

Appendix A: Key Criteria for the Locational Strategy

This appendix identifies how the Strategic Locations in Policy LOC1 relate to key criteria for selection and performance. The criteria used in the assessment were, as explained in the Plan and Delivering the Development Strategy Background Paper (September 2002), drawn from the Vision of the Plan (paragraphs 2-5) and the Development Strategy (paragraphs 9-26), including the tenets of sustainable development (paragraphs 60-63) and transport (paragraphs 30-34).

Criteria	Strategic Locations				
	Chichester City	Arun District, west of R. Arun	East Grinstead	Horsham	Crawley (West)
Development strategy	Provides better access to the coastal towns and along the coast, and contributes to coastal regeneration. Helps to maintain the development pattern of the County whilst meeting the social and economic needs of people wishing to live and/or gain employment in this part of the County.	Provides better access to the coastal towns and along the coast, and contributes to coastal regeneration. Helps to meet the social and economic needs of people wishing to live and/or gain employment in this part of the County.	Supports economic growth in the north east of the County. Helps to maintain the development pattern of the County whilst meeting the social and economic needs of people wishing to live and/or gain employment in this part of the County.	Supports economic growth in the north east of the County. Helps to maintain the development pattern of the County whilst meeting the social and economic needs of people wishing to live and/or gain employment in this part of the County.	Supports economic growth in the north east of the County. Helps to maintain the development pattern of the County whilst meeting the social and economic needs of people wishing to live and/or gain employment in this part of the County.
Sequential test	Urban extension(s).	In a major passenger transport corridor. Unlikely to be opportunities for further significant expansion of the coastal towns.	Urban extension.	Urban extension.	Urban extension (mainly within Horsham District). Limited scope for brownfield development in the town as much of the housing stock is relatively modern.
Local communities	Provides for Chichester's internally generated growth. Access to city centre and employment areas. Provision of subsidised homes.	Provides for coastal settlements' internally generated growth. Improved job opportunities, services and facilities. Provision of subsidised housing.	Little development in the town in the last decade. Development would help with regeneration of the town centre, provide for East Grinstead's internally generated population growth and provide affordable homes. Close to town services and	Provides for Horsham's internally generated growth. Close to Crawley/Gatwick service and employment areas. Provision of subsidised homes.	Provides for Crawley's internally generated growth. Close to town services and employment areas. Provision of subsidised homes. Need to avoid unacceptable impact on existing neighbourhood and nearby

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	Chichester City	Arun District, west of R. Arun	East Grinstead	Horsham	Crawley (West)
Local communities continued			<p>employment areas.</p> <p>Close to Crawley/Gatwick service and employment areas.</p> <p>Provision of subsidised homes.</p> <p>Helps to alleviate traffic congestion and reduce through traffic by the provision of a relief road.</p>		<p>rural communities.</p> <p>Helps to reduce traffic congestion and reduce through traffic by the provision of a relief road.</p>
Transportation	<p>Potential links to City by pedestrian, cycle and bus routes.</p> <p>Access to bus and rail stations.</p>	<p>Potential links to settlements by pedestrian, cycle and bus routes.</p> <p>Access to bus network and rail stations.</p>	<p>Potential links to town by pedestrian, cycle and bus routes.</p> <p>Access to bus network and rail stations.</p>	<p>Potential links to town by pedestrian, cycle and bus routes.</p> <p>Potential for new or improved access to rail network.</p>	<p>Potential links to town by pedestrian, cycle and bus routes.</p> <p>Potential for new access to the rail network.</p>
Character	<p>Outside the Area(s) of Outstanding Natural Beauty but need to avoid adverse impact.</p> <p>Need to protect the character and separate identity of settlements.</p> <p>Some acknowledged features and designations.</p>	<p>Outside the Area of Outstanding Natural Beauty.</p> <p>Need to protect the character and separate identity of settlements.</p> <p>Some acknowledged features and designations.</p>	<p>Outside the Area of Outstanding Natural Beauty but need to avoid adverse impact. Relief road would need to go through the AONB.</p> <p>Very pleasant countryside.</p> <p>Need to protect the character and separate identity of settlements.</p> <p>Some acknowledged features and designations</p>	<p>Outside the Area of Outstanding Natural Beauty but need to avoid adverse impact.</p> <p>Pleasant countryside.</p> <p>Need to protect the character and separate identity of settlements.</p> <p>Some acknowledged features and designations</p>	<p>Outside the Area of Outstanding Natural Beauty but need to avoid adverse impact.</p> <p>Pleasant countryside but relatively low landscape value.</p> <p>Need to protect the character and separate identity of settlements.</p> <p>Some acknowledged features and designations</p>

