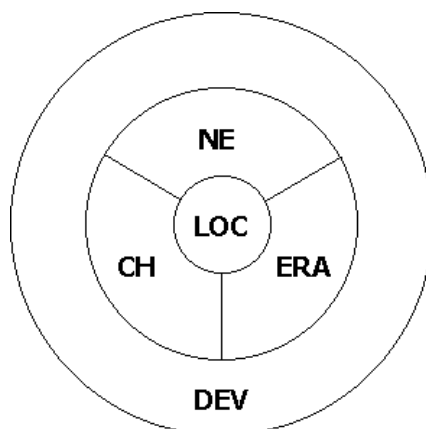
42. The review of the approved Structure Plan started in late 1993. The Consultation Draft, published in January 1995, set out the County Council's initial draft proposals and was subject to public consultation. A Deposit Draft was published in June 1996 with revisions following the consultation and changes to Government policy. It covered the period up to 2011.
43. The Deposit Plan was tested by an independent panel at an Examination-in-Public in February and March 1997. Although the County Council took on board the Panel's recommendations, in December 1997 the Secretary of State for the Environment, Transport and the Regions directed that the provision for housing should be increased substantially. A version of the Plan was published in 1998, though not formally adopted, which included changes made in response to the Panel's recommendations.
44. Following an unsuccessful legal challenge to the Direction, in July 1999 the County Council decided to make further revisions to the Structure Plan to extend it to 2016, to take account of further changes to national and regional policy and local changes. Extensive consultation with local councils, stakeholders and the general public was undertaken in May-July 2000 on issues and options to assist the County Council in revising the Plan. The Direction was withdrawn in August 2001 in recognition of the progress that the County Council had made in preparing this new Structure Plan and to take account of revised regional planning guidance which replaced the 1994 version.
45. The Deposit Draft was published in November 2001 and placed on 'deposit' for six weeks in January/February 2002. Informal Proposed Changes to the Deposit Draft were published in August 2002 and key issues were considered at an Examination-in-Public (EiP) in November/December 2002. The Report of the EiP Panel was published in March 2003.
46. The County Council's response to the EiP Panel's recommendations and the Proposed Modifications to the Plan were published in December 2003 and placed on deposit for six weeks between 9 January and 20 February 2004. County Council on 23 July 2004 considered the

representations received on the Proposed Modifications and resolved to adopt the Plan (as proposed to be modified) incorporating the Further Proposed Modifications, and other changes.

47. Notice of the County Council's intention to adopt the Plan after 28 days was published on 6 August 2004. On 26 August 2004, the Government issued a holding direction which extended the period for the Government to decide whether to intervene in the Structure Plan. On 14 October 2004, the Government decided not to call-in the Structure Plan. Accordingly, the County Council adopted the Plan on 25 October 2004 when it replaced the approved West Sussex Structure Plan 1993.

Format of the Plan

48. The Plan has three elements: the policies, the key diagram, and the explanatory memorandum. The policies (known collectively as the 'written statement') and the key diagram are the statutory part of the Plan. The first part or parts of each policy is a strategic statement which sets out what the policy seeks to achieve in order to deliver the Vision of the Plan. This is followed by a framework for implementation through policies in local plans. The key diagram illustrates the strategy and policies. In the event of a discrepancy between the policies and the key diagram, please note that the policies prevail.
49. The remaining parts of this document form the non-statutory 'explanatory memorandum'. The supporting text sets out the relevant national and regional context together with the strategic or county-wide context or circumstances which have influenced the development of the policy including their relationship with the policies of neighbouring authorities. References have also been made to complementary County Council strategies and plans and the need, where appropriate, for action by external bodies and organisations in order to implement the strategy of the Plan. The supporting text indicates how monitoring and review will be undertaken and how progress will be measured against relevant indicators and targets.
50. The policies are arranged in themes, rather than topics. The first theme is the location of development. The locational policies (policies prefixed LOC) form the heart of the Plan around which the remaining policies are arranged. The next themes reflect the aims of the Plan – to provide for social and economic needs (policies prefixed NE), to protect the character of West Sussex (policies prefixed CH), and to protect and enhance the County's environment, resources and assets (policies prefixed ERA). The last theme relates to all new development (policies prefixed DEV) and sets out county-wide principles to ensure that new development is well-planned and provides for the needs it generates.



