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Telephone 01243 777544 or email envdev@westsussex.gov.uk

For further information about the plan:
Telephone: 01243 777042
Facsimile: 01243 756862
E-mail: splan@westsussex.gov.uk
Website: www.westsussex.gov.uk/splan

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Kieran Stigant
Director for Environment and Development
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West Sussex Structure Plan 2001-2016

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Adopted on 25 October 2004 following the resolution of County Council
on 23 July 2004

Kieran Stigant
Director for Environment and Development
West Sussex County Council
County Hall
Chichester
West Sussex
PO19 1RQ



Foreword

A Message from the Cabinet Member for Strategic Environmental Services

The Structure Plan sets out our strategic planning framework and guides the way West Sussex will grow and develop during the years leading up to 2016 and beyond. We have planned positively for the future to improve the quality of life for everyone in West Sussex.

The Plan is the result of several years' technical work and extensive consultations with our residents and businesses. We have listened carefully to the views of the public and many organisations, and have worked with the District and Borough Councils in coming up with this new Plan for the future of West Sussex. The overriding message from the public and our partners was loud and clear: meet the needs of communities and businesses but protect the character of West Sussex and the environment in general.

Our Vision for West Sussex to 2016 and beyond reflects this message strongly: 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.

Our Strategy to deliver this Vision has three elements: regenerating the coastal area; managing the pressure for economic growth in the north east of the County; and meeting the needs of rural communities. The delivery of development has been clearly linked with the absolute need to have in place the necessary infrastructure needed to support it so that existing services do not buckle under the strain.

I believe that we have put in place a sound and robust development plan for West Sussex that will strike the right balance between meeting the social and economic needs of our County and protecting its special character and environment. The adopted Plan will provide the benchmark for the way that strategic decisions on new development proposed in West Sussex are considered.

Various modifications have been made during the preparation of the Plan arising from the responses received during the consultation processes. It may seem like a long, drawn out process but I believe that this has helped develop a Plan which is clear in its vision, aims, and strategy and which has widespread support. I would like to thank everyone who has taken part in the debate.



Steve Waight
Cabinet Member for Strategic Environmental Services

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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

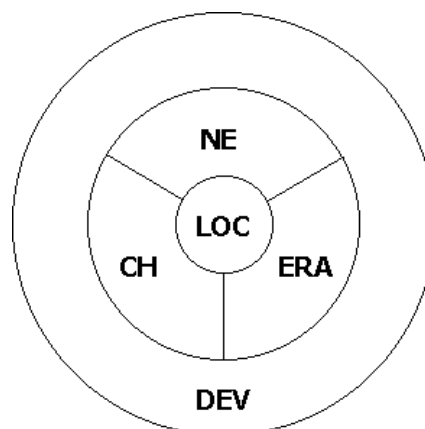
42. The review of the approved Structure Plan started in late 1993. The Consultation Draft, published in January 1995, set out the County Council's initial draft proposals and was subject to public consultation. A Deposit Draft was published in June 1996 with revisions following the consultation and 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.

Location

Introduction

68. Where new development is located has an impact on how well it: meets the needs of the communities of West Sussex; protects the distinctive character of our towns and villages, countryside and coast; protects the environment in general; and uses the County's resources and assets wisely. Therefore, it is a key factor in delivering the Strategy of this Plan.
69. This chapter sets out the Locational Strategy, which flows from the environmental, social and economic objectives of the Plan and the Development Strategy in the first chapter, "Shaping our future".
70. The Locational Strategy seeks to concentrate most new development within existing towns and villages and where necessary in a limited number of large-scale extensions to the main towns together with some smaller-scale development on the edge of villages and small towns. Although new development is inevitable, it will be a priority 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.
71. Whatever the type and scale of the development, there are over-arching principles. These are reflected in the policies in this Chapter and in many of the other policies of this Plan. In general, the following should be taken into account when locating new development:
 - the need to make the best use of land, especially previously-developed land (including the use of existing buildings) within existing built-up areas, and to minimise the use of greenfield sites;
 - the availability of spare capacity in existing and proposed infrastructure and the need to avoid imposing an unacceptable load on existing and potential water supplies and other infrastructure;
 - the need to avoid increases in and, if possible, reduce both the need to travel (particularly by car) and the length of journeys;
 - accessibility by a genuine choice of travel especially walking, cycling and passenger transport;
 - the distinctive character of different parts of the County and the need to maintain the strategic settlement pattern;
 - the impact on community, historic or cultural resources;
 - the impact on habitats, species and geology including areas, sites or species of importance for nature conservation;
 - the need to avoid areas at risk of land instability, erosion, and flooding (both fluvial and marine) and to avoid increasing the risk of flooding;
 - the impact on the quality of natural resources including air, soil, water and minerals and the need to avoid areas subject to existing or potential poor air quality or noise or smell pollution; and
 - the need to maximise any benefits to the environment as a whole.
72. These principles are enshrined in Policy LOC1 which sets out the Locational Strategy. It requires local plans to define the areas within which development is accepted in principle – the 'built-up areas'. These should include most existing towns and villages together with any land allocated to meet the requirements of this Plan and local plans. Outside these areas, that is, within the 'countryside', Policy LOC2 limits development, in general, to those uses which need to be located there. As such Policies LOC1 and LOC2 form the general framework within which all the other policies of this Plan operate.

Locational strategy

Policy LOC1

- (a) **The priority in West Sussex is to locate new development within towns and villages particularly through the reuse of previously-developed land (including the reuse or conversion of existing buildings). Accordingly, development**

within built-up area boundaries, including infilling, redevelopment and conversion, should be permitted provided that the impact on the character of the area and the environment, resources and assets of the County is acceptable.

- (b) Development requirements which cannot be met within towns and villages or at sites with existing planning permission (subject to review at renewal), should be provided for mainly in the form of large-scale mixed-use development:
- (1) at the following sites ^(a):
 - (i) east of Angmering;
 - (ii) Crawley (North East Sector) ^(b);
 - (iii) south-east and south-west of Haywards Heath;
 - (iv) Worthing (Durrington); and
 - (v) north of Bognor Regis (Bersted/Felpham).
 - (2) at the following locations ^(c) in the north east of West Sussex associated primarily with growth in the Crawley/Gatwick area, part of the Western Policy Area identified in RPG9:
 - (i) west of Crawley ^(d);
 - (ii) west and south-west of East Grinstead; and
 - (iii) west and/or south-west of Horsham.
 - (3) after 2011, at the following locations ^(c) in the coastal area associated primarily with the regeneration of that area:
 - (i) at Chichester City; and
 - (ii) in Arun District, west of the River Arun.
 - (iii) Prior to the allocation of sites at (i) and (ii) above, the district planning authorities, with the County Council, should ensure that satisfactory progress has been made to improve and upgrade the A27 to meet present need and the needs of new development. Development at these locations should not be permitted unless the necessary road infrastructure is in place or will be provided parallel with such development.
- (c) In addition to the locations identified under (b), limited provision should be made in local plans for:
- (1) the small-scale, gradual growth of villages and small towns spread over the plan period which will assist the evolution of rural communities by meeting identified needs for housing and economic activity and supporting local facilities and services; and
 - (2) small-scale extensions to main towns in the passenger transport corridors to meet identified local needs not otherwise met by development under (a) and (b).
- (d) Local planning authorities will:
- (1) define built-up area boundaries in local plans for towns and villages which will include any land allocated to meet the development requirements of this Plan and local plans; and
 - (2) allocate sites in local plans which contribute to meeting the development requirements of this Plan and local plans taking into account the locational strategy in (a)-(c), the need to protect and enhance the qualities and characteristics of settlements which local communities value, and the other policies of this Plan.

- (a) **These locations are already identified in adopted or deposit draft local plans - Their development potential should be optimised to an extent compatible with the local character, environment, resources and assets of each location. Although the Bersted part of the north of Bognor Regis Strategic Location was deleted from the adopted Arun District Local Plan following a High Court challenge, strategic-scale development at the location continues to be acceptable in principle provided that the appropriate infrastructure is in place (see paragraph 81).**
 - (b) **Development at this location may be delayed or prevented, in whole or in part, due to the need to safeguard land for a possible second runway at Gatwick Airport (see paragraph 84).**
 - (c) **Development at these locations must be in accordance with the Strategic Development Principles (Appendix B).**
 - (d) **Development at this location may be delayed due to the need to safeguard land for a possible second runway at Gatwick Airport (see paragraph 84).**
73. Over 525,000 people, almost 70% of the population of the County, live in the eleven main towns and adjoining areas. Crawley and Worthing have populations of around 100,000 each. Bognor Regis has a population of almost 65,000 people while Horsham is home to 50,000 people. The remainder (Burgess Hill, Chichester, East Grinstead, Haywards Heath, Lancing/Sompting, Littlehampton, Shoreham/Southwick) have populations of between 25,000 and 45,000 people. These towns are concentrated along the South Coast and in the eastern and north-eastern part of the County. Almost 235,000 people live in the small towns, villages, hamlets and other rural areas.
74. The Plan gives priority to locating new homes, jobs, facilities and services within towns and villages, particularly through the reuse of previously-developed land (including the reuse of existing buildings). The capacity of the built-up areas to accommodate additional development needs to be assessed and kept under review. This should include the likely contribution to the supply of land from large sites within built-up areas as well as from unidentified or 'windfall' sites. These studies should consider the potential of underused, vacant and derelict sites and the scope for reusing existing buildings for housing and other uses.
75. Underused, vacant and derelict sites could include contaminated land. Development on or near contaminated land could activate the release of contaminants with resultant harm or pollution to the environment unless appropriate sustainable remediation measures are implemented. Redevelopment should therefore ensure historic contamination is identified and remediated in a manner which enables the land to be made suitable for the proposed use and prevents further pollution of the environment.
76. District planning authorities should determine the best use of sites and buildings taking into account the policies of this Plan and ensure that they are likely to come forward during the plan period for that use or uses. Where appropriate, sites should be allocated in local plans for a single use or a mix of uses (see Policy DEV2). In some instances, local authorities may need to purchase land in order to facilitate redevelopment. Wherever possible, this should be done by negotiation but in some cases may involve the use of compulsory purchase.
77. A broad assessment of the capacity of built-up areas has been made. It shows that no matter how efficiently previously-developed land is used, greenfield land will be required to meet the needs identified in this Plan. A number of greenfield sites already have planning permission or are allocated in local plans. Where permissions have lapsed or are being renewed, district planning authorities should ensure that the sites are used in the most appropriate way and that no new information has come to light which suggests that planning permission should not be granted; this includes the possible reallocation of unneeded employment land or buildings for housing (see Policy NE5). Similarly, they should use a review of the local plan to determine whether it is appropriate to roll-forward the allocation of any site not yet with planning permission: that is, should the site be used for the original purpose (possibly at a higher density to make the best use of the land – see Policy ERA1), should it be allocated for an alternative use or is the allocation of the greenfield site no longer appropriate. However, Policy LOC1 reaffirms the principle of developing at a number of major locations which have already been identified in adopted or deposited local plans. Their development potential should be optimised by the District and Borough Councils working in partnership with the development industry and

local communities to an extent that is compatible with the local character, environment, resources and assets of each location.

78. There will be the need within the plan period for additional development on greenfield sites over and above those with planning permission and allocations in local plans. Most of the new development should be concentrated in a relatively small number of large-scale, mixed-use, mixed-density developments. These major development areas, known as 'Strategic Locations', provide the greatest opportunities to achieve mixed uses, to deliver social and physical infrastructure, and to secure environmental improvements. They will also provide the opportunity to secure a range of facilities and services, to increase the choice of means of transport, to minimise the need to travel, to sustain passenger transport, and to reduce energy costs.
79. The potential of broad areas across the County to deliver large-scale, mixed-use development was assessed. The assessment considered the potential impact on the environment, deliverability (in terms of timescale and capacity), infrastructure requirements and opportunities, and implications for local communities (see Appendix A). It used information from responses to structure and local plan consultations, and discussions with District Councils, stakeholders and service providers. The study concluded that, where possible, priority should be given to extending the main towns. National and regional planning policy guidance supports this approach.
80. Consideration was given to how combinations of the new locations, together with the other new development (including sites with permission and existing allocations), would provide additional opportunities to achieve widespread benefits, for example by delivering major improvements to passenger transport, or new or improved social infrastructure.
81. It was concluded that the best strategy would be to concentrate greenfield development in the coast at the following locations (Strategic Development Principles for the new locations are set out in Appendix B):
 - Angmering – This is the area to the east of the village which could accommodate 600 homes and other employment development. Identified in the Arun District Local Plan 1993. Development has started and has included the provision of the Angmering Bypass.
 - Bognor Regis (Bersted/Felpham) – This is the area to the north of the existing built-up area which could accommodate 1,350 homes and employment development by 2011. The Felpham part of the site is identified in the Arun District Local Plan (adopted 2003); the Bersted part was subject to a High Court Challenge and has been deleted from the Plan due to failings in the plan preparation process. The Local Plan Inquiry Inspector accepted that the development proposed in the Deposit Draft Plan was acceptable in principle and that further housing development at Bersted could take place provided the necessary infrastructure was provided. Although further work by Arun District Council is required, the High Court decision does not affect the Inspector's recommendation that strategic development at this location is acceptable in principle provided the appropriate infrastructure is in place. Development should come forward as necessary in order to maintain an adequate supply of housing land. It should include construction of the Bognor Regis relief road (Policy NE17) and passenger transport improvements possibly including a new railway station (Policy NE21).
 - Chichester City – Chichester is potentially one of the most sustainable locations for strategic development due to the provision of employment opportunities, and the quality and quantity of facilities and services, including passenger transport infrastructure, particularly within the town centre. The capacity of the City and the wider area to accommodate strategic-scale development is inhibited by existing capacity problems on the A27 Chichester Bypass. Work has been undertaken by the County Council and the Highways Agency to identify an integrated package of measures including improvements to the junctions on the A27 Chichester Bypass, a Stockbridge link road (Policy NE17), bus priority measures, parking restrictions and possibly park and ride. Further detailed work will be undertaken before the Government decides whether to include the schemes for the A27 in the future programme of road improvements. In addition to addressing existing and future congestion and capacity problems, the package will enable about 1,250 homes to be accommodated in one or more locations adjoining or very near to Chichester City by 2016, including subsidised housing, together with other uses. A joint

study should be undertaken by the County and District Councils to identify such locations whilst taking account of the capacity of the City to accommodate additional dwellings on previously-developed land. The study should take account of transport and infrastructure requirements and set out future options for the identification of a site or sites in the review of the Chichester District Local Plan. Depending upon the final location or locations to be determined through the joint study, passenger and other transport improvements may be needed to serve the development, some of which may be identified as part of the integrated package referred to above. Development is unlikely to start before 2011 due to the problems on the A27. Subject to the implementation of appropriate improvements to the A27 Chichester Bypass, development should come forward as necessary in order to maintain an adequate supply of housing land.

- Arun District, west of the River Arun – The selection of this area for major development recognises that beyond the other locations identified in this Plan, there are unlikely to be opportunities for significant expansion of the coastal towns. The capacity of this search area to accommodate strategic-scale development is inhibited by existing capacity problems on the A27 particularly at Arundel. Work is being undertaken by the County Council and the Highways Agency to identify appropriate improvements to the A27 at Arundel. The Highways Agency will report back to the Government later in 2004 who will decide the way forward. In addition to addressing existing and future congestion and capacity problems, the improvements will enable the area of search to provide 1,000 homes by 2016, including subsidised housing, together with other uses and high quality employment land. The location is outside the Sussex Downs Area of Outstanding Natural Beauty and is not within a strategic gap. It also moves the focus for development inland, away from areas at risk of flooding. The adopted Arun District Local Plan covers the period to 2011 and development at this location will not be required before 2011. The development should include passenger and other transport improvements. The proposal will increase job opportunities and, together with transport improvements, will assist coastal regeneration.
 - Worthing (Durrington) – This is the area to the north-west of Worthing which could accommodate 1,000 homes, and a local centre. Identified in the Worthing Borough Local Plan 2003. Development should start before 2006 and include improvements to Titnore Lane (Policy NE17) and to passenger transport.
82. Greenfield development in the rest of the County should be concentrated at the following locations (Strategic Development Principles for the new locations are set out in Appendix B):
- Crawley (North East Sector) – This is a new neighbourhood north of the A264 which could accommodate 2,700 homes together with other uses. The location is allocated in the adopted Crawley Borough Local Plan. Any application would be subject to the direction by the Government which prevents development coming forward until the future of the Gatwick Airport is clear. The need to safeguard land for a second runway at Gatwick may affect whether housing and other development in this location can go ahead in whole or in part (see paragraph 84).
 - Crawley (West) – This is the area to the west of the town, to the north of the A264 (mainly within Horsham District) and the broad area of search includes land both to the north and south of the railway line. This location could accommodate 2,500 homes by 2016, including subsidised housing, together with other uses and high quality employment land (see Policy NE7). It is close to Gatwick and the major employment areas in Crawley. Development would support economic growth in the north east of the County. The area of search is outside the High Weald Area of Outstanding Natural Beauty (which is to the south of the A264) and the land is of relatively low landscape and agricultural value. Development should be brought forward as necessary to maintain an adequate supply of housing land (taking account of the need to safeguard land for a second runway at Gatwick Airport, see paragraph 84). It should include passenger and other transport improvements including provision of a relief road around the north-western side of Crawley (Policy NE17) and possibly an extension to Fastway (Policy NE14) and a new or improved railway station (Policy NE21).
 - East Grinstead – This is the area to the west and south-west of East Grinstead which could accommodate 2,500 homes by 2016, including subsidised housing, together with other uses providing that a package of transport improvements, including a relief road,

can be delivered (see paragraph 85). It is close to Crawley/Gatwick and would support economic growth in the north east of the County. There has been little new development in the town in the last ten years, and development would also assist with regeneration of the town centre. The area of search is outside the High Weald Area of Outstanding Natural Beauty and the land is of relatively low landscape and agricultural value. Development should be brought forward as necessary to maintain an adequate supply of housing land. It must include a comprehensive package of passenger and other transport improvements including provision of a relief road on the western side of the town (Policy NE17) and passenger transport improvements (Policy NE15/NE21), possibly including an extension to Fastway.