Criteria	Strategic Locations				
	Chichester City	Arun District, west of R. Arun	East Grinstead	Horsham	Crawley (West)
Historic and cultural resources	Need to avoid unacceptable impact on the historic City and other historic assets.	Need to avoid unacceptable impact on historic assets.	Need to avoid unacceptable impact on the historic town and other historic assets.	Need to avoid unacceptable impact on the historic town and other historic assets.	Based on the neighbourhood principle of Crawley. Need to avoid unacceptable impact on historic assets.
Nature conservation	The location and scale of development would have to take account of sensitive designations of nature conservation importance.	Some acknowledged pockets of nature conservation value.	Some acknowledged pockets of nature conservation value.	Some acknowledged pockets of nature conservation value.	Some acknowledged pockets of nature conservation value.
Flooding and coastal defence	Areas at risk of coastal and/or fluvial flooding can be avoided. Should not increase the risk of flooding elsewhere.	Areas at risk of flooding can be avoided. Should not increase the risk of flooding elsewhere. Would help to move the focus for development inland, away from areas at risk of coastal and fluvial flooding.	Areas at risk of flooding can be avoided. Should not increase the risk of flooding elsewhere.	Areas at risk of flooding can be avoided. Should not increase the risk of flooding elsewhere.	Areas at risk of flooding can be avoided. Should not increase the risk of flooding elsewhere.
Natural resources	Need to avoid sterilising mineral reserves.	Need to avoid sterilising mineral reserves.	Relatively low agricultural value.	Relatively low agricultural value.	Relatively low agricultural value.
Infrastructure – requirements and opportunities	Improved passenger and other transport infrastructure would be required including junction improvements on A27 Chichester Bypass, and bus priority measures. The facilities for waste water treatment for the Chichester catchment might need upgrading.	Improved passenger and other transport infrastructure would be required including links to the A27 and A259 and the coastal towns, and possibly a grade-separated railway crossing.	Improved passenger and other transport infrastructure would be required including a relief road on the western and southern sides of the town and high quality passenger transport links to Crawley/Gatwick.	Improved passenger and other transport infrastructure would be required including improvements on the A24 Horsham Bypass and new or improved access to the rail network.	Improved passenger and other transport infrastructure would be required including a relief road around the north-western side of Crawley, improving access to Gatwick Airport. Potential for an extension to Fastway and a new rail station. The facilities for waste water treatment for the Crawley catchment might need upgrading.

Criteria	Strategic Locations				
	Chichester City	Arun District, west of R. Arun	East Grinstead	Horsham	Crawley (West)
Deliverability – timescale and capacity	<p>Likely start after 2011 due to capacity problems on the A27 Chichester Bypass.</p> <p>Subject to the outcome of the joint study and the review of local plan.</p> <p>Capacity of up to 1,250 homes and other uses in the plan period.</p>	<p>Likely start after 2011 due to capacity problems on the A27 at Arundel. Subject to the review of local plan.</p> <p>Capacity of up to 1,000 homes, other uses and employment land in the plan period.</p>	<p>Likely start after 2006 subject to the review of local plan.</p> <p>Capacity of up to 2,500 homes and other uses in the plan period.</p>	<p>Start after 2006 subject to review of the local plan. Priority should be given within Horsham District to the West of Crawley.</p> <p>Capacity of up to 1,000 homes and other uses in the plan period.</p> <p>Need to take account of landfill sites in the broad area.</p>	<p>Start after 2006 subject to review of the local plan. Priority should be given within Horsham District to this location.</p> <p>Capacity of up to 2,500 homes, other uses and employment land in the plan period.</p>