51. Any proposal, whether it is an allocated site in a local plan or a planning application for a single house, must first be considered against the Location policies. It should then be considered against the relevant Need, Character and Environment, Resources and Assets policies. If it passes these tests, and is acceptable in principle, the development itself must accord with the Development policies before it can be permitted.
52. Cross-referencing within the policies has been kept to a minimum and wording such as "in accordance with the other policies of the Plan" has not been used. The planning system requires applications to be determined in accordance with the development plan and this means assessing the applicability of all policies. Therefore, it is necessary to consider the range of policies in the Plan which may apply to specific development proposals.

53. It should also be noted that the use of the word "normally" has not been used in the policies of the Plan. It is important that the Plan is as clear and precise as possible and the word "normally" is unnecessary as each policy refers to what is 'normal' and what should or should not be permitted. Legislation provides the flexibility once accorded by the use of the word "normally" by recognising that there may be instances where other material considerations should outweigh the policies of the development plan (see paragraph 40).

International, national and regional context

54. This Structure Plan works within, and has taken account of, European, national and regional land-use policy frameworks.
55. The European Spatial Development Perspective has been developed as an inter-governmental approach to achieve balanced, sustainable development in the European Union and to co-ordinate national spatial and transport policies.
56. At the national level, Planning Policy Guidance notes (PPGs), Minerals Planning Guidance notes (MPGs) and Circulars set out how Government policy should be applied through the planning system. PPG1 (Planning Policy and Principles) identifies the role of the planning system as regulating the development and use of land in the public interest and preparing development plans. It emphasises the role of the planning system, especially through development plans, in reconciling the demand for development with the protection of the environment.
57. The Government also prepares regional planning guidance, which provides an overarching framework for the preparation of development plans in each region. West Sussex is within the South East Region. Regional planning guidance also provides the spatial framework for other strategies and programmes including the regional transport strategy, the regional economic strategy (prepared by the South East England Development Agency) and local transport plans.
58. Regional Planning Guidance for the South East (RPG9), which covers the period to 2016, was published in March 2001. As well as adding the regional dimension to national planning policies, it sets the housing requirement for each county or former county based on a 'plan, monitor and manage' approach to the release of land for housing.

Strategic context

59. Nearly 750,000 people live in West Sussex, nearly 90% of which live in twenty-four towns and villages of over 4,000 population which cover just over 12% of the land area. There is a strongly-defined settlement pattern of medium-sized and larger towns, villages and coastal settlements. Most development is on the coast and the eastern fringes leaving the centre almost wholly rural. Over half the County is in the three nationally designated Areas of Outstanding Natural Beauty and woodlands and forests account for about 13% of the land area. Most of the farmland is arable or improved grassland and the best of agricultural land is on the coastal plain. The main transport corridors are the South Coast rail and A27/A259 road corridor and the Crawley/Brighton rail and A23 road corridor. Secondary corridors are the Arun Valley rail corridor and the A24 road corridor which link the north east of the County with the coast.

Sustainable development

60. National and regional guidance encompass the aim of working towards 'sustainable development' which the Government regards as: social progress which recognises the needs of everyone; effective protection of the environment; prudent use of natural resources; and maintenance of high and stable levels of economic growth and employment. This is reflected in the United Kingdom Sustainable Development Strategy.
61. Sustainable development, in a land-use planning context, is about controlling and managing the demand for development, including the use of land, so that the quality of life can be improved, both now and in the future, by meeting social and economic needs without causing unacceptable damage to the environment. Social progress, economic growth, and environmental protection (including the use of natural resources) should be integrated in such a way that trade-offs between these objectives are minimised.