- Haywards Heath – This is the area to the south-east and south-west of Haywards Heath which could accommodate 1,400 homes and associated community uses; identified in the Haywards Heath Local Plan. Development should be completed during the early part of the plan period and should include a relief road (Policy NE17) and other transport infrastructure.
- Horsham – This is the area to the west and/or south-west of Horsham which could accommodate 1,000 homes by 2016, including subsidised housing, together with other uses. It is close to Crawley/Gatwick and would support economic growth in the north east of the County. Within Horsham District, the priority is to implement the West of Crawley Strategic Location (taking account of the implications of safeguarding a second runway at Gatwick Airport, see paragraph 84) but this location should be brought forward as soon as necessary to maintain an adequate supply of housing land. It is outside the High Weald Area of Outstanding Natural Beauty and the land is of relatively low landscape and agricultural value. Development should include passenger and other transport improvements, including junction improvements on the A24 (Policy NE17) and a new or improved railway station (Policy NE21).

83. Paragraphs 81-82 above indicate how much housing may be required by 2016 to deliver the Strategy of this Plan. However, this depends upon the amount of housing which comes forward on previously-developed land and the need to maintain an adequate supply of housing land in each district or borough. It is important that each district planning authority plans to deliver through their local plans the levels of housing development which are identified in Policy NE1(a) over the plan period. The need to phase development and the timing of the release of the phases will be determined and managed in accordance with Policies NE1 and NE4. They will need to demonstrate how they intend to deal with the situation where a large site does not come forward as anticipated, for example, due to problems with securing infrastructure improvements - see Policy NE4.
84. The Future of Air Transport White Paper, which was published by the Government in December 2003, indicates that the uncertainty about a third runway at Heathrow and longer-term demand forecasts for air traffic means that a suitable alternative option, that is, a wide-spaced second runway at Gatwick, should be kept open (see paragraph 269). The need to safeguard land for a possible second runway has implications for development at the North East Sector of Crawley and for the West of Crawley Strategic Location. 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. Development at the North East Sector of Crawley may be delayed. Crawley Borough Council will need to consider the future of any part of the site not directly affected by safeguarding. At the West of Crawley Strategic Location, the precise amount and location will need to be finalised following further detailed assessment work once the position regarding the possible second runway becomes clearer. One key issue to be resolved for the implementation of the Strategic Location is the delivery of the relief road (Policy NE17) which would probably need to run through the safeguarded area. A relief road will still be a requirement of the development of the Strategic Location whether or not new road access to Gatwick from the west is needed to serve a two-runway, two-terminal airport. The matter of the relief road will need to be satisfactorily resolved with BAA Gatwick in order that the implementation of the Strategic Location can progress. The joint study of the Crawley area (see paragraph 86) will provide the opportunity to address how any shortfall in housing supply as a result of this uncertainty will be made up, taking account of Crawley's housing needs and the need to support economic growth in the area.

85. Development at the East Grinstead Strategic Location on the scale suggested is dependent upon the provision of a relief road as part of a package of measures to accommodate the demands generated by the development and to provide relief to traffic congestion in the town centre (see paragraph 257). If fewer than 2,500 homes can be accommodated at East Grinstead during the plan period due to delays in the delivery of necessary infrastructure, including the relief road, any minor shortfall should be accommodated within Mid Sussex District. Any major shortfall would lead to a review of the Development Strategy. It should be noted that this principle applies to all the Strategic Locations (see Policy NE4).
86. In association with work being undertaken by Crawley Borough Council as it reviews the Crawley Borough Local Plan, a joint study of the Crawley area by the County Council the Borough Council and Horsham and Mid Sussex District Councils will be brought forward as a priority to identify an additional strategic location on the edge of Crawley for longer-term needs and as a possible contingency if there is a shortfall in provision in the wider Crawley area that cannot otherwise be met locally. This particularly applies to the need to safeguard land for a possible second runway at Gatwick Airport and the implications of this for the North East Sector and the West of Crawley Strategic Locations (see paragraph 84). The study will also provide an opportunity to reassess the capacity of the urban area of Crawley to deliver additional housing which could help to address any shortfall.
87. A joint assessment with Mid Sussex District Council, together with East Sussex County Council and Lewes District Council and in liaison with key stakeholders, will also be undertaken to identify how development for both strategic and local needs might be accommodated in the wider Burgess Hill area. Both the Crawley and Burgess Hill studies will be progressed in the context of the broader Crawley/Gatwick sub-regional study which is underway, involving the relevant authorities from West Sussex, Surrey and East Sussex, and which will inform the review of the RPG9 for the period to 2026.
88. The precise areas of land to be allocated within each Strategic Location to meet needs to 2016, together with detailed layouts and infrastructure requirements, are matters to be determined by the County and district planning authorities in more detailed joint studies (see Policy DEV6) taking into account the Strategic Development Principles (Appendix B). It should be noted that housing delivery in all the Strategic Locations will continue to be dependent upon the adequacy of existing infrastructure provision in accordance with Policy DEV3. In most cases, the provision of new or the improvement of existing infrastructure (whether on or off-site) will be required where it is necessary to meet the needs of the occupiers or users of the new development and to avoid worsening conditions for users of existing infrastructure. Some elements of the infrastructure required at the Strategic Locations are identified in paragraphs 81-82 and in the Strategic Development Principles.
89. In order to identify and resolve issues in the most acceptable way, the County and District Councils will seek to involve local people and other key stakeholders, including adjoining authorities and their communities, in the planning of the Strategic Locations, for example, through the use of 'hands-on' planning exercises.
90. The indicative capacity of each Strategic Location in the long-term will be established in the detailed studies but account will need to be taken of their long-term capacity in the planning of the areas to ensure that adequate infrastructure is provided. Development at some of the Strategic Locations may continue beyond 2016 but the rate at which they are developed will depend upon the future needs for housing both county-wide and in the district or borough. In addition to assessing the capacity of the Strategic Locations to contribute to meeting needs beyond 2016, there will be a need to assess where capacity exists for future growth including the possible role of new settlements although this is a matter for a review of the strategy.
91. The Strategic Locations, individually and in combination, have the best potential to deliver the objectives of this Plan. They will help to deliver the housing, employment, facilities and services which will meet the needs of the communities of West Sussex whilst protecting the character of the County and its environment, resources and assets. They will help to meet the Vision of the Plan in which social and economic needs are met but where West Sussex remains a County of small to medium-sized towns and villages with the countryside never feeling far away.
92. Most greenfield development should take place in the Strategic Locations. However, small-scale greenfield development may be required to meet identified local needs which would not

otherwise be met through development on previously-developed land, on committed sites and at the Strategic Locations. For example, a new employment allocation to meet the needs of the local economy under Policy NE5 may be required - the supporting text to Policy NE5 identifies employment sites already allocated in local plans or which have planning permission. Priority should be given to the location of new development as extensions to the main towns in passenger transport corridors – such small-scale sites should be identified in local plans by the District Councils and their extent should relate to the size of the adjoining settlement and meet local needs identified through joint working with local communities. Small-scale extensions may also be required within a district as a contingency if there is a shortfall in the supply of housing land due to a delay in the delivery of the one of the Strategic Locations (see Policy NE4).

93. An element of the Strategy is the continued evolution of rural communities. In essence, this means the small-scale, gradual growth of some villages and small towns over the plan period to meet the local social and economic needs and to support existing facilities and services. It will encompass the redevelopment of sites within settlements and may also involve the limited allocation of greenfield sites for development.
94. Such growth should not undermine the essential form, setting and character of the settlements. It should include the provision of homes (including housing for local people who cannot afford to rent or buy on the open market), jobs, community facilities and services and other infrastructure, environmental enhancement, and it should support transport services. Although the amount of housing and other development provided in this way is likely to be small, it could be significant in meeting local needs and supporting facilities and services. The aim is to support rural communities by enabling development which meets their needs but does not undermine the qualities which make the countryside unique and special. In keeping with small-scale extensions to the main settlements, the size of a small-scale extension to a village or small town should relate to the size of the existing settlement and meet local needs identified through joint working with the local community.
95. District planning authorities should define built-up area boundaries in local plans; built-up areas are defined as 'settlement policy areas' in Chichester District. They are a policy tool which is used to identify the areas within which development is accepted in principle, including infilling, redevelopment and conversion: they do not necessarily include all existing developed areas. The built-up area boundaries should include any land allocated to meet the requirements of this Plan and local plans in accordance with Policy LOC1. Development in the countryside (that is, outside the defined built-up area boundaries) will be limited to those uses which are compatible with countryside locations and which have a demonstrable need for a location outside the built-up area or are necessary to sustain the countryside as a place of varied and productive social and economic activity (see Policy LOC2).

District planning authorities should:

- *undertake urban capacity studies to assess how much development could be accommodated within towns and villages, particularly on previously-developed land (including the reuse or conversion of existing buildings);*
- *keep existing housing, employment and other allocations under review to ensure that the best use is made of each site and to ensure that there is a realistic expectation that each site can be developed within the plan period;*
- *optimise the development potential of committed Strategic Locations, working in partnership with the development industry and local communities, to an extent that is compatible with the local character, environment, resources and assets of each location;*
- *together with local communities, assess how the local needs of rural communities can be met and support provided to facilities and services; and*
- *together with local communities, assess the qualities and characteristics of settlements which local communities value (for example, through parish plans, village appraisals and village design statements).*

The countryside

Policy LOC2

- (a) **Development in the countryside, including undeveloped coastal locations, should not be permitted unless it can be demonstrated to require a countryside location. Such development includes that required to meet identified local social or economic needs in order to sustain the countryside as a place of varied and productive social and economic activity. Development should be compatible with its location in the countryside and, where appropriate, it should result in substantial environmental enhancement. Where these criteria are met, the priority is to accommodate such development through the reuse of existing buildings and through the redevelopment of previously-developed rural land in sustainable locations.**
 - (b) **Local plans will include policies to ensure that outside built-up area boundaries:**
 - (1) **development is limited to those uses which have a demonstrable need for countryside locations (including those uses which are necessary to sustain the countryside as a place of varied and productive social and economic activity in accordance with Policy NE8) and:**
 - (i) **it is compatible with countryside locations; and**
 - (ii) **where appropriate, it results in substantial environmental enhancement;**
 - (2) **priority is given to the reuse, adaptation and extension of existing buildings, where this is possible without extensive alteration or reconstruction, before the construction of replacement or new buildings;**
 - (3) **any new buildings are located, where possible, on previously-developed land, first within or adjacent to a town or village and then close to existing buildings; and**
 - (4) **development is conveniently located in relation to access and services required for the proposed use.**
 - (c) **In exceptional circumstances, development which would not normally be acceptable outside built-up area boundaries, should be permitted where it is necessary to maintain the social and economic well-being of the County.**
96. The appearance and peacefulness of the countryside are valued by many people. The countryside is valuable for its own sake, whether or not a particular area has special resources, since once built on, it cannot be replaced. Building in the countryside, outside the defined built-up area boundaries of existing settlements and areas allocated for development in local plans, will be controlled carefully. Development proposals in villages or settlements where no built-up area is defined in local plans will be treated as development in the countryside. There will be a stronger level of protection in areas statutorily or otherwise designated for their landscape, wildlife, historic, or other qualities.
97. The economic and social needs of people who live and work in the countryside are also recognised and change must be accommodated. This must be weighed against the need to protect and, where possible, enhance the countryside's essential character (see Policy NE8).
98. In the countryside, there are buildings and areas where the environment is degraded such as former minerals workings without schemes for restoration and redundant farm buildings which cannot be reused for agricultural or forestry uses at economic cost. In such cases, a form of development, including those to meet local social and economic needs, may be appropriate where it leads to substantial environmental enhancement. This may include the removal of dangerous or unsightly buildings and the restoration of a degraded landscape to an appropriate rural use.
99. In very exceptional circumstances, development to maintain the social and economic well-being of the County may also be necessary in the countryside.

100. The reuse, adaptation and extension of existing buildings will be encouraged in preference to the introduction of new or replacement buildings into the countryside. The reuse and adaptation of existing rural buildings reduces the need for new building and helps to retain buildings of value to the character of rural areas. Such buildings should be of permanent construction without the need for extensive alteration or reconstruction.
101. Any new buildings which are justified should be located, where appropriate and where possible, on previously-developed land before using greenfield sites. Priority should be given to reusing previously-developed land within or adjacent to a town or village and then to such land close to other buildings in the countryside. Previously-developed rural land is that outside built-up areas which contains permanent buildings or structures (excluding buildings used for agricultural or forestry purposes) or associated fixed surface infrastructure which is no longer in use but which has not so far blended into the landscape in the process of time to such an extent that it can reasonably be regarded as part of the natural surroundings.
102. The nature of rural areas will often mean that they are not the most suitable locations for activities which should normally be located in or close to the towns and villages or close to public transport nodes. Accordingly close attention will be paid to the location of development in relation to the access and services required for the proposed use although this will need to be weighed against the social, economic or environmental benefits which can be achieved. However, some locations are so remote that they may not be acceptable for development in any circumstances.

Needs

Introduction

103. Meeting the diverse needs of the communities and businesses of West Sussex is one of the three aims of this Plan. This chapter sets out policies which reflect this aim and the specific social and economic objectives identified in the Background Chapter. These include meeting the needs of people for homes, jobs, facilities and services (such as shops, recreation and other community uses, and leisure and cultural uses); the needs of local businesses and of the local economy (including tourism); and the needs of people and businesses to travel and to move goods.
104. The provision of new and improved infrastructure (including facilities and services) which meets the needs of the communities of West Sussex is particularly important. Local planning authorities, together with the Transport Authority and service providers, should identify any existing or potential deficiencies in infrastructure provision, including lack of capacity and under-provision, which need to be made good or overcome during the plan period.
105. New development, whether on previously-developed land or greenfield sites, should contribute towards new or improved infrastructure (see Policy DEV3) although it will only be expected to meet the needs it generates and not to meet existing shortfalls or deficiencies. However, new development may need to contribute towards an improvement to existing (inadequate) infrastructure to avoid worsening an already unsatisfactory situation. Consideration will need to be given to the cumulative impact of all new development on infrastructure.

Targets

- To ensure the provision of an annual average rate of 3,100 dwellings.
- To ensure that at least 57% of all new residential development is located on previously-developed land.
- To increase, annually, the proportion of 1 and 2 bed dwellings in new residential development.
- To reduce, annually, the level of need for social and key worker housing.
- To ensure the provision, annually, of new employment floorspace to contribute to the overall requirement of the Plan.
- To increase, annually, the number of new small employment premises (under 300 square metres).
- To increase the proportion of jobs which are in those employment sectors which have the highest wage rates.
- To increase the proportion of retail floorspace within existing or new town, village, district or neighbourhood centres.
- To increase the number of, and total amount of floorspace for, recreation and community facilities.
- To increase the number of, and total amount of floorspace for leisure and cultural facilities.
- To increase the contribution that tourism makes to the economy of West Sussex.
- To increase the proportion of journeys to work by walking, cycling and passenger transport.

Level of residential and employment development

Policy NE1

- (a) **Provision should be made for the following levels of residential and employment development during the period 2001-2016:**

District	Dwellings ^(a)		Employment	
	Annual Average Rate ^(b) (all dwellings)	Total (all dwellings)	Previously-Developed Land Target ^(c)	floorspace (square metres) ^(d)
Adur	115	1,745	100%	110,000
Arun	580	8,700	60%	240,000
Chichester	515	7,675	61%	210,000
Crawley	300	4,495	35%	280,000
Horsham ^(e)	620	9,335	48%	190,000
Mid Sussex ^(e)	680	10,175	54%	210,000
Worthing	290	4,375	75%	110,000
Total (gross)	3,100	46,500	57%	1,350,000
Total (net)	2,890	43,350	54%	n/a

^(a) Gross figures based on a total for the County of 2,890 dwellings (net) per annum. Rounded to the nearest five.

^(b) The figure in Policy NE1(a) for the period 2001-2016 does not reflect the actual requirement on an annual basis throughout the plan period. The annual average rates which will be achieved will vary over the plan period to take account of the likely timescale for the development of commitments and of new development (see paragraphs 112-115).

^(c) Both identified and unidentified sites as a percentage of the total.

^(d) Total figures including existing commitments.

^(e) A large proportion of the allocation of dwellings to Horsham and Mid Sussex Districts, which is attributable to the Strategic Locations, and an element of the employment allocation in both districts relates to the needs of the Crawley/Gatwick area (see Policy NE7).

(b) District planning authorities will:

- (1) make provision for the levels of development in (a) taking into account the locational strategy in Policy LOC1;**
- (2) in accordance with Policies NE4 and NE5(b), determine the need to phase development and timing of the release of land for homes and jobs in order to: maintain a broad balance between people, homes and jobs; give priority to the reuse of previously-developed land; control the pattern and speed of growth in different areas; and ensure the co-ordination and adequate provision of infrastructure; and**
- (3) include policies in local plans to manage the release of housing and employment land in accordance with Policies NE4 and NE5(b).**

106. Regional Planning Guidance for the South East (RPG) states that 2,890 dwellings (net) per annum should be provided in West Sussex from 2001 to 2006 and beyond until a new rate is adopted following review of RPG. This equates to about 3,100 dwellings (gross) per annum and results in a strategic requirement of 46,500 dwellings over the period 2001-2016 (3,100 dwellings per annum over 15 years). It will be sufficient to meet the needs of West Sussex and, combined with measures to increase the productivity and skills of the local workforce, will allow its local economy to grow and adapt whilst protecting the character of the County and the environment.

107. Net figures as used in RPG9 represent the increase in the dwelling stock rather than the number of new homes to be built. The difference between the two is the number of homes 'lost'. Losses include dwellings which are demolished or those lost through conversion. For example, one house being converted into two flats, means that two homes are 'built' whilst one is 'lost', giving a net gain in the dwelling stock of one home. Policy NE1 uses gross figures as it is more appropriate for the Structure Plan to identify the gross number of houses that needs to

be built, rather than the net increase in dwelling stock. This provides clear guidance to the district and borough councils regarding the preparation of local plans which are concerned with the allocation of sites on the ground for a specific number of dwellings. The gross figures are determined by adding the net figures to the number of losses which are likely to be sustained, based on assumptions about past rates and knowledge about committed sites. The County Council will monitor both net and gross provision on an annual basis.

108. Enough land needs to be available to provide 46,500 new dwellings (gross) in the period to 2016 which is the strategic requirement arising from RPG9. Existing commitments, which include sites with planning permission and sites allocated in local plans, on both previously-developed land and greenfield land, total approximately 14,550 dwellings. Of these, 4,600 dwellings are on previously-developed land and 9,950 dwellings on greenfield sites.
109. An additional 21,850 dwellings could come forward during the plan period on previously-developed land giving an overall total of about 26,450 dwellings on previously-developed land. This challenging but realistic target could be exceeded but it is also recognised that it might not be met: the results of monitoring will determine what action is required to maintain an adequate supply of land (see Policy NE4). The targets for each district and borough should be tested through the preparation of the review of the local plans; the development potential of previously-developed land should be optimised by the District and Borough Councils working in partnership with the development industry and local communities to an extent that is compatible with the local character, environment, resources and assets of each area or site.
110. About 1,850 dwellings will be provided through small-scale greenfield allocations and the small-scale gradual growth of villages and small towns to meet local needs in accordance with Policy LOC1. The remaining requirement to be accommodated in the Strategic Locations identified in Policy LOC1 is around 8,250 dwellings. Policy NE1 distributes the strategic housing requirement between the seven districts within West Sussex taking account of the overall aims of the Plan. This results in the annual average rates of housing provision for each district over the plan period shown in Table 1. The rates take account of the distribution of existing commitments, the capacity of the built-up areas to deliver additional development, the need for small-scale development to meet local needs, and the distribution of the Strategic Locations (see Table 1). It should be noted that a large proportion of the allocation of dwellings to Horsham and Mid Sussex Districts which is attributable to the Strategic Locations and an element of the employment allocation in both districts relates to the needs of the Crawley/Gatwick area (see Policy NE7).

Table 1: Strategic Housing Requirement 2001-2016

District	Dwellings (Gross) ^(a)						
	Commitments (inc. identified PDL ^(b))	Unidentified PDL ^(b)	Small- Scale Greenfield	Large- Scale Greenfield ^(c)	Total	Annual Average Rate (2001-2016)	Annual Average Rate (2001-2006)
Adur	295	1,450	0	0	1,745	115	150
Arun	3,230	4,245	225	1,000	8,700	580	625
Chichester	1,990	3,810	625	1,250	7,675	515	565
Crawley	3,465	1,030	0	0	4,495	300	265
Horsham	1,275	4,010	550	3,500	9,335	620	480
Mid Sussex	2,810	4,415	450	2,500	10,175	680	675
Worthing	1,485	2,890	0	0	4,375	290	340
Total	14,550	21,850	1,850	8,250	46,500	3,100	3,100

^(a) Indicative figures. Rounded to the nearest five.

^(b) Previously-Developed Land.

^(c) Strategic Locations.

111. The amount of development actually achieved within the different categories identified in Table 1 may vary, for example, due to larger amounts of development being achieved on sites currently with planning permission. Therefore, the figures in Table 1 are indicative rather than prescriptive - they do not form part of Policy NE1. It will be necessary to monitor and update the figures within each element to inform the review of local plans.
112. The annual average rate for the first five years of the Plan (2001-2006) is set out in Table 1 taking account of the likely timescale for the development of commitments and of new development. However, the annual average rates for each district which will be achieved will vary over the remainder of the plan period, for example, due to the implementation of the Strategic Locations after 2006. The likely level of annual provision which will be required during the plan period will be set out in the County Council's monitoring reports on housing land supply although the level for each district will need to be determined through the local plan process.
113. The district planning authorities will need to make provision in local plans in order to ensure that sufficient housing land comes forward over the plan period. They will need to take account of the Locational Strategy in Policy LOC1 and ensure that the provision of new housing within built-up areas is maximised before considering the allocation of greenfield sites. They will need to identify sufficient sites in local plans to enable the first five years of housing to be provided if unidentified ('windfall') sites do not come forward at the rate expected.
114. The need to phase the development of large sites and the timing of release of individual sites or phases of large sites will need to be determined by the district planning authorities. They will need to:
 - maintain the supply of housing in order to ensure that there continues to be a broad balance between people, homes and jobs;
 - ensure that priority is given to the reuse of previously-developed land ('brownfield') and that the use of greenfield sites is minimised;
 - ensure that the pattern and speed of growth in different areas is controlled in order to create more sustainable patterns of development; and
 - ensure that the provision of new or the improvement of existing infrastructure which is required by the development, is co-ordinated and that it is provided at the right time to meet the needs of the residents of the new homes.
115. The release of land for housing will need to be managed in accordance with Policy NE4. The actual rate of development within a district and the County as a whole each year may vary (see paragraph 112). However, the aim should be to achieve the average level of housing development over the plan period for the County at a rate of 3,100 dwellings per annum (gross).
116. In the Plan, the term 'employment' refers to offices, industrial uses, warehousing and other commercial uses within Classes B1 (Business), B2 (General Industrial) and B8 (Storage and Distribution) of the Uses Classes Order 1987. Although other uses, such as retailing and leisure, also provide employment opportunities, they are not included within the definition.
117. The floorspace figures in Policy NE1 should be sufficient to allow the local economy to grow and adapt and provide sufficient jobs for the local workforce. The basis of the figures is commitments already made including large sites with planning permission, which are under construction or newly completed and sites allocated in Local Plans. An allowance has been made for likely development on existing sites including extensions, redevelopment and intensification of use and small-scale development. In addition to these elements provision for some employment floorspace in association with the housing in the Strategic Locations has been made. The figures are intended to be yardsticks rather than prescriptive or inflexible requirements. The County, District and Borough Councils will need to work together to study relationships within labour market areas, which extend beyond the boundaries of individual districts. Floorspace provision will be monitored and more or less floorspace may be necessary during the plan period in order to maintain a balance between employment and resident working population. Districts will need to keep under review existing and proposed employment sites to ensure that they remain realistically available for development and that the sites continue to meet the requirements of business in terms of location, and access to transport infrastructure.

118. Along the Coast (see Policy NE6), land allocations for employment may be for an increase in jobs in excess of the increase in the resident workforce. This will provide greater job opportunities and reduce the need for travel to jobs elsewhere. The figures for the Adur, Arun, and Chichester Districts and Worthing Borough assume a measure of success in economic regeneration, including the attraction of inward investment. It is possible that not all the land will be needed, and some may be allocated as reserve sites specifically for major incoming or local firms. Such sites should not then be regarded as available for any other kinds of occupier.
119. In the Crawley/Gatwick area (see Policy NE7), care is needed to ensure that the scale of allocations does not cause a recurrence of the past tendency for employment to grow faster than the resident workforce. The total employment land allocations should generate additional employment no faster than the increase in the resident workforce (see Policy NE7). This is necessary to avoid adding to the pressure for housing resulting from the growth in labour demand. It is recognised that a redistribution of floorspace in Policy NE1 within North East West Sussex may be required in order to support growth at Crawley/Gatwick and that some of the floorspace allocation identified for Horsham and Mid Sussex Districts could be provided within Crawley Borough in addition to its own allocation of floorspace. Employment on Gatwick Airport under Policy NE19 is treated separately from other employment generators: employment development related to the operation of the Airport is not counted against the figures in Policy NE1.
120. The employment floorspace figures have not been divided into phases. However, in order to ensure that the creation of additional jobs is broadly in step with the workforce growth associated with the housebuilding, it may be necessary to manage the release of employment land by reserving specific sites for the later years of the plan period.

Housing provision

Policy NE2

- (a) **Residential development should be permitted provided that the new dwellings are of sizes, types and tenures suited to the varied needs of local households. In order to maintain the supply of dwellings and to minimise the need to develop greenfield sites, any development which will lead to the net loss of existing dwellings should not be permitted especially dwellings which are suitable for people not easily able to compete in the existing housing market.**
- (b) **Local plans will include policies to:**
 - (1) **secure an appropriate mix of dwelling sizes, types and tenures in new residential development in different locations taking into account the need:**
 - (i) **for dwellings suitable for the projected large increase in West Sussex of small households (such as single persons, small families and the elderly);**
 - (ii) **for low-cost housing, aimed at the lower-end of the market;**
 - (iii) **of specific groups including the elderly, people with disabilities, and ethnic minorities; and**
 - (iv) **through the design and distribution of dwellings, to avoid physical distinctions between social groups and avoid the creation of large areas of housing of similar characteristics;**
 - (2) **maintain and increase the supply of dwellings by:**
 - (i) **permitting proposals which involve no net loss of existing dwellings, subject to the other policies of this Plan; and**
 - (ii) **allocating land and permitting new residential development to meet the requirement in Policy NE1 in accordance with Policies LOC1 and Policy NE4; and**

- (3) meet the proven needs of specific groups, such as agricultural workers, which will not otherwise be met.**

Policy NE3

- (a) Residential developments (and, where appropriate, other forms of development) of more than a locally-defined size should be permitted provided that they include a proportion of dwelling sizes and types to meet the proven needs of people (including key workers) who are not able to compete in the general housing market.**
- (b) Local plans will:**
- (1) identify the threshold or thresholds above which a proportion of subsidised housing should be provided within new development and the appropriate level of provision; and**
- (2) include policies to:**
- (i) secure an appropriate mix of dwelling sizes and types in new development to meet the proven needs of people who are not able to compete in the general housing market; and**
- (ii) secure the provision of subsidised housing outside built-up area boundaries, as an exception to the general policy of restricting housing development in the countryside, in order to meet the proven needs of local people who are not able to compete in the open housing market.**

121. The intention of national and regional planning policy is that everyone should have the opportunity of a decent home. Within West Sussex, there is concern that new housing developments have not always provided the kind of homes that are needed. Therefore, new development should provide for a mix of housing sizes, types and tenures to meet the varied needs of our communities. The same applies to the renewal of planning permission for previously-approved residential development.
122. For example, projections confirm that the majority of the increase in the number of households over the next 15 years or so is likely to be of one and two person households. Therefore, there is a need for homes suitable for small households.
123. In addition, over a long period the ratio between house prices and incomes has been amongst the highest for any county in the land. As a result, in both town and country, many households are not able to afford to buy a home on the open market. Many public and private sector employers are finding it increasingly difficult to recruit and retain key staff, partly because of high house prices. This situation is likely to continue into the future.
124. The indications are that a substantial proportion of the new housing should be 'affordable', that is, housing which is subsidised in some way so that it is available in perpetuity at below market cost or rent. The term 'subsidised housing' used in this Plan refers to housing subsidised, either in relation to the rent level or to the purchase price, for people unable to rent or buy on the open housing market. This differs from the Government's definition of 'affordable housing' which also includes low-cost open market housing.
125. The aim generally should be for residential development to include a proportion of subsidised housing in the order of 30-40% of the total dwellings. This indicative level of provision takes account of the past rates of provision in the County, almost 20% between 1991 and 2001, and the 'masked' level of provision achieved through shared ownership and low-cost homes. It also takes account of the likely increasing disparity between affordability and house prices due to rising house prices and the need for the County to contribute towards the levels of affordable housing provision identified in RPG9 (46-49% of all housing completions). The actual figure which needs to be achieved will vary from place to place and over time. In particular, it may well be higher in some rural areas. The subsidised housing should include units for key workers, for example, some public sector workers such as teachers and nurses and other employees who are essential to the local economy although the definition of 'key workers' will vary depending upon local circumstances.

126. The district planning authorities will need to undertake Local Housing Needs Assessments to identify and justify the need for subsidised housing (to be defined by the district planning authorities) and set appropriate targets in local plans for subsidised housing to meet local need. As outlined in Paragraph 125, where required, the local plans will need to define the use of the term 'key workers' as applicable to their areas. They should consider the appropriate size of housing developments which should contribute to the provision of subsidised housing. In small villages and subject to evidence of need and financial viability, the provision of a new subsidised dwelling or dwellings may be secured on even the smallest sites. The possibility of securing contributions towards subsidised housing from commercial development should also be considered.
127. In addition to housing to meet the needs of those who cannot afford to rent or buy in the open housing market, there will be a need for unsubsidised housing at the lower end of the market. This will include housing on open market sites. Policy NE2 seeks to secure the provision of a range of dwelling types, sizes, and tenures on such sites including housing suitable for first-time buyers and those who are on the bottom rung of the 'housing ladder'.
128. District planning authorities will allocate and permit land for housing in accord with the requirements of this Structure Plan. They will also determine the type, mix and size of housing on individual sites, ensuring that a choice of housing is available. This should be based on local assessments of housing needs and the size, location and other characteristics of the site, and taking into account national policy guidance.
129. In aiming to meet these varied needs, the emphasis should be to provide for new homes through the reuse of previously developed land, and to minimise the amount of development on greenfield land. This should include encouraging the retention and improvement of the existing housing stock along with the reuse of vacant, redundant, and under-used buildings and sites. Therefore this policy offers encouragement, subject to other policies in the Plan, to proposals for redevelopment, conversion or change of use which involve a net increase in, or at least no net loss of, the number of existing homes on a site.
130. There is a lack of capacity in the County for nursing homes and care homes. This is a particularly important issue given the projected increase in the number of elderly and there will be a need for an appropriate number of beds and spaces. The District Councils should consider whether it is appropriate to include policies in local plans to prevent the change of use of an existing rest/nursing home to another use where it is capable of continuing to perform that use and its retention is necessary to meet an identified local need.
131. Meeting local needs means that in exceptional cases, land should be released for subsidised housing (to be defined by the district planning authorities) on unallocated sites adjoining rural settlements which otherwise would not be considered appropriate for development. In such cases there must be evidence of proven local need, and there must be safeguards to ensure the housing remains affordable in perpetuity. The housing should be located on sites adjoining built-up area boundaries or within or adjoining settlements where no built-up areas are identified in local plans.
132. Provision should also be made to meet the needs of gypsies and travelling showpeople. This will include proposals for self-managed caravan sites, where there is evidence of local need, and ensuring that pitches remain available to gypsies. Sensitive countryside locations should be avoided and there should be good access to local shops, schools, passenger transport and other facilities.

District planning authorities should assess the existing dwelling stock (including unimplemented permissions and allocations) and the current and future needs of their communities for housing, including those of minority groups.

Managing the release of housing land

Policy NE4

- (a) **The release of housing land should be managed in order to deliver the levels of housing development in Policy NE1(a) over the plan period and to give priority to the reuse of previously developed land within built-up areas. The adequacy of housing land supply will be assessed through monitoring. Once started,**

land at each Strategic Location should continue to be released in accordance with the phasing programme agreed for that particular Location and should not be affected by any subsequent review of the phasing of sites.

- (b) The level of housing development in Policy NE1(a) should be achieved over the plan period within each district to enable the delivery of an annual average rate of 3,100 homes (gross) within West Sussex. Any surplus or minor shortfall should be addressed within each district. This may result in the need to bring forward an allocation identified for development in a later phase of a local plan. In exceptional circumstances, any major shortfall arising in one district should be addressed within the relevant sub-area of the County through joint assessment with the district planning authorities. Such assessments will need to take account of any surplus of provision within the other districts within the sub-area which would offset the shortfall and may require a review of the strategy.**
- (c) District planning authorities will:**
 - (1) determine the phasing of the Strategic Locations and other housing allocations (in whole or in part) taking into account Policy NE1(b.2). This will include working together in relation to large sites which cross district boundaries; and**
 - (2) include policies in local plans to specify the phase in which housing allocations on previously-developed land and greenfield sites (in whole or in part) should be developed and, taking into account the levels of development in Policy NE1(a) over the plan period;**
 - (i) ensure that the Strategic Locations, once started, continue to be released in accordance with the phasing and are not affected by any subsequent review of the phasing of sites;**
 - (ii) bring forward an allocation identified for development in a later phase where there is an inadequate supply of housing land; and**
 - (iii) delay the development of greenfield sites where there is an adequate supply of housing land.**

133. The Planning Authorities in West Sussex share the Government's objectives for housing including focusing additional housing on existing towns and cities in order to promote more sustainable patterns of development and to make better use of previously-developed land. The Locational Strategy of this Plan reflects these shared objectives. Accordingly, the release of housing land will be managed for two reasons:

- to ensure that an adequate supply of land is maintained to enable the annual average housing rates in Policy NE1 to be achieved over the plan period; and
- to ensure that priority is given to the reuse of previously-developed land and the use of greenfield sites is minimised. This includes taking account of the contribution to the supply of housing land of any unidentified previously-developed land which may come forward during the plan period.

134. To do this, the County Council will continue to monitor the supply of housing land. Studies will be undertaken by the County Council and the district and borough councils to assess the supply of housing land at the county, and district levels. The studies will take account of the results of urban capacity studies and will consider the likely supply of housing from a number of sources including commitments, windfall sites, and the reuse of empty homes. Commitments include allocations in adopted or deposited local plans and sites with planning permission, including changes arising from amendments to permitted housing schemes. Windfall sites include redevelopment and infilling, the conversion or sub-division of existing dwellings, and the change of use of existing buildings from non-residential use.

135. District planning authorities should take account of the supply of housing land in determining how much additional housing land, both previously-developed land and greenfield sites, is needed and when it should be developed. They should include policies in their local plans to phase the development of identified sites. Where a large site should be developed in stages, it

may be necessary to spread the development over two or more phases. In determining the need to phase development and timing of the release of land for homes, they should take account of the objectives in Policy NE1(b.2). In dealing with large sites which cross district boundaries, such as the West of Crawley Strategic Location, the district and borough councils will need to work together to determine the phasing schedules for those sites.

136. Policy NE4 establishes two mechanisms for managing the release of housing land. First, district planning authorities should consider the supply of housing land before planning permission is granted. Even if the site is allocated, permission should not be granted where there is an adequate supply of land based on the housing requirement in Policy NE1 for the plan period. For example, increased densities may be achieved on identified sites or large unidentified sites on previously-developed land may come forward for development which increase the overall rate of housing land supply. The County Council will be able to indicate whether planning permission for residential development should be granted in order to maintain an adequate supply of housing land.
137. An exception to this general rule applies to the Strategic Locations. Given the level of investment required in infrastructure, development should continue at the Strategic Locations, once started, in the phases identified in the local plans regardless of the supply of housing land. If this results in a surplus of provision within a district, the district planning authority may need to hold back the development of other sites which were identified for that particular phase in order to prevent an over-supply of land.
138. Where there is an inadequate supply of housing land, it may be appropriate to permit additional housing development. This should either be the development of an unidentified site on previously-developed land within the built-up area or the development of an allocation which has been identified for development in a later phase.
139. Those district planning authorities which need to plan for the development of the Strategic Locations, and other large sites, should set out in their local plans how they intend to deal with the situation where a large site does not come forward as anticipated, for example, due to problems with securing infrastructure improvements. Where there are minor shortfalls within a district, the shortfall should be addressed within that district as set out in paragraph 138. This could include the release of a small-scale extension to one of the main towns as set out in Policy LOC1(c.ii).
140. In exceptional circumstances, for example, the consequences of work relating to the Airports White Paper (see paragraph 269), a major shortfall would trigger a review of the strategy by the County and District Councils. Such circumstances should only arise where the shortfall is significant against the district figure in Policy NE1(a), where there is an urban capacity study and every effort has been made to bring forward previously-developed land, and where there are no opportunities to bring forward greenfield sites, for example, due to environmental constraints. In undertaking joint assessments, account will need to be taken of any surplus of provision within another district within that sub-area of the County. The sub-areas are the north east of the County (Crawley, Horsham, and Mid Sussex districts) and the coastal area (Adur, Arun, Chichester, and Worthing districts).
141. The second mechanism is that district planning authorities should ensure that sites are developed in the phases identified in the local plan policies (other than in the circumstances set out in paragraphs 138-139). They should not permit the development of a greenfield housing site if an allocation, which is identified in an earlier phase remains undeveloped.
142. Policy NE4 takes account of the Government's good practice guide "Planning to deliver – The managed release of housing sites: towards better practice". Supplementary planning guidance will be prepared by the County Council to guide the preparation of local plan policies and the implementation of the approach outlined in Policy NE4.

Employment provision

Policy NE5

- (a) Development for business, industry or warehousing should be permitted provided that the accommodation is suited to the varied needs of local**

businesses and appropriate new activities seeking to locate in West Sussex. Development which would result in the loss of existing employment land or allocations should not be permitted where they are important in maintaining the supply of premises and jobs in an area and minimising the development of greenfield sites.

- (b) The release of employment land should be managed in order to deliver the levels of employment development in Policy NE1(a) and to give priority to the reuse of previously developed land within built-up areas. The adequacy of employment land supply will be assessed through monitoring against the levels of development in Policy NE1(a).**
- (c) District planning authorities will determine the phasing of employment allocations (in whole or in part) taking into account Policy NE1(b.2). This will include working together in relation to large sites which cross district boundaries; and include policies in local plans to:**
 - (1) specify the phase in which employment allocations on previously-developed land and greenfield sites (in whole or in part) should be developed and, taking into account the levels of development in Policy NE1(a);**
 - (i) bring forward an allocation identified for development in a later phase where there is an inadequate supply of employment land; and**
 - (ii) delay the development of greenfield sites where there is an adequate supply of employment land.**
 - (2) secure an appropriate mix of types and sizes of premises in the redevelopment of existing employment areas and in new employment development;**
 - (3) ensure the provision of a range of locations, types and sizes of employment premises and sites by:**
 - (i) safeguarding land or premises currently or recently in use or allocated for employment use from alternative development where they make an important contribution to the supply of premises and jobs; and**
 - (ii) allocating land and permitting new employment uses to meet the requirement in Policy NE1 in accordance with the locational strategy in Policy LOC1 and having regard to the needs of specific sectors of the business community; and**
 - (4) in exceptional circumstances, meet needs of the local economy which would not otherwise be met.**

143. Policy NE1 indicates the broad amounts of new floorspace to be provided. However, it is just as important that suitable land and premises are available to enable the local economy to adapt and grow. Therefore, Policy NE5 aims to ensure that a range of sizes and types of sites and premises are provided to meet the needs of a range of economic activities. This should include those suitable for small and starter businesses, firms providing high-value goods and services and those requiring prestige accommodation to allow for new job opportunities in a range of sectors. Any new land that is allocated for employment use needs to be in the right place. In particular, it must be well located with respect to homes, transport and accessibility with the priority being to meet needs through the reuse of previously developed land. Provision for appropriate employment land should be included within the major development locations identified in Policy LOC1.

144. Some employment development is already planned for, through land allocations made in existing Local Plans and through planning permissions already granted. In addition to the Strategic Locations, these include:

- Angmering – land is allocated in the Arun District Local Plan for commercial development at Roundstone (part of the Strategic Location – Policy LOC1).
 - Burgess Hill – land is allocated in the Mid Sussex District Local Plan for industrial estates/business park development at the west and north of the town.
 - Chichester – land is allocated in the Chichester District Local Plan for industrial/commercial uses at Graylingwell, Barnfield Drive and Portfield.
 - Crawley – land is allocated in the Crawley Borough Local Plan for business development at the Beehive area of Gatwick Airport and for business uses at the Maidenbower neighbourhood. In addition, a number of sites in the town centre are allocated for commercial and office use.
 - Haywards Heath town centre – land at the railway station is allocated in the Mid Sussex District Local Plan for mixed-use redevelopment.
 - Littlehampton – land is allocated in the Arun District Local Plan for commercial development at the Arunside Industrial Estate.
 - Selsey – land is allocated in the Chichester District Local Plan for industrial/commercial uses east of Chichester Road.
 - Shoreham Harbour – land is allocated in the Adur District Local Plan for industrial/commercial uses (part of the Priority Area for Economic Regeneration – see Policy NE5).
 - Southwater – land at the northern end of the village with planning permission for a business park.
 - Tangmere - land has planning permission and further land is allocated in the Chichester District Local Plan for industrial/commercial uses at former airfield.
 - Worthing (east) – land is allocated in the Adur District and Worthing Local Plans for industrial/commercial uses.
145. The list above is not comprehensive and district planning authorities may identify other locations in order to provide the necessary floorspace under Policy NE1. The town centre sites may be part of mixed-use developments which are likely to include other employment generating uses (such as retail, leisure and other services) thereby contributing to the overall local economy. Development in some of the locations listed will require significant investment to produce new or improved transport infrastructure. District planning authorities will need to ensure that any new land allocated for employment use offers a realistic, safe and easy access by a range of transport modes, not exclusively by car.
146. In the coast, provision has been made, and should continue to be made, to provide opportunities for economic regeneration (see Policy NE6). This should include scope for the provision of high quality sites and premises in order to attract firms and create additional high quality employment opportunities which offer better paid and higher skilled job opportunities in manufacturing, high-tech and B1 office sectors for the existing workforce as well as for additional workers.
147. District planning authorities should review existing allocations to assess the extent to which they meet the community's need for jobs and the needs of businesses for premises, including those of small and starter businesses. Where the allocations are poorly located or otherwise unsuitable for employment use, their use for another purpose should be considered and new provision may need to be made.
148. The vast majority of jobs and businesses are in existing employment areas. The policy encourages their retention for continued employment use, and their adaptation and renewal to provide improved employment accommodation. However, where existing areas are poorly located, or otherwise unsuited to business needs, their redevelopment for a new use, for example housing, should be considered. In particular there are industrial estates, most of them in the coastal area, which do not now provide accommodation of a sufficiently high standard to meet the needs of modern businesses. Their continued business use may be inappropriate: for example, due to poor road access which is impracticable to improve. In these cases, the district planning authorities will encourage their redevelopment for a more suitable use, and, where appropriate, replace them by allocating new land in local plans.

149. Existing employment areas and allocations, and any new ones identified by local plans in implementing this Structure Plan should be sufficient to meet the need for jobs and the needs of businesses. However, situations may arise in which the needs of the local economy cannot be met by existing employment land or allocations such as the needs of a local firm that is expanding or adapting, or perhaps a firm wishing to move to West Sussex that would bring very significant benefits to the local economy. In such circumstances, the district planning authorities should weigh carefully the benefits and disbenefits of such proposals and may exceptionally allow such development on land not allocated for development in Local Plans, subject to other policies in this Plan.
150. In order to deliver strategic priorities, the provision of some of the new employment floorspace associated with the development of a Strategic Location may be made in an adjacent district if this is deemed necessary as a result of a joint assessment by the County and District Planning Authorities. These circumstances are most likely to arise in respect of Crawley and adjoining districts but could apply elsewhere in the County.
151. The Locational Strategy of this Plan reflects the objective of focusing additional employment development on existing towns in order to promote more sustainable patterns of development and to make better use of previously-developed land. Accordingly, the release of employment land will be managed for two reasons:
- to ensure that an adequate supply of land is maintained to enable the levels of employment development in Policy NE1 to be achieved; and
 - to ensure that priority is given to the reuse of previously-developed land and the use of greenfield sites is minimised. This includes taking account of the contribution to the supply of employment land of any unidentified previously-developed land which may come forward during the plan period.
152. To do this, the County Council will monitor the supply of employment land. Studies will be undertaken by the County Council and the district and borough councils to assess the supply of land at the county, and district levels. District planning authorities should take account of the supply of employment land in determining how much additional land, both previously-developed land and greenfield sites, is needed and when it should be developed. They should include policies in their local plans to phase the development of identified sites. Where a large site should be developed in stages, it may be necessary to spread the development over two or more phases. In determining the need to phase development and timing of the release of land for jobs, they should take account of the objectives in Policy NE1(b.2).
153. Policy NE5 establishes two mechanisms for managing the release of employment land. First, district planning authorities should consider the supply of land before planning permission is granted. Even if the site is allocated, permission should not be granted where there is an adequate supply of land based on the employment requirement in Policy NE1. The County Council will be able to indicate whether planning permission for employment development should be granted in order to maintain an adequate supply of employment land. Where there is an inadequate supply of employment land, it may be appropriate to permit additional development. The second mechanism is that district planning authorities should ensure that sites are developed in the phases identified in the local plan policies. They should not permit the development of a greenfield employment site if an allocation, which is identified in an earlier phase remains undeveloped.

District planning authorities should review existing employment provision (including unimplemented permissions and allocations) and assess the extent to which it meets the current and future needs of businesses and communities for premises and jobs, including those of small and starter businesses and of specific sectors which are prevalent in their areas.

Coastal regeneration

Policy NE6

- (a) Development which will support the regeneration of the coastal area particularly from Shoreham to Selsey, including part of the Sussex Coast and Towns Priority Area for Economic Regeneration (PAER), should be permitted provided that, subject to (b)-(d), infrastructure improvements are achieved,**

any impact on the environment is acceptable, and that areas at risk or potential risk of flooding are avoided.

- (b) The Shoreham Maritime Vision, including the two key components of land reclamation and a new link road between the A259 and A270, will be taken forward by the County Council and its partner organisations. Development proposals put forward at the Harbour in the short and medium-terms for both port-related and other uses should be permitted provided that they are consistent with the Vision and with the continued operation of the port in accordance with statute, and that they do not exacerbate traffic problems and environmental conditions in the adjoining urban areas.**
 - (c) Development proposals within the boundary of Shoreham Airport relating to its operation including both aviation-related and commercial development (subject to Policy NE20) and for the interchange of transport modes, should be permitted provided that a balance can be achieved between economic, social and environmental objectives and that no one element is compromised.**
 - (d) Development at Shoreham Cement Works should not be permitted unless it is compatible with its sensitive location within an Area of Outstanding Natural Beauty and it delivers major environmental and landscape improvements. It should be comprehensive, contribute to regeneration, and be acceptable in transport terms.**
 - (e) Local plans will distinguish between the variety of needs for regeneration and renewal in different areas along the coast and include policies to:**
 - (1) ensure that any proposals for Shoreham Harbour, Shoreham Airport and Shoreham Cement Works reflect the strategic intent in (b)-(d) above;**
 - (2) allocate sites for uses which will contribute to the regeneration of the Coast, in accordance with the locational strategy in Policy LOC1, the requirements of Policy NE1, and subject to Policy ERA4;**
 - (3) enable the continued operation of the seaport of Littlehampton (to be defined in the local plan);**
 - (4) secure housing for those unable to buy or rent on the open market based on local housing needs assessments;**
 - (5) secure improvements to transport infrastructure in particular the South Coast rail and A27 road corridors and links to the north east of the County and both short and long-term improvements to the access to Shoreham Harbour; and**
 - (6) secure improvements to social infrastructure and the physical environment including positive and direct action to tackle particular physical problems.**
154. Regional Planning Guidance identifies the Sussex Coastal Towns from Shoreham to Hastings as a Priority Area for Economic Regeneration (PAER). This is an area where there are pockets of significant deprivation and unemployment, areas of poor quality older housing, low educational attainment, high youth unemployment and rising juvenile crime. The western part of this area, comprising the town and port of Shoreham, is within West Sussex.
155. Although the rest of the West Sussex coast has not been included in the PAER, it is an area where there are pockets of deprivation and higher unemployment suffering problems associated with the loss of the traditional seaside holiday function of the coastal towns, including inadequate infrastructure and a poor built environment. Income levels are generally lower than the county average with fewer jobs in professional and managerial occupations, and a relatively high proportion of jobs in manufacturing and semi-skilled or unskilled services. The area is one of overall net out-commuting where more residents work outside the area than come into the area. As a result, together with its peripheral location, the economy of the coast is less robust economically than that of the rest of the County and it is more vulnerable to wider economic influences.

156. This means there is a need to diversify the local economy and create higher quality and better paid jobs. Therefore, Policy NE6 encourages the regeneration, physical and economic, of the whole of the West Sussex coastal area from Selsey and the Manhood Peninsula to Shoreham. There is an integrated approach to this – the Structure Plan deals with land-use and, with the Local Transport Plan, with transport infrastructure. Other strategies, for example the County Council's Economic Strategy and the Education Development Plan, deal with other aspects including seeking to target resources for training.
157. A sub-regional study of the PAER and other coastal towns in the County, Brighton and Hove, and East Sussex was undertaken by the relevant parties and submitted to SEERA in May 2004 to inform the review of RPG9.
158. The Economic Strategy for 2001-2003 sets the framework for action to support the local economy and to promote regeneration of the coastal area. It identifies the scarcity of suitable modern business accommodation and sites attractive to investors as factors which are constraining the growth of local firms and the attraction of inward investment. In 1999, the County Council; Adur District, Arun District, Chichester District and Worthing Borough Councils; Sussex Enterprise; and English Partnerships launched the West Sussex Coastal Investment Strategy which identified key strategic employment sites along the Coast. More recently, the County Council has been working with SEEDA on a Coastal Sites Study, which re-examined these employment sites, plus existing industrial areas that could benefit from additional investment to bring them up to modern day standards. As a result of the Study a number of priority sites were identified which could benefit from market intervention strategies to enable the sites to be developed or improved. The allocation of these strategic sites could provide accommodation for high-value, higher wage businesses.
159. In order to develop a strong economy, economic development must continue to be encouraged and accommodated by using available land and development opportunities well. A number of partnership initiatives are being developed to support the improvement of town centres and upgrade of existing industrial sites. While the strategy focuses on the reuse of land and buildings, some development will be necessary on greenfield sites. Priority is given to employment development at the Strategic Locations identified in Policy LOC1 although smaller-scale employment allocations may also be required as extensions to the main towns in the passenger transport corridors.
160. The South East England Development Agency has recognised the need for action. An award of Single Regeneration Budget (SRB) funding of just under £7 million was made in 2000 which supports strategic and local partnerships to tackle identified problems in the coastal towns of Worthing, Littlehampton, Bognor Regis and Selsey.
161. The SRB programme will be coming to an end by 2006. The revised Regional Economic Strategy published by SEEDA in 2002 identifies Coastal West Sussex as a Priority Regeneration Area. A review of local needs, planned investment and of existing strategies and priorities will be undertaken through work on the preparation of an Area Investment Framework, which will provide the mechanism to secure SEEDA regeneration funding. This approach is intended to draw together the delivery of mainstream services from a range of public agencies involving the private and voluntary sectors. A new Coastal West Sussex Partnership will be established to co-ordinate and deliver Action Plans.
162. The commercial use of the two West Sussex seaports of Shoreham and Littlehampton is supported. It is particularly important to retain the capacity of the ports for the import of aggregates and working wharves are safeguarded in the Minerals Local Plan.
163. Both ports have had fluctuating levels of traffic for some time, are close to residential areas (in the case of Shoreham this includes properties situated in Brighton and Hove), and have no rail access.
164. Road access to Shoreham Harbour is through residential areas. Land which is no longer suited to port-related use, or where there is no demand for it, could be used for other purposes. The Shoreham Maritime Regeneration Strategy sets out a vision for the economic and environmental regeneration of Shoreham and proposes the development of the Harbour area more generally for port-related and non port-related uses, including housing, employment and small-scale leisure uses. The Strategy is to make most effective use of the existing land without generating

significant traffic particularly heavy goods vehicles. The authorities involved are committed to achieving an agreed solution to improving access to the Harbour.

165. Shoreham Airport is a significant local employer and its potential role in helping to meet forecast demand for air travel in the South East is acknowledged. It has good road access from the north and, potentially, direct rail access from a new rail station as suggested in the draft South Coast Corridor Multi-Modal Study. However, the Airport's location imposes constraints in considering the scale of any future development – it is close to residential areas, its open nature is an important contribution to the function of the strategic gap, there is a main railway adjoining all of its southern boundary, a river adjoining its Eastern boundary and the Sussex Downs to the north.
166. In considering options for regeneration, a balance must be maintained between the economic benefits of airport expansion and the contribution to employment creation and the regeneration of the coastal area, with the safeguarding of the quality of life of residents living near the Airport, and the environmental impact on the strategic gap and the Sussex Downs.
167. A strategy for the future of Littlehampton Harbour was agreed in 1999 by Arun District Council, Littlehampton Town Council and the County Council following consultation with the public and interested agencies. This Plan supports the approach set out in the "vision for the future of Littlehampton Harbour". The strategy outlines a framework to ensure the continued existence and development of the Harbour as a commercial and recreational port with land for port use to be safeguarded for that purpose. It also aims to improve both economically and environmentally the links between the town and the Harbour, and to maintain the infrastructure of the Harbour. It is important to retain the capacity of Littlehampton for the import of aggregates, and an allocation of a wharf for aggregates imports is made in the Minerals Local Plan.
168. Proposals for a marina and associated uses in the Felpham area near Bognor Regis have been put forward by developers although at present, the proposals are not fully defined. There is a need to develop the proposals and demonstrate their acceptability in terms of the environmental, social and economic impacts. Cost benefits of the overall scheme will be required. More information will be required to assess proposals. Therefore, the acceptability, viability and deliverability of the marina concept remains uncertain.
169. Shoreham Cement Works at Upper Beeding is an unsightly disused cement works and including the area where the working of chalk has been permitted, occupies a site of about 48 hectares. It is within the Sussex Downs AONB close to Shoreham. Most of the site lies within Horsham District with the remainder in Adur District.
170. Any proposal for development should deliver the principal objective of securing the satisfactory restoration of the site with major environmental and landscape improvements compatible with its sensitive location within an AONB. The existing buildings, plant, foundations, roadways and hardstandings will need to be removed together with the removal, treatment or capping of contaminated soil. Other improvements may involve recontouring of the landforms to create a safer and more natural appearance, and the regeneration of vegetation.
171. A comprehensive scheme for the whole site which involves major development is likely to be needed to deliver the principal objective. It is important that any scheme makes a major contribution to regeneration of the coastal area. It could include development for major employment, leisure or tourism but it must be of high quality. A height restriction should be imposed on any structures outside the area of chalk extraction, i.e., to the west of the quarry 'neck'.
172. Development for uses such as homes, restaurants, hotels or retailing may be acceptable provided that they are ancillary to the main use and are only a small part of the overall scheme. Any proposal for waste management on the site will need to deliver the principal objective outlined above. Such a use is identified in the Waste Local Plan Deposit Draft. This use may be acceptable either for the whole site or as part of a comprehensive scheme alongside other uses.
173. Transport and other infrastructure improvements will be needed. In particular, any scheme must be acceptable in transport terms and is likely to require improvements to the A283 between Washington to Shoreham.

District planning authorities should:

- *assess the need for and bring forward proposals for the economic, social, and environmental regeneration of the Coast, particularly within the PAER, including the need for new or improved transport infrastructure and other facilities and services, and the improvement of the physical environment;*
- *review existing development allocations to ensure that the best use is made of each site;*
- *assess the potential of sites along the Coast to contribute to regeneration including the Strategic Locations identified in Policy LOC1 and other sites such as Shoreham Harbour and Littlehampton Port; and*
- *assess the potential of a new marina at Bognor Regis/Felpham to contribute to coastal regeneration taking into account the policies of this Plan.*

The North East of West Sussex

Policy NE7

- (a) Development which will support economic growth in the north east of the County (part of the sub-regional Western Policy Area), particularly related to Crawley/Gatwick as a focus for growth, whilst minimising pressure on land and labour resources should be permitted provided that infrastructure improvements are achieved and any adverse impact on the environment is minimised. Where possible, development should maximise economic benefits for the whole of the County including to the coast.**
- (b) Recognising the importance of Crawley/Gatwick as a focus for growth in the context of the Western Policy Area in RPG9, local plans will include policies to:**
 - (1) allocate sites for development in accordance with the locational strategy in Policy LOC1 and the requirements of Policy NE1;**
 - (2) ensure that sites are allocated in the vicinity of Crawley and Gatwick to meet the strategic requirements of the Crawley/Gatwick economy, including a strategic employment allocation (possibly associated with the Strategic Location west of Crawley – see Policy LOC1(b.2.i));**
 - (3) ensure that the best use is made of employment land and phase development so that it does not generate excessive pressure for land and labour in accordance with Policy NE5(b);**
 - (4) secure housing for those unable to buy or rent on the open market based on local housing needs assessments;**
 - (5) enable Gatwick to operate as a single-runway, two-terminal airport subject to Policy NE19;**
 - (6) secure improvements to transport infrastructure including improved access to Gatwick Airport; and**
 - (7) secure improvements to social infrastructure (including community facilities such as healthcare and education) and, where appropriate, to the physical environment.**

174. The north-eastern part of West Sussex, focused on Crawley and Gatwick and including the towns of Horsham, East Grinstead, Haywards Heath and Burgess Hill, forms part of the wider Crawley/Gatwick sub-region. The core of this sub-region also includes parts of Surrey, and its influence extends to south London and to Brighton and other coastal towns in West and East Sussex. This sub-region itself forms part of a yet wider area lying to the west and south of London termed by Regional Planning Guidance as the Western Policy Area.
175. RPG identifies this area as one where further growth needs to occur in a form which minimises the additional pressures on land and labour, particularly in 'hotspots' where positive action is required. This means enabling continued economic growth while discouraging inappropriate new development. The County Council considers that the Crawley/Gatwick area is one such hotspot because of its significant levels of traffic congestion, high employment growth, low numbers of vacancies, labour shortages and high property prices compared with other areas. It

is the most economically buoyant area in the County. Gatwick Airport helps to underpin the economic health of the area and is one of the main generators of employment growth. The Plan supports, subject to environmental safeguards, its growth as a single-runway, two-terminal airport (Policy NE19).

176. This Plan gives priority to meeting the area's needs through the reuse of previously-developed land. It also identifies a number of general locations where strategic scale new development for housing, employment and other uses should take place in the period up to 2016 (Policy LOC1). These will enable the balanced growth of the area, recognising that each of its main towns is a centre of employment and services in its own right and that each has its own needs. The locations include development already planned at Haywards Heath and in the North-East Sector of Crawley (the latter is subject to the need to safeguard land for a possible second runway at Gatwick Airport - see paragraph 269). New locations are identified at East Grinstead, Horsham, and west of Crawley for a start after 2006. Specific provision should be made in Horsham and Crawley Local Plans for a major employment allocation at Crawley possibly associated with the Strategic Allocation to the west of the town. The allocation should accommodate high quality employment uses to meet the identified needs of the area. Cross-boundary working will be required to identify the most appropriate site for the allocation.
177. All these locations are close to existing employment and are, or can be, served by passenger transport. All also require new or improved road links. They are also locations where the impact of development on the environment will be least, and where opportunities for environmental and other infrastructure improvements are greatest.
178. It will be important to manage the release of land for housing and employment to avoid excessive pressure on land and labour resources and to ensure that the needs are met of those businesses which are essential to maintain the area's economic health. The managed release of housing land is very much part of the overall strategy of this Plan (Policy NE4). However, it will also be necessary to manage the release of employment land in this part of West Sussex to ensure that a satisfactory balance between new homes and jobs is maintained. Phasing the release of new employment sites in step with new housing development can assist, as can reviewing existing employment allocations to ensure that they continue to meet the needs of the local economy, and where appropriate reallocating them for other uses.
179. In addition, the Local Authorities, and other organisations with an interest in the area (including the Learning and Skills Council, SEERA, and SEEDA), should develop complementary strategies to assist in meeting the demand for labour in the area. These should be integrated with one another, and cover topics including skills and training, measures to encourage more people to enter the labour market, encouraging the provision of social and key worker housing, supporting appropriate economic development and securing transport improvements particularly with areas where there are underused labour resources. They will also need to explore further how the strengths of the wider Crawley/Gatwick sub-region can be used to contribute to the regeneration of the West and East Sussex coastal area. The Crawley/Gatwick study, involving the relevant authorities from Surrey and East Sussex, was submitted to SEERA in May 2004 as an input into the review of RPG9.
180. The Plan also supports the provision of community facilities, services and infrastructure to meet the area's needs (Policy NE11); where appropriate, contributions from developers will be sought (Policy DEV3). In particular, the local authorities consider that there is a need for major new health facilities at Crawley where they would be readily accessible to the wider area. Proposals have come forward for a potential new campus for the University of Sussex in the north of the County. This proposal could have major economic and social benefits for West Sussex; the County Council would welcome such a proposal, in principle, and contribute to discussions on the proposal and its possible location.

District planning authorities should:

- *assess the strengths and weaknesses of the local economy;*
- *assess the need for economic growth taking account of the implications in terms of increased pressure for land and labour resources;*
- *review existing development allocations to ensure that the best use is made of each site;*
- *assess the potential of sites in the north east of the County to contribute to managed economic growth including the Strategic Locations identified in Policy LOC1;*

- *manage the provision and release of land for housing and employment taking into account the implications for labour resources; and*
- *work together with other authorities and organisations in the wider Crawley/Gatwick area which extends into Surrey and East Sussex to assess longer term economic and environmental needs and constraints and the potential for improving transport links with the West and East Sussex coastal towns.*

Rural needs

Policy NE8

- (a) **Development which needs to be located in the countryside in order to sustain the countryside as a place of varied and productive social and economic activity, in accordance with Policy LOC2, should be permitted provided that the character and environment of the area is protected and, where possible, enhanced. Such development will include the primary rural uses such as agriculture, horticulture, and forestry and may also include other uses which are acceptable in principle under the other policies of this Plan including subsidised housing; business uses; community facilities and services; leisure, cultural and tourism facilities; transport facilities, nature conservation; mineral extraction; and the management of waste. Proposals for appropriate uses as part of farm diversification schemes should be permitted where they are essential to ensure the continued viability of farming operations within the context of whole farm plans.**
- (b) **Local plans will include policies to ensure that subject to Policy LOC2, outside built-up area boundaries:**
- (1) **proposals to sustain the countryside as a place of varied and productive social and economic activity are supported in principle;**
 - (2) **the location, scale and appearance of development and the impact of increased activity does not adversely affect the amenity, character or environmental features of the area;**
 - (3) **development does not result in an unacceptable increase in traffic levels; and**
 - (4) **proposals for uses as an essential part of farm diversification schemes ensure the continued vitality and viability of farming operations as part of whole farm plans.**
181. Building in the countryside, outside the defined built-up area boundaries of existing settlements and areas allocated for development in local plans, will be controlled carefully in order to protect the character of the countryside especially those areas which are of particular value for example, due to their landscape or nature conservation value. Development proposals in villages or settlements where no built-up area is defined in local plans will be treated as development in the countryside. However, there is a need to ensure the maintenance and evolution of the rural economy and of rural settlements whilst protecting the qualities and characteristics which those local communities and others value.
182. Policy LOC1(c) establishes that limited provision should be made through the identification of sites in local plans, including small-scale extensions, to ensure the evolution of rural communities by meeting identified needs for housing and other activities and to support local facilities and services. Any greenfield allocations identified in local plans for such purposes will be included in built-up area boundaries – Policy NE8 deals with the potential need for additional development to meet rural needs outside identified built-up areas and which is acceptable under Policy LOC2.
183. In promoting economic health and prosperity, acceptable uses in the countryside will include the primary rural uses of agriculture, horticulture, and forestry. Other uses may include some business uses (see Policy NE5), tourism (see Policy NE12), transport facilities (see Policies NE13-22) and nature conservation (see Policy ERA2). Mineral extraction and the disposal of waste may also be acceptable in the countryside (see Policies ERA6 and 8). Exceptionally,

there may be an identified need for subsidised housing adjoining defined built-up areas (see Policy NE3). There may also be a limited need for community facilities and services and which cannot be accommodated within built-up areas (see Policy NE11).

184. The uses referred to above may come forward either as independent proposals or as part of programmes for the diversification of farming or forestry enterprises. Whilst farming continues to be important to the economy of rural areas, diversification into non-agricultural activities is vital to the continuing viability of many farm businesses and to enable the overall general method of agricultural land management to continue. In such cases, whole farm plans should be prepared to ensure the continued survival of farming operations and to ensure that the impact of necessary enabling development on rural areas is acceptable.
185. The location and design of new development should be handled with great care and be related sensitively to existing settlement patterns and to local character. The scale of development and level of activity must also be compatible with a countryside location.
186. To assist with the planning of rural areas, the district and borough councils should work with parish councils, local community groups and other stakeholders, including the County Council, to develop 'parish plans'. Parish plans should be prepared to identify key facilities and services, set out the problems that need to be tackled and demonstrate how distinctive character and features could be preserved. Such plans should address the needs of the entire community and have the support and involvement of the community at large. The district and borough councils should consider adopting the relevant parts of parish plans as supplementary planning guidance.
187. As part of the Local Transport Plan, the County Council has adopted a Rural Transport Strategy. Its overarching aim is to minimise the impact of traffic on the countryside whilst sustaining the rural economy. In some rural areas, the private car will continue as the main means of travel. However, the Strategy aims to ensure that those without a car have access to local services, public or community transport. Transport plans will be prepared for selected rural communities. Development should not lead to an unacceptable increase in traffic levels.

District planning authorities should:

- *identify rural social and economic needs and determine how the needs can be met;*
- *identify uses which are prevalent in their areas (such as horticulture in Arun and Chichester Districts) set out the criteria to be applied to such proposals in local plan policies; and*
- *and support farm diversification schemes for business purposes compatible with a countryside location and set out the criteria to be applied to such proposals in local plan policies.*

Town, village, district and neighbourhood centres and retail development

Policy NE9

- (a) **Development within existing town, village, district and neighbourhood centres should be permitted provided that it helps them to adapt and reinforces their vital role in meeting needs, acting as the focus for a wide range of activities including retailing, leisure, cultural, business and residential uses, and as a focus for the integration of transport.**
- (b) **Local plans will include policies to:**
 - (1) **reinforce the roles of established centres and maintain or enhance their vitality, viability and character;**
 - (2) **maintain or improve the retail function of established centres; and**
 - (3) **allocate suitable sites or areas for additional retail and other development within the centres to meet any identified need.**

Policy NE10

(a) Retail development which cannot be accommodated within the existing town, village, district and neighbourhood centres should not be permitted unless it meets identified need and does not undermine the vitality, viability and retail function of the centres. Local shops should be permitted where they meet the identified needs of local communities.

(b) Local plans will include policies to:

(1) ensure that new or improved retail development outside the centres:

(i) complements existing shopping on offer by providing a range and type of facilities which cannot be accommodated within an existing centre following the adoption of a sequential approach to site selection;

(ii) is of a scale and nature no greater than that required to meet any identified need;

(iii) does not adversely affect the vitality and viability of any nearby centre as a whole, either as an individual development or cumulatively with similar existing or proposed developments; and

(iv) offers realistic, safe and easy access by a range of transport modes, not exclusively by car.

(2) where appropriate, allocate suitable sites or areas for additional retail development taking into account the locational strategy in Policy LOC1 including provision as part of mixed-use development at the Strategic Locations; and

(3) secure the retention of local shops and enable the provision of new local shops.

188. Town centres provide a focus for activities which give West Sussex settlements their distinct character. As hubs for passenger transport, they allow access by means other than the private car, and by concentrating people, create a critical mass for the provision of artistic and cultural events. However, town centres are much more than merely a collection of shops. Indeed, changes in retailing which have been happening over the last few years have reduced their retailing role. Pressures from other leisure uses have pushed up rental levels; internet sales are making inroads into certain sectors, especially music, travel and electrical goods. In addition, large investments have been made in surrounding towns – Brighton's Churchill Centre, and Gunwharf Quays in Portsmouth to name but two. Therefore, to maintain and enhance the town centres of West Sussex, they must be encouraged and enabled to develop, improve and adapt to the changing expectations and needs of residents.

189. Perhaps more than at any previous time, town centres need to be constantly improving. The mobility of the population is such that, if one centre fails to live up to expectations, people will select another town for their needs.

190. This Plan recognises that, with new forms of retailing being developed all the time, policies need to be flexible and imaginative. Internet retailers have no restrictions on hours, size, and type of goods sold. Increasing sales may have a large impact on well-known high street companies, and changes to the main uses of centres may be required if vacant properties are not to blight them.

191. Towns in West Sussex perform roles from local to the sub-regional, with a commensurate requirement for different types of development. Currently, there are four main groups of towns, which are listed below starting with those which are the largest and have the widest range of functions:

- Worthing, and Crawley;
- Chichester, and Horsham;
- Bognor Regis, Littlehampton, Lancing, Shoreham-by-Sea, Burgess Hill, Haywards Heath, and East Grinstead; and

- Midhurst, Petworth, Billingshurst, Arundel, Henfield, Storrington, Steyning, and Selsey.
192. This natural hierarchy should normally be maintained, although some movement up (or down) the hierarchy may be expected, in line with the need for innovation described above. The planned housing growth of towns in the north east of the County will support an enlarged retail base. To help keep retail expenditure within the local area, it is likely that Crawley's shopping provision, in particular, will need to grow and; it could become a regional retail centre complementing Croydon to the north and Brighton to the south, subject to the impact on the vitality and viability of other centres. The development of Fastway will be a major incentive to such expansion.
 193. Policies in this Plan are designed to help town centres adapt and develop in such innovative ways. 'Out-of-centre' (although not 'out-of-town') developments are not necessarily ruled out. Rather, the emphasis is on town development as a whole, and the way in which such out-of-centre proposals can, in some cases, increase the total local retail base. This can help to prevent 'leakage' of expenditure to towns further away. Attractive town centres are also not merely the sum total of the buildings: the range of goods, quality and service plus the opportunity for a complete leisure 'experience' are of equal if not greater importance.
 194. There is a wide range of smaller centres which provide more local shops and services. These include village centres as well as district and neighbourhood centres in larger towns. They perform a valuable role in meeting the needs of local communities. They should continue to improve and adapt to changing expectations and needs. In addition to established centres, individual shops, or groups or parades of shops meet local needs – their provision and retention should be supported. New centres or new local shops should be provided, where necessary, as part of mixed-use development at the Strategic Locations (see Policy LOC1).
 195. Farm shops selling goods of which the majority are produced locally, allowing for seasonal variations, help to support the rural economy and should be supported where they would not adversely affect the vitality or viability of a nearby village shop. Garden centres have a role to play in meeting shopping needs. Where possible, they should be located within built-up areas as they can have an adverse impact on the character of the countryside.
 196. Local plans will identify centres which need investment to maintain and develop their commercial attractiveness, and also those which can accommodate a greater amount of retail and other floorspace. They provide particular opportunities for mixed-use development which make the best use of land and contribute to the vitality and viability of the centres (see Policy DEV2). Sites should be allocated to meet identified needs giving priority to retail development within established town, village, district and neighbourhood centres before sites outside the centres are considered. The sites should offer safe and easy access by a range of transport modes, not exclusively by car.
 197. A plan-led approach to the provision of retailing will remove the uncertainty created by speculative proposals, on both previously-developed land and greenfield sites, especially for large-scale superstores. A sequential approach should be applied to site selection by retail developers and any retail development outside the centres should not undermine the vitality, viability and retail function of established centres.

District planning authorities should:

- *identify the town, village, district and neighbourhood centres within their areas and assess their vitality and viability;*
- *determine the need or potential for retail and other development within the centres taking into account Policy DEV2 (Mixed-uses);*
- *determine whether there is a need for retail development which cannot be accommodated within established centres; and*
- *consider the need to provide policy guidance on farm shops and garden centres.*

Community facilities and services

Policy NE11

- (a) **New or improved community facilities and services should be permitted where they meet the identified needs of local communities. Low-impact informal**

recreation in the countryside should be permitted provided that it accords with Policy LOC2.

(b) Local plans will include policies to ensure that:

- (1) where possible, identified needs will be met, including the allocation of land, giving priority to the improvement of existing facilities and services;**
- (2) where possible, new development is located within built-up area boundaries and is of a scale and nature which meets the needs of local people;**
- (3) development for recreation outside built-up area boundaries is of a scale and impact which is compatible with a location in the countryside and that, where appropriate, a sequential approach has been applied which gives priority to sites adjacent to built-up area boundaries;**
- (4) ensure that, wherever appropriate, provision is made for improved access to and along the coast, rivers, waterways, and wetlands for walkers, cyclists and horse riders, including links to the existing rights of way and cycleway networks;**
- (5) new development provides for the needs it creates and it does not impose costs on existing residents (see Policy DEV3); and**
- (6) new development does not result in the loss of, or adversely affect, an important recreational resource (including open space and rights of way) unless a new resource is provided which is of at least equivalent value or measures are undertaken to mitigate the harmful effects of the development.**

198. The high quality of life in the towns and villages of West Sussex derives partly from the wide range of convenient and accessible community facilities and services. These include non-commercial recreation, open space, public rights of way network, health, education, community centres, places of worship, and cemeteries. These have been maintained over the years and re-fashioned as times change and community needs develop.
199. New and improved services and facilities for the communities of West Sussex will be needed. These may include a new hospital in the north of the County for which the need has already been identified subject to the outcome of the review of health services. 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.
200. Government guidance stresses the importance of sport, open spaces and recreation in our daily lives, including the value of open space to townscape and as havens for wildlife. Some towns have less open space than comparable places elsewhere.
201. Outside the towns, the West Sussex countryside provides for informal recreation in keeping with the quiet rural character of the County. Quiet, informal recreation in the countryside should be supported, on a scale and intensity compatible with a countryside location. Sites adjacent to built-up areas should be considered first.
202. The excellent footpath network in the County includes nationally-famous long-distance routes like the South Downs Way, more locally known pathways and bridleways such as the Downs Link, the High Weald Landscape Trail, shorter trails, and circular routes. The public rights of way network of West Sussex is therefore an important resource for residents as well as visitors, giving access to the distinctive countryside of the County.
203. In some areas, it is difficult to gain access to and along the coast, rivers and waterways. Public access to and along the coast, for the amenity of users of the rights of way network, should be opened up as part of new development where the opportunity arises subject to the environmental impact being acceptable, for example, the impact on habitats and species (Policy ERA2).

204. District planning authorities should conduct assessments of need, protect facilities of value to local communities, and resist their loss. The main aim should be to maintain and improve existing facilities. Additional facilities should be planned for and suitable land provided for them in accessible locations within the built-up area. Where appropriate, new development including large-scale mixed-use development at the Strategic Locations should provide new facilities or contribute to the improvement of existing facilities. Community development should not damage the urban environment and any harmful effects should be mitigated.
205. Existing recreational land and rights of way should not be taken for some other purpose unless consideration has been given to the need to replace them.

District planning authorities, with local communities and service providers, should assess the needs of communities for community facilities and services.

Leisure, cultural and tourism facilities

Policy NE12

- (a) **New or improved leisure, cultural and tourism facilities, including the provision of tourist accommodation, should be permitted provided that they accord with Policy NE9 and are located within built-up area boundaries unless the development requires, and is compatible with, a countryside location.**
- (b) **Local plans will include policies to ensure that:**
- (1) **where possible, identified needs will be met including the allocation of sites for leisure, cultural and tourism facilities, giving priority to the improvement of existing facilities;**
 - (2) **development is of a scale and nature which meets the needs of local people or increases the range and improves the quality of attractions and experiences for tourists and day visitors in the County;**
 - (3) **development does not adversely affect the vitality and viability of any nearby centre as a whole, either individually or cumulatively with similar existing or proposed developments;**
 - (4) **within built-up areas, a sequential approach has been applied which gives priority to suitable sites or buildings within or adjacent to established town, village, district or neighbourhood centres;**
 - (5) **leisure, cultural and tourism facilities are only permitted outside built-up area boundaries if they require, and are compatible with, countryside locations; and**
 - (6) **new development does not result in the loss of an important cultural resource unless a new resource is provided which is of at least equivalent value except where this would not be practicable or it would conflict with an important policy or policies of this Plan.**
206. The wide range of leisure, cultural and tourism facilities of the County contributes to its attractiveness as a place to live, work and play as well as to visit. Leisure and cultural facilities include sports centres, ten-pin bowling, health and fitness centres, golf courses, museums, art centres, theatres, and cinemas, and other facilities run on a commercial basis. These are used by residents and tourists alike but there are also facilities aimed specifically at tourists such as hotels, camping and caravanning sites, and other specialised accommodation.
207. The County has over a hundred major visitor attractions. They include places and features such as Arundel Castle, the Bluebell Railway, and the Chichester Festival Theatre. In addition, there are many small local and specialist museums, privately-owned historic houses, and wildlife reserves. Regular, large events bring in many tourists, including those at Goodwood Racecourse and Motor Racing Circuit and the South of England Show. High-quality garden attractions and historic properties owned by the National Trust and others are another part of the picture. The County Council is preparing a Cultural Strategy for West Sussex which will

encompass arts, education, sport and recreation, museums and archives, libraries and tourism. The Strategy will cover both the built and the natural environments of the County.

208. Tourism is an important industry and source of employment and revenue in the County. Whilst the coastal resorts continue as an important part of the leisure industry in West Sussex, visits to them have declined over the years. On the other hand, visits to the rural areas and to other towns have increased. This has led to some development pressures in sensitive environments and a steady increase in travel by private car for leisure purposes generally. Increased air traffic at Gatwick Airport and associated business growth has led to a buoyant visitor economy and growth in the number of bedspaces in the Crawley area.
209. The main aim is to maintain and improve existing leisure, cultural and tourism facilities. New development should be of an appropriate scale and be in accessible locations in towns and villages, particularly within established centres. Consideration should be given to flexibility in the format, design and scale of the development. Sites adjacent to built-up areas should be considered next but there must be a demonstrable need for such development and it must be compatible with a countryside location. Priority should be given to the re-modelling of existing premises and the sympathetic extension and reuse of suitable existing buildings, possibly to support diversification of the rural economy.
210. Any development for new or improved facilities should neither detract from the viability or vitality of existing centres nor damage the environment visitors come to enjoy. For example, although the coast, rivers, and waterways have great recreational and tourism value development for tourism and an increase in the number of tourist 'honeypots' can damage the natural qualities that visitors have come to see. It is important that the use of such features is carried out in a way that does not harm the environment or historic features.

District planning authorities should assess the needs of their communities for leisure and cultural facilities.

Transport

Policy NE13

(a) In order to manage successfully the anticipated growth in demand for communication and travel, proposals for development should be permitted provided that, where possible, they:

- (1) widen travel choice and promote walking, cycling and passenger transport;**
- (2) improve road and personal safety for the travelling public;**
- (3) integrate the different types of transport and the various provisions of service to maximise the efficiency of transport systems;**
- (4) assist the promotion of an efficient economy and the achievement of sustainable economic growth;**
- (5) reduce traffic growth, pollution and congestion in order to protect public safety, the economy, and the natural and built environment; and**
- (6) promote access to facilities and services for all.**

(b) Local plans will include policies to reflect the strategic intent in (a) above.

211. It is essential that land-use planning and transport planning are fully integrated and therefore the Structure Plan and Local Transport Plan (LTP) are intended to be complementary to each other and should be read together. The Structure Plan contains the broad transport strategy for West Sussex for the next 15 years or so, concentrating in particular on its relationship with land-use. The LTP also expresses this strategy but includes more detailed proposals and strategies for a wide range of transport issues. The detailed land-use implications of both the Structure Plan and LTP policies also feed into the Minerals, Waste and District Local Plans.
212. Road and some rail schemes require land and these tend to skew the apparent significance of these modes in land-use planning. 'Soft' policy measures such as changing public attitudes

towards use of the private car can help to reduce traffic impact, especially where infrastructure to facilitate use of other modes is built ahead of development, before patterns of transport use have been established by new residents.

213. The Strategic Locations identified in this Structure Plan (and allocations on previously-developed land) were selected in part on the ability of these sites to be integrated into the West Sussex road and rail network, to ensure that additional trips by car could be minimised and opportunities for use of passenger transport maximised. Existing facilities should also be accessible from new development by walking and cycling, for example, local shops, community centres, schools, recreational facilities, public houses. These criteria are based on the objectives of the LTP. They will need to be taken account of in Local Plans, in narrowing down areas of search, and when considering specific proposals.
214. Strategic and more local development requires suitable transport infrastructure links for all modes of transport. These are pedestrian and cycling links, local access to bus and rail services, preferably within easy walking distance, and suitable highway access. Additional trips on all modes generated by the development need to be catered for by new or improved infrastructure and services.
215. Policy NE13 is an overarching policy and Policies NE14 through to NE22 deal with more specific transport related needs in relation to development.

Walking, cycling and mobility

Policy NE14

(a) Existing infrastructure which continues to meet the needs of pedestrians, cyclists and those with mobility impairment should be protected and, where possible, enhanced. New or improved infrastructure which meets the needs of pedestrians, cyclists and those with mobility impairment should be permitted.

(b) Local plans will include policies to:

- (1) protect and, where possible, enhance existing infrastructure which meets the needs of pedestrians, cyclists and those with mobility impairment; and**
- (2) ensure that identified needs will be met, where possible, including the allocation and safeguarding of land for suitable routes and sites.**

216. Walking and cycling have minimal impact on the local environment and have significant potential to reduce road congestion, particularly for short trips. Some people have difficulty moving around which may include those who use wheelchairs, the visually impaired, and people pushing prams or pushchairs. The Plan's strategy is to encourage walking and cycling as means of travel and to ensure that the needs of those with impaired mobility will be met (see also Policy DEV4).
217. Some schemes for new or improved facilities for pedestrians, cyclists and those with impaired mobility are identified in the Local Transport Plan, in the Stepping Ahead and Pedalling Ahead Strategies and as part of the National Cycle Network. Significant parts of the National Cycle Network have been implemented within West Sussex, and the County Council is working with Sustrans to complete the remaining route (NCR2) along the south coast by 2005.
218. Proposals could include pedestrianisation and pedestrian priority schemes, pedestrian and cycle route networks (including safer routes to schools), and links between towns and villages and the countryside. They should maximise integration between transport modes, and between pedestrian and cycle networks and bus and rail interchanges. 'Quiet roads' are largely rural roads where greater priority is given to walkers, cyclists and riders so that they can more safely share them with vehicles. There are twelve national pilot areas for the 'Greenways' and Quiet Roads initiatives which are being pioneered by the Countryside Agency.

District planning authorities, with the Transport Authority, should assess the need for new or improved facilities for pedestrians, cyclists and those with impaired mobility (taking into account those identified in the Local Transport Plan).

Passenger transport

Policy NE15

- (a) **The Strategic Passenger Transport Network, which is best able to cater for passenger trips within and between built-up areas, should be protected. New or improved infrastructure which meets the needs of passenger transport users and operators should be permitted.**
- (b) **The following schemes will improve facilities for passenger transport and, where appropriate, will be added to the Strategic Passenger Transport Network when they are completed subject, where appropriate, to Government approval. The schemes will be expected to be brought forward, where appropriate, in association with strategic development proposals:**
 - (1) **the Thameslink 2000 scheme;**
 - (2) **the Arundel Chord rail line;**
 - (3) **the Bognor Regis to Chichester rail link;**
 - (4) **the Fastway integrated transport system;**
 - (5) **high quality passenger transport proposals linking the Strategic Locations with adjoining urban areas and which are innovative and attractive to users (see Policy DEV6);**
 - (6) **a high quality link between East Grinstead and Crawley/Gatwick as part of a comprehensive package of transport improvements at East Grinstead;**
 - (7) **the remodelling of railway track at Gatwick Airport;**
 - (8) **a rail passing loop at Worthing; and**
 - (9) **terminating rail facilities at Chichester.**
- (c) **Passenger transport improvements in the Gatwick to Brighton corridor will be supported where they enable passenger transport to increase its share of total travel and provide a genuine choice of means of travel.**
- (d) **Local plans will include policies to:**
 - (1) **protect the Strategic Passenger Transport Network to enable passenger transport to increase its share of total travel and provide a genuine choice of means of travel; and**
 - (2) **ensure that identified needs will be met, where possible, including the allocation and safeguarding of land for the schemes identified in (b) and any other suitable routes and sites.**

219. Passenger transport plays an important role enabling people to move around and through the County and in meeting local and Government targets for reducing road congestion and encouraging more sustainable travel habits. In general passenger transport services need to be greatly improved to make them a more attractive option for the travelling public, and significant investment needs to take place to achieve this goal.
220. The Plan's strategy is to make it easier to get around within West Sussex by passenger transport and, wherever possible, to ensure that the use of passenger transport is an option available to as many people as possible (see also Policy DEV4). The emphasis will be on improving passenger transport links along the coast; between the coast and the rest of the West Sussex, in particular the towns in the north east of the County; and in the Horsham/Crawley/East Grinstead axis. More locally, the strategy is to improve access by passenger transport within towns, including the Strategic Locations (Policy LOC1), and to improve access to the towns from their rural hinterlands. In rural areas, it is to ensure that those without a car have access to local services, public or community transport and transport plans will be prepared for selected rural communities.

221. Passenger transport infrastructure includes the improvement of existing or the provision of new bus and rail stations, bus priority measures, and the provision of new rail lines. These have been identified in the Local Transport Plan, but further proposals could be brought forward as part of development proposals. Proposals for rail schemes will be progressed subject to their economic, technical, and commercial viability. It will be the responsibility of a scheme promoter to prove the viability of such schemes and gain rail industry support. Specific proposals for transport interchanges are identified in Policy NE21.
222. The emerging County Bus Strategy contains the Strategic Passenger Transport Network and will set the strategic context for passenger transport services in West Sussex. The Strategic Passenger Transport Network:
 - identifies inter-urban and core passenger transport routes, both road and rail based;
 - provides interchange with local/feeder networks;
 - responds to changing patterns of development and new development areas; and
 - provides the framework for local network strategies to be developed.
223. The inter-urban, urban and rural passenger transport networks together create a network that will cater for most passenger transport trips. The development of this network in terms of usage and coverage will be encouraged.
224. The Thameslink 2000 scheme, which will significantly improve rail services from the South Coast to and across the Thames to destinations north of London, has been deferred by the Government pending further environmental assessment. This scheme has been identified in RPG as having regional significance in support of the regional spatial strategy. Land may be required for platform lengthening at Angmering, Balcombe, Crawley, Durrington-on-Sea, East Grinstead, Goring-by-Sea, Haywards Heath, Lancing, Littlehampton, Three Bridges and West Worthing stations on the Strategic Passenger Transport Network, in connection with the development of the strategic rail network.
225. Reconfiguration of the rail line at Gatwick Airport is required to improve capacity between Brighton and London, and to provide greater operational efficiencies at Gatwick Airport. The Strategic Rail Authority is taking this proposal forward.
226. A new rail line, the Arundel Chord, which will improve facilities and provide new journey opportunities for passenger movement between the Arun Valley and the South Coast east of Littlehampton is proposed subject to the outcome of the South Central rail franchise negotiations.
227. Improved rail links are necessary between Bognor Regis and destinations to the west (including Chichester), to assist in the economic regeneration of Bognor Regis. This may be provided through a new rail line, the Barnham Chord, which will improve facilities and remove the need for interchange by providing the opportunity for direct passenger movement between Bognor Regis and destinations to the west. Alternatively, train reversing facilities could be provided at Barnham, which will also avoid the need to interchange. Either proposal is subject to economic, technical and commercial viability studies and would need to be funded by development, both on previously-developed land and greenfield sites, and investment by the Strategic Rail Authority. The Strategic Rail Authority has programmed the implementation of train reversing/terminating facilities at Chichester, and a passing loop at Worthing to permit fast services to overtake slow services.
228. The South Coast Rail Network provides for a combination of local journeys and strategic journeys to destinations further afield. The line has been classified as part of the Trans European Network (TEN) and a study undertaken in 1998 identified a number of major infrastructure improvements that would improve the attractiveness, capacity and speed of the line. The County Council would support the provision of direct and improved rail services between West Sussex and Ashford International, linking with rail services using the Channel Tunnel. These new and improved services could be delivered through the South Central rail franchise, with various contributions from development proposals along the South Coast including the major development at the Strategic Locations.
229. The Fastway scheme is a bus-based system using a combination of guideways, bus lanes and bus priority as part of a comprehensive integrated transport system for the Crawley/Gatwick and Horley area. The system will have real time passenger information. Construction of first

phase infrastructure for Fastway started in Spring 2002 and services will be phased in over the core network starting in Autumn 2003, with services linking Crawley and the Bewbush/Broadfield neighbourhoods to Gatwick Airport. Further phases and services will be introduced during 2004 and 2005 and, subject to private sector funding contributions, it is planned to complete the core network by 2006. Local extensions to the services to serve other parts of Crawley and support new developments will be investigated. Strategic links to other destinations will also be investigated in association with major development at the Strategic Locations (see Policy LOC1).

230. Development at the Strategic Locations should help to minimise the need to travel and actively encourage the use of walking, cycling and passenger transport. High quality passenger transport links between the Strategic Locations and adjoining urban areas should be developed as part of the comprehensive planning of the sites (see Policy DEV6). Innovative links which are attractive to users should improve accessibility by, and improve the cost effectiveness of, passenger transport service provision and reduce reliance on the private car.
231. This will be particularly relevant, for example, at East Grinstead, where the relief road will make it possible to provide higher quality passenger transport in the form of improved bus services serving the town centre and surrounding area and also a rapid limited stop type service using the relief road. Improvements should be in place from the start of the development to ensure that residents have a choice of travel means from the outset. An extension to Fastway is being considered and if progressed would be in place well within the plan period.
232. A high quality bus/coach based service between Crawley and Brighton along the A23 is being investigated and considered as part of the sub-regional study of the Regional Transport Study. Existing congestion and junction design on the A23 already have some constraining effect on movement through this corridor and the route is seen as important in supporting and developing the local economy.
233. A local bus strategy has been developed for Worthing and forms part of the Worthing Urban Transport Plan. The strategy involves giving priority to buses at key junctions to improve reliability and reduce journey times as well as improving passenger facilities and information. The core network will be completed, or at least started, by 2006. Expansion of the core network should be identified in association with development proposals and could include measures on the A24 through the Findon Valley, or expansion of the scheme to the east to include Lancing and Shoreham. The Worthing–Lancing Transport Study carried out on behalf of the Government has identified further public transport improvements for the area. Rail network improvements are proposed through the provision of a passing loop at Worthing, allowing faster services to overtake stopping services. This will increase capacity of the rail network along the South Coast.
234. For the Chichester area, the focus of bus priority measures should be to reduce peak period journey times particularly for routes crossing the A27 and journeys between Chichester and Bognor Regis. A longer-term objective is a creation of a Park and Ride scheme for the city as city centre parking capacity becomes constrained. The Strategic Rail Authority has proposed train reversing facilities at Chichester to provide more flexibility in rail services. A new Chichester–London Victoria via Horsham service already uses this option and this could be extended.
235. Bus priority measures in Horsham will need to be targeted at reducing journey times in peak periods, particularly on the radial approaches to the town centre and within the central area. Bus priority measures should support the Horsham Park and Ride Strategy by seeking to reduce journey times on Park and Ride corridors (see Policy NE21).

District planning authorities, with the Transport Authority, should assess the need for new or improved public transport provision taking into account proposals identified in the Local Transport Plan, and needs identified through local communities.

Freight

Policy NE16

- (a) **The Strategic Freight Network, which is best able to cater for freight trips within and through the County, should be protected. New or improved**

infrastructure which meets the needs of freight transport users and operators, in particular the use of railways for freight transport, should be permitted.

- (b) The following schemes will improve facilities for freight movement and, where appropriate, will be added to the Strategic Freight Network when they are completed: Improved rail freight depots at Chichester, Crawley, and Horsham, and a new rail freight depot at Littlehampton.**
 - (c) Local plans will include policies to:**
 - (1) protect the Strategic Freight Network in order to support the efficient and effective use of road, rail, and sea for freight movement; and**
 - (2) ensure that identified needs will be met, where possible, including the allocation and safeguarding of land for the schemes identified in (b) and any other suitable routes and sites.**
236. The movement of goods and services is vital to the economy. The lack of infrastructure for freight carried by road, rail, sea and inland waterways, can constrain economic growth. The lack of investment in new sites and premises threatens the competitiveness of existing businesses and makes the area less attractive to new investors. The aim is to develop a transport system for freight which will support economic growth. The improvements to road and rail infrastructure proposed in this Plan will contribute to this aim.
237. Strategies for dealing with the movement of goods are set out in the Local Transport Plan, and will be delivered through partnerships between the freight industry and its customers. Most freight will continue to be moved by road although the increased use of railways for freight transport will be encouraged, where possible (see also Policy DEV4).
238. Rail freight depots at Chichester, Crawley and Horsham are in use to some extent, and offer potential for increased use primarily for transportation of minerals. Littlehampton is an important site for aggregates and the wharfage is presently served by road freight traffic, with potential for use by rail freight. The sites are identified and safeguarded in the West Sussex Minerals Local Plan. Other sites in the County have some limited potential for rail freight use including at Ardingly, Three Bridges, Portfield and Warnham.
239. Industrial, warehousing or minerals development that could make use of the railway for freight transport should make provision to do so, even if the opportunity is not taken at that time.
240. The roll-forward of the Local Transport Plan will identify the Strategic Freight Network which will include the Advisory Lorry Network with associated designated lorry parking facilities, the rail network and connections to seaports where freight is the predominant activity.
241. Local planning authorities, with the Transport Authority, should assess the need for new or improved freight provision taking into account the schemes identified in the Local Transport Plan, including lorry parking facilities.

The local planning authorities, with the Transport Authority, should assess the need for new or improved freight provision (taking into account those identified in the Local Transport Plan).

Roads

Policy NE17

- (a) The Strategic Road Network, which is best able to cater for trips starting or ending outside the County (excluding freight, see Policy NE16), should be protected. The formation of any means of access to a highway forming part of the Strategic Road Network should not be permitted where it would have a detrimental effect on operational highway capacity or safety. The intensification of the use of an existing access onto the Network should not be permitted where the traffic capacity of the existing highway is already, or is near to being, exceeded.**
- (b) New or improved roads and other highway infrastructure should be permitted provided that they will improve road safety, reduce congestion, improve the**

ability to move people and goods to the benefit of the local economy, and result in an overall improvement to the environment.

- (c) The following schemes will improve the road network and will be completed, or at least started, by 2016 subject, where appropriate, to Government approval and funding (* schemes mainly associated with the Strategic Locations):**

(1) Trunk Road Network:

- (i) A23 Handcross-Warnglid improvements;**
- (ii) A27 Arundel Bypass;**
- (iii) A27 Chichester Bypass improvements; and**
- (iv) A27 Worthing/Lancing improvements.**

(2) Strategic Road Network:

- (i) A24 Horsham to Capel (Surrey);**
- (ii) A24 Horsham Western Bypass junction improvements*;**
- (iii) A24 Ashington to Southwater route safety scheme;**
- (iv) A259 Bognor Regis relief road*;**
- (v) A264/A22 East Grinstead relief road*; and**
- (vi) A272 Haywards Heath relief road*;**

(3) Supporting Network:

- (i) A286 Stockbridge link road;**
- (ii) Crawley western relief road*;**
- (iii) East Worthing access road; and**
- (iv) Titnore Lane, Worthing*.**

- (d) Local plans will include policies to:**

- (1) protect the Strategic and Supporting Road Networks;**
- (2) ensure that the needs of motorists will be met, where possible, including the allocation and safeguarding of land for roadside facilities and picnic sites. The scale and type of proposals should relate to likely demand, the status of the route and the character of the surrounding area; and**
- (3) ensure that identified highway infrastructure needs will be met, where possible, including the allocation and safeguarding of land for the schemes identified in (c) and any other suitable routes and sites.**

242. One of the objectives of the Plan is to reduce the need to travel and ensure 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. Although the emphasis is on increasing opportunities for walking, cycling and using passenger transport, there will be a need for new and improved roads where they can improve road safety, reduce congestion and bring about an overall improvement to the environment, including a reduction in air pollution (see also Policy DEV4). Reducing congestion will help to increase the flow of buses and other road passenger transport (see Policy NE15) as well as freight moved by road (see Policy NE16).
243. There may be a need for new or improved facilities for the comfort and convenience of road users, such as petrol filling stations, motorists' restaurants, or similar facilities. These should be located within built-up areas, where possible, and their impact on the environment should be acceptable.
244. The Strategic Road Network includes those main roads within the County which are best able to cater for trips starting or ending outside West Sussex. This is backed up by the Supporting

Network of roads which cater for more local journeys including links onto the Strategic Road Network.

245. The following roads are included in the Strategic Road Network:

- Motorways and trunk roads:
 - M23*
 - A23(T)*
 - A27(T)*
- County roads of strategic importance:
 - A22*
 - A23 (from M23 Junction 9a to the Surrey County boundary)
 - A24 (from A27 northwards to Surrey County boundary)*
 - A259 (from A27 Chichester to A29 Bognor Regis)*
 - A259 (from A29 Bognor Regis to the junction with the Angmering bypass)
 - A264 (from A24 to M23 Pease Pottage)*
 - A264 (from M23 to A22)*
 - A272 (from A24 eastwards to East Sussex County boundary)*
 - A280 (from A259 to A27 Angmering)
 - A280 (from A24 Findon to A27 Patching)*
 - A281 (from A264 Broadbridge Heath to Surrey County boundary)
 - A283 (from A24 Washington to A27 Shoreham)*
 - A2300 (from A23 to Burgess Hill)

246. Roads indicated by * form part of the nationally designated Primary Route Network (PRN). These are routes suitable for long-distance traffic between primary destinations. The County Council is seeking removal of the A272 west of the A24 from the PRN. Changes in the strategic status of any of these roads will be recorded in the Local Transport Plan or its annual progress reviews.

247. The proposals for new or improved roads in Policy NE17 reflect the Plan's overall transport strategy of improving transport along the coast; between the coast and the rest of the West Sussex, in particular the towns in the north east of the County; and in the Horsham/Crawley/East Grinstead axis. This strategy encourages economic regeneration of the coast (Policy NE6) by improving accessibility. It also supports economic growth in the north east of the County (Policy NE7) by providing better access to Gatwick Airport; enabling more efficient movement of freight to, from and within the area; and providing better links between homes and jobs. The improvements to the Trunk Road Network in Policy NE17(c.1) are the responsibility of the Highways Agency and subject to Government approval and funding. The improvements to the Strategic and Supporting Road Networks in Policy NE17(c.2 and 3) are the responsibility of the County Council as the Transport Authority and will either be funded through the Local Transport Plan or funded, in part or in full, through contributions from development (see paragraph 254).

248. Two Government-led Multi-Modal Transport Studies on strategic transport corridors in West Sussex have been completed. The first considered the future role of the A27 Trunk Road through Worthing and Lancing alongside other transport improvements in the area. The second study is the SoCoMMS which considered the full extent of transport requirements and infrastructure between Southampton and Ramsgate. The scope of the Worthing to Lancing Study was limited to 'smaller scale, local solutions' and has published its outcomes, the primary ones being:

- signalisation of the main A27 junctions through Worthing/Lancing with improved pedestrian and bus priority facilities;
- traffic calming/management in residential areas; and
- improvements to the bus network including Bus Quality Partnerships to provide more direct services and improved integration with the rail network;

249. The strategic role of the A27 through Worthing and Lancing was to be considered in the context of the South Coast study which was published in September 2002. However, the Government announced in July 2003 that it did not support the recommendations in SoCoMMS which include improvements to the junctions on the A27 Chichester Bypass, the provision of an Arundel Bypass, improvements to the A27 at Worthing/Lancing, and improvements to the South Coast rail network. It did not support the improvements to the A27 identified in SoCoMMS due to their environmental impact but it has not ruled out amended schemes which have reduced impacts.
250. The County Council will continue to lobby for improvements to the A27 as lack of progress in implementing such improvements will place pressure on the road network in the County, including on the A259 and on routes through the South Downs. In addition, congestion and capacity problems need to be addressed to enable the Strategic Locations at Chichester City and in Arun District, west of the River Arun (see Policy LOC1) to be delivered.
251. The County Council is working with the Highways Agency, the Department for Transport, and the Statutory Environmental Agencies on three separate studies, one each for Chichester, Arundel and Worthing/Lancing, to identify acceptable amended schemes. At Chichester, an integrated package of measures has been identified including improvements to the junctions on the A27 Chichester Bypass; local road improvements including a Stockbridge link road; bus priority measures; parking restrictions; and possibly park and ride. Further detailed work will be undertaken before the Government decides whether to include the schemes for the A27 in the future programme of road improvements. The County Council considers that anything short of a full bypass at Arundel, including a new river crossing, would not address the problems of through traffic. However, alternative improvements to the A27 may address existing and future capacity and congestion problems and work will continue to 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. In respect of Worthing, work will be undertaken to consider the effect of a tunnel on groundwater flows and to consider alternative funding options. Any improvements to the A27, as a Trunk Road, identified through the joint studies will require Government approval and funding.
252. The A23 Handcross-Warnglid Improvements form part of the Government's list of Targeted Road Improvements. A study was commissioned by the Government to re-investigate the environmental impact of the A23 Handcross-Warnglid scheme with a view (subject to Ministerial decision) for inclusion in the Government's ten year transport plan. The County Council will ensure that the improvements are designed to minimise their environmental impact.
253. The A24 Route Strategy comprises the Horsham to Capel Improvement, a joint scheme promoted by both West Sussex and Surrey County Councils, and a route safety strategy between Ashington and Southwater including grade separated junctions at key accident spots, and local safety improvements along the length of the A24. The main objectives of the scheme are safety and environmental improvements to local communities, with safety being the overriding consideration.
254. In addition to improvements to the A23 and A27 as part of the Trunk Road Network which are subject to Government approval and funding, improvements to the Strategic and Supporting Road Networks are also necessary to serve major development, mainly at the Strategic Locations identified in Policy LOC1. Where the development of a Strategic Location is dependent upon the delivery of an improvement to the Strategic or Supporting Road Network, it is accepted that in some cases, a certain number of houses or phases of the scheme will need to be developed first to generate income that will finance the provision of the transport, and other, infrastructure. Safeguards, for example, legal agreements with developers, will be required to ensure that the provision of the necessary infrastructure proceeds in step with the development and that the required infrastructure is completed.
255. Road infrastructure in the Horsham area is subject to problems of congestion and delay. Strategic development at Horsham (Policy LOC1) will require improvements to the strategic road network particularly dealing with bottlenecks on the A24 Horsham Western Bypass.
256. A relief road to the north of Bognor Regis is required in association with development proposals in the Bersted/Felpham area (Policy LOC1). Although, the Bersted part of the north of Bognor Regis Strategic Location was deleted from the adopted Arun District Local Plan following a High

Court challenge, strategic-scale development at the location continues to be acceptable in principle provided that the appropriate infrastructure is in place (see paragraph 81). The scheme will promote economic regeneration to the town and, by removing through-traffic from existing congested roads, will provide opportunities to reallocate road space to give greater priority to pedestrians, cyclists and passenger transport.

257. The A22 through East Grinstead suffers from serious congestion. Previous proposals for a bypass have not been progressed due to environmental and other concerns. Strategic development to the west and south-west of East Grinstead (Policy LOC1) will require transport improvements including an A264/A22 East Grinstead relief road and may require improved links between East Grinstead and M23/Crawley/Gatwick. The relief road must be part of a comprehensive package of transport improvements at East Grinstead which will accommodate demands generated by development at the Strategic Location and provide relief to congestion in the town centre. Full account will be taken of the traffic and environmental impacts in both the immediate and wider surrounding areas, including on the High Weald AONB. The County Council will continue to work with Mid Sussex District Council and other partners, including the Town Council and local communities, to ensure that the principles established in this Plan are implemented on the ground. This will include consideration and resolution of cross-boundary issues with adjoining authorities (including Surrey and East Sussex County Councils, and Tandridge and Wealden District Councils) and their communities, including the potential to secure wider transport and other benefits.
258. The construction of the Haywards Heath relief road is linked to residential development to the south-east and south-west of the town (Policy LOC1). Construction of the first two phases has commenced. The remaining stages will be constructed as further development proposals are brought forward. Once complete the relief road will remove a significant proportion of traffic passing through the town centre, providing opportunities to enhance the town centre environment.
259. The capacity of Chichester City and the wider area to accommodate strategic-scale development (Policy LOC1) is inhibited by existing capacity problems on the A27 Chichester Bypass. Work has been undertaken by the County Council and the Highways Agency to identify an integrated package of measures (see paragraph 251) including improvements to the junctions on the A27 Chichester Bypass, as part of the trunk road network, and improvements to the Supporting Road Network, including a Stockbridge link road. Together with a new or improved link road between the B2145 and the A286 south of Chichester, a Stockbridge link road would also improve access from the Manhood peninsula to the A27. Depending upon the final location or locations to be determined through a joint study by the County and District Council (see paragraph 76) strategic development at Chichester City may require the provision of transport improvements to serve the development, possibly including those identified in the joint work referred to above.
260. Strategic development to the west of Crawley (Policy LOC1) will require a western relief road. This will also help to relieve existing congestion and safety problems in the west Crawley area and on parts of the M23, as well as providing better access to Gatwick Airport. It will need to be integrated with the strategic passenger transport network for the area, including Fastway. The need to safeguard land for a possible second runway at Gatwick (see paragraph 269) has implications for the delivery of the relief road (Policy NE17) which would probably need to run through the safeguarded area. A relief road will still be a requirement of the development of the Strategic Location even if new road access to Gatwick from the west is needed to serve a two-runway, two-terminal airport. The matter of the relief road will need to be satisfactorily resolved with BAA Gatwick in order that the implementation of the Strategic Location can progress.
261. The East Worthing Access Road has been a long-standing proposal, in relation to industrial development in the east Worthing area (see paragraph 144). Due to access requirements onto the A27, the exact nature of the scheme requires further work in partnership with the Highways Agency.
262. Improvements to Titnore Lane have been a long-standing proposal, and are to be brought forward in relation to development proposed at Durrington (Policy LOC1). The scheme will bring about increases in safety and capacity, and will improve road access to west Worthing.

263. The approved highway schemes in Policy NE17 may be subject to revision and other schemes still require investigation. An appropriate environmental assessment will be carried out for each road scheme, the results of which will be made available during the consultation period and when planning permission is being sought. Complementary measures on bypassed or relieved roads and elsewhere in the communities affected may also be undertaken, where appropriate.
264. The South Coast Rail Line has a number of level road crossings that cause significant delay and congestion and consequently traffic pollution affecting the immediate surrounding area. Opportunities should be sought as part of new development proposals to improve or remove such crossings, for example, through the use of overbridges.

District planning authorities, with the Transport Authority, should assess the need for new or improved highway infrastructure (taking into account those identified in the Local Transport Plan) and the need for new or improved facilities for motorists.

Public parking

Policy NE18

- (a) **On and off-street car and motorcycle parking for the public in or close to centres and at transport interchanges and at recreational destinations should be permitted provided that it is balanced with the need to encourage the use of transport modes alternative to the private car.**
- (b) **Local plans will include policies to ensure an appropriate level of public parking provision including, where appropriate, the allocation and safeguarding of suitable sites for new or improved provision.**
265. The supply and price of public parking can be a key determinant in whether people choose to use the private car rather than to walk, cycle or use passenger transport. The Integrated Parking Strategy, set out in the Local Transport Plan, seeks to balance the needs for parking with the need to promote and encourage use of alternative modes of transport. Motorcycle parking is likely to have greater priority for public parking in the future due to the benefits to the environment of motorcycle use over car use. The careful control of on and off-street parking in town centres is necessary to meet this objective.
266. New public parking in urban areas should be part of an integrated approach to transport and support the objective of this Plan. New or existing car parks should be safe, well-lit, well linked with pedestrian routes to the destinations they serve and have designated provision for those with impaired mobility including the disabled.

District planning authorities, with the Transport Authority, should:

- *assess the need for parking provision and consider the potential for suitable alternatives (such as park and ride); and*
- *prepare parking management plans for on and off-street parking in urban areas as part of an Integrated Parking Strategy for the County.*

Gatwick Airport

Policy NE19

- (a) **Development, including car parking, to enable Gatwick to operate as a single-runway, two-terminal airport should be permitted subject to environmental safeguards and providing that it is necessary for the airport's operation as a transport interchange between air and land transport and that it is located within the airport boundary. Development within the airport boundary which is not required for operational purposes should not be permitted. Increases in the level of car parking on Gatwick Airport should be permitted provided that they are compatible with the aims of encouraging the use of means of travel other than the private car. Increases in the level of off-airport car parking for air travellers and airport staff should not be permitted. New residential and other noise-sensitive development should not be permitted in areas most severely affected by noise.**

(b) District planning authorities will:

- (1) define the airport boundary which should include the land which is necessary for the safe and efficient operation of aviation; and**
- (2) include policies in local plans to:**
 - (i) ensure that development which is required for the continued safe and efficient operation of the Airport is located within the airport boundary, including the allocation of land for operational use;**
 - (ii) safeguard non-operational land within the airport boundary for possible future operational use;**
 - (iii) if appropriate, allocate and safeguard land for airport-related development outside the airport boundary;**
 - (iv) ensure that the level of car parking on Gatwick Airport encourages the use of means of travel other than the private car with the aim of reducing the proportion of air travellers, staff and visitors arriving at and leaving the Airport by private car;**
 - (v) prevent any increase in the level of car parking off the Airport for air travellers and airport staff;**
 - (vi) ensure that all reasonably practicable measures are taken by the Airport operator to minimise any harmful environmental or other consequences of the Airport's operation; and**
 - (vii) restrict residential and other noise-sensitive uses within the noisiest forecast 66 L_{eq} contour around Gatwick Airport and ensure that adequate sound insulation is provided for new residential development between the noisiest forecast 60 and 66 L_{eq} contours.**

267. Gatwick Airport is an important influence on West Sussex and the counties immediately to the north and east. It is a major stimulus to economic and employment growth. It not only has a direct impact on the environment including noise and other pollution but also a wider impact through traffic generation and by creating pressure for development. Taking account of these benefits and disbenefits, the Plan supports the operation of Gatwick as a one-runway, two-terminal airport subject to safeguards to ameliorate any adverse environmental impact.
268. In July 2000, Gatwick Airport Limited, the airport operator, published its Gatwick Airport Sustainable Development Strategy (GASDS) which sets out the development needed on the Airport for it to handle 40 million passengers a year by about 2008 with one runway and two terminals. The County Council and Crawley Borough Council in consultation with nearby planning authorities have supported in principle the approach set out in the GASDS. This support is subject to the achievement of the commitments and targets set out in the GASDS. It is also subject to the fulfilment of obligations contained within a legal agreement between the Planning Authorities (West Sussex County Council and Crawley Borough Council) and Gatwick Airport Limited which runs until 31 March 2009. Crawley Borough Council has adopted supplementary planning guidance (SPG) in support of this approach. The GASDS, the agreement and the SPG will be updated and extended as necessary.
269. The construction of a second runway at Gatwick before 2019 is prevented by a legal agreement entered into in 1979 by the former British Airports Authority and the County Council. The Future of Air Transport White Paper, which was published by the Government in December 2003, supports a second runway at Stanstead and a new runway at Heathrow to increase runway capacity in the South East. However, it indicates that the uncertainty about a third runway at Heathrow means that a suitable alternative option, that is, a second runway at Gatwick, should be kept open. BAA Gatwick is required to take steps to safeguard land for a southern wide-spaced runway and the safeguarding will need to remain in place until at least Heathrow has been granted permission for a new runway. The safeguarding will relate directly to the land needed for the runway and the enlarged airport but also indirectly to land affected by the runway's actual operation including issues relating to height restrictions for buildings and aircraft noise. Indicative noise contours for the area around an enlarged Gatwick Airport to reflect the noisiest forecast situation, would be required (see paragraph 277). The

safeguarding issue will not be resolved until at least Spring 2005 and the future of Heathrow is unlikely to become clear until 2007. The need to safeguard land for a possible second runway has implications for development at Crawley, particularly at the North East Sector of Crawley and for the West of Crawley Strategic Location (see paragraph 84).

270. Passenger throughput in 2000 was about 31.0 million. The GASDS enables the airport facilities, including the runway's capacity, to be used more effectively. New facilities include a substantial expansion of the North Terminal, more aircraft stands and car parks, new cargo and maintenance areas, offices and improved passenger facilities. These will be located primarily within the present airport boundary but the boundary may need to be changed in the north west zone when the Crawley Borough Local Plan is reviewed should some of the above new facilities be permitted outside of the current airport boundary.
271. The environmental impact, in terms of air and ground noise from aircraft and associated transport and other activities (particularly at night), air and water quality, landscape, and road traffic, inevitably caused by the Airport's operation (and sometimes attributable to individual developments) will require careful monitoring and if necessary appropriate remedial or mitigation measures. Arrangements to do so are covered by the GASDS, the legal agreement and a memorandum of agreement between the County Council, Crawley Borough Council and nearby planning authorities.
272. Gatwick's role in the Strategy of this Plan is as a transport interchange - between road, rail and air transport. It is important that development within the airport boundary is limited to that required to serve this function and that on-airport land is safeguarded for future operational needs.
273. The modest expansion of 'airside' retailing, which is a valued amenity for air travellers, is likely to be acceptable. However, 'landside' retail development at the Airport is accessible to anyone. Its expansion, if too substantial, could allow Gatwick to become established as an out-of-town shopping destination in its own right, possibly on a regional scale. This would have implications for road traffic and could undermine the vitality and viability of nearby centres (see Policy NE9).
274. Airport-related employment development should be accommodated within any land allocated in accordance with Policies NE1 and NE4. Policy NE12 should provide enough scope for hotel development in the vicinity of Gatwick.
275. Car parking for users of