Appendix B: Strategic Locations - Strategic Development Principles

General Principles

- Development should take account of the general principles set out in Policy DEV6 and it should, where appropriate:
 - be comprehensively planned;
 - include an appropriate mix of dwellings types, sizes and tenures (Policy NE2) and a proportion of subsidised housing (including units for key workers) to meet local needs (Policy NE3).
 - include accommodation for businesses, industry or warehouses suited to the varied needs of local businesses (Policy NE5).
 - include retail development (Policy NE10), community facilities and services (Policy NE11) and leisure, cultural or tourism facilities to meet identified needs (Policy NE12).
 - ensure that any impact on the character of the settlements, and the different areas and features of West Sussex (Policy CH1) and Areas of Outstanding Natural Beauty is acceptable (Policy CH2).
 - ensure that the impact on the separate identity, character and separation of settlements is acceptable (Policy CH3).
 - ensure that the impact on conservation areas and historic towns and villages (Policy CH4), buildings of architectural or historic interest (Policy CH5), historic parks and gardens (Policy CH6), and archaeological heritage is acceptable (Policy CH7).
 - make the best use of the land which has to be developed (Policy ERA1).
 - ensure that the impact on important habitats, species and geological features is acceptable (Policy ERA2).
 - ensure that the impact on the coast is acceptable (Policy ERA3).
 - avoid areas at risk or potential risk of flooding or where it would increase the risk of flooding elsewhere (Policy ERA4).
 - ensure that impact on the quality of air, soil and water (Policy ERA5), mineral reserves (Policy ERA6) and waste management operations is acceptable (Policy ERA7).
 - be of high quality including design, layout, character, townscape and landscape (Policy DEV1).
 - include a mix of uses which makes the best use of land, promote vitality and diversity, meet the needs of local people, and reduce the need to travel (Policy DEV2).
 - meet the infrastructure requirements it creates and not impose costs on existing residents and businesses (Policy DEV3).
 - meet the travel needs it generates, reduce the need to travel, achieve safe and convenient access by a choice of means of travel, encourage and enable an increase in walking, cycling and the use of passenger transport, and minimise the number and impact of motorised journeys (Policy DEV4), and ensure an appropriate level of parking provision (Policy DEV5).
 - take account of the impact on the wider community, facilities and services.

Chichester City

- Development must not proceed without the implementation of appropriate improvements to the highway network including the A27 Chichester Bypass and to passenger transport services to provide better access to the town centre and other important facilities and services. Improvements to passenger transport should offer a credible alternative to travel by private car.
- The precise area or areas to be developed, to be identified following the joint study, should, where appropriate, ensure that the integrity of the Chichester Harbour Area of

Outstanding Natural Beauty (CH2)/Special Area of Conservation (ERA2) is maintained and, where possible, enhanced.

- Development maintains and, where possible, enhances the character and setting of the historic city of Chichester.
- Development should define and enhance the separate identity, character and setting of settlements and avoid the coalescence of Chichester with other settlements.

In Arun District, west of the River Arun

- Development would only be acceptable if it supported regeneration in the towns of Littlehampton and Bognor Regis and included, as appropriate, improvements to both the A259 and the A27 and passenger and road links between them, including a grade separated railway crossing. Such proposals should support the County Council's policy on the A29.
- Development must not proceed without appropriate improvements to the A27 at Arundel (preferably the construction of an Arundel Bypass) as essential infrastructure ahead of major development.
- Development should define and enhance the separate identity, character and setting of all settlements and, in particular, avoid further coalescence in the parishes of Aldingbourne, Barnham, Eastergate, Walberton and Yapton.

Crawley (West)

- The development should be designed on a neighbourhood principle in keeping with the character of Crawley.
- To be acceptable, development would need to be accompanied by a relief road (Policy NE17) serving the new development and relieving Ifield, Bewbush and other parts of the town of through traffic. The relief road and neighbourhood roads should be designed in such a way as to discourage through-traffic from entering adjoining residential areas.
- Development should include the provision of high quality passenger transport (possibly an extension to Fastway (Policy NE15) and new or improved railway stations (Policy NE21)).
- Development should define and enhance the separate identity, character and setting of all settlements and avoid the coalescence of Crawley with other settlements including Rusper and Faygate.
- Development should not take place unless the capacity of sewage treatment works and the quality of output is sufficient to meet the additional demand.

East Grinstead

- The development must be contingent on:
 - the provision of a comprehensive package of transport improvements which, as essential requirements, will:
 - include early provision of a relief road to contribute towards net traffic relief in the town (Policy NE17);
 - reduce traffic congestion in East Grinstead significantly below current levels;
 - provide a high quality passenger transport link to Crawley/Gatwick which offers a realistic, attractive and convenient alternative to travel by private car; and
 - take full account of the traffic and environmental impacts in both the immediate and wider surrounding areas (Policies NE15 and 17);
 - from the outset, provision of high quality passenger transport links to the town featuring appropriate priority measures (Policy NE15);
 - an improved transport interchange at East Grinstead station (Policy NE21).
- Development should define and enhance the separate identity, character and setting of all settlements and avoid the coalescence of East Grinstead with other settlements.

Horsham

- Development would not be satisfactory unless it contributes to the provision of improved road and rail-based passenger transport services and facilities (including a new or improved transport interchange – Policy NE21), and transport network improvements (in particular junction improvements on the A24 Horsham western bypass to be specified by the County Council, in consultation with the District Council, and be secured prior to the commencement of development, and improved rail interchange).
- High quality passenger transport links within the town and to the town centre should be available from the outset and should include significant bus priority measures.
- Development should make provision for additional secondary school places.
- Development should define and enhance the separate identity, character and setting of all settlements and avoid the coalescence of Horsham with other settlements.