62. Three basic principles apply which underpin the policies of the Plan. First, development, either by itself or cumulatively with other similar development, should meet the social and economic needs of some groups of society, or improve their quality of life, without disadvantaging others. Second, development should not prejudice the ability of future generations to meet their needs or enjoy a quality of life at least equivalent to that available to people today. Third, development should not cause serious damage to, or the irretrievable loss of, important natural, historic, recreational or cultural resources or assets. Where it is unclear whether the principles would be breached, the 'precautionary principle' should be applied and the development resisted.
63. A Sustainable Development Appraisal has been carried out by independent consultants to inform the preparation of the Plan. It has assessed the Vision, aims and objectives of the draft Plan, the options for the Development Strategy, and draft policies.

Complementary strategies and plans

64. In West Sussex, the Structure Plan works alongside other strategies and plans including:
- The *West Sussex Sustainable Development Strategy* produced by a partnership of organisations forming the West Sussex Sustainability Forum.
 - The *Local Transport Plan for West Sussex* sets out transport policy and translates the national, regional and Structure Plan policy framework into a five-year plan tackling transport issues.
 - The *Economic Strategy* sets out the County Council's policies to promote prosperity for all parts of the County, and provides the basis for actions to tackle particular issues and pursue opportunities to assist the local economy of West Sussex.
 - The *Rural Strategy for West Sussex* provides a framework to enable and encourage local councils, organisations and individuals to work together.
 - The *Coastal Strategy for West Sussex* provides a broad framework for action by all organisations and individuals involved with the management of the coastal environment of West Sussex.
 - *Community Strategies* being prepared throughout West Sussex by the County, District and Borough Councils, in partnership with other organisations and service providers, to promote or improve economic, social and environmental well-being.
 - The emerging *Cultural Strategy for West Sussex* will encompass arts, education, sport and recreation, museums and archives, libraries and tourism.
 - The *Sussex Biodiversity Action Plan* is a framework for achieving the conservation of biodiversity based on the targeting of resources towards priority habitats and species. It provides a means for the involvement in conservation of a wide range of organisations and members of local communities.

Monitoring and review

65. The strategy and policies of the Plan are based on information currently available. The Plan must respond to changing needs and circumstances, nationally, regionally and at the County-level. Monitoring will assess its effectiveness in delivering the Vision and implementing the Development Strategy. It will also enable the County Council to determine the scope of future reviews of the Plan.
66. A consistent basis for monitoring the performance of the Plan is required against the following objectives:

Meet the diverse needs of the communities and businesses of West Sussex by:

- ensuring the provision of a sufficient number of dwellings and a mix of types, sizes, and tenures;
- ensuring the provision of sufficient employment floorspace including a range of sizes and types of employment sites and premises to meet modern business needs and to secure the provision of a range of jobs;
- protecting the vitality and viability of town, villages, district and neighbourhood centres and enabling the provision of additional retail development to meet local needs;

- improving community health and safety;
- protecting and enhancing recreation and other community facilities and services (including health and education);
- assisting the development of leisure, tourism and cultural facilities;
- ensuring that development is of high quality and that it is supported by the necessary infrastructure, facilities and services;
- reducing the need to travel and ensuring the provision of safe, reliable and consistent transport choices which make it easier for people to get around and for goods and services to be moved.

Protect the distinctive character of West Sussex by:

- protecting and reinforcing the distinctiveness and sense of place of the South Coast Plain, the South Downs, the Wealden Fringe, the Low Weald, and the High Weald;
- safeguarding the natural beauty, distinctive character and remote and tranquil nature of the Sussex Downs, Chichester Harbour and High Weald Areas of Outstanding Natural Beauty;
- retaining the separate identities of towns and villages and preventing them merging;
- protecting and enhancing the setting, character and heritage of towns and villages;
- protecting and enhancing the historic heritage of the County.

Protect the environment and use the natural resources and assets of West Sussex wisely by:

- maximising the reuse of previously-developed land and minimising the need for greenfield sites;
- making the best use of the land that has to be developed;
- safeguarding biodiversity and geology and, where possible, increasing biodiversity;
- protecting and managing wisely the use of natural resources and assets including soil, air, water and minerals;
- maximising efficiency in the use of energy and increasing the use of renewable energy sources;
- minimising waste and managing wisely its use and disposal.

67. A number of targets, identified for the each objective, have been developed to enable progress to be measured. They are listed at the start of the Needs, Character, Environment and Development chapters.

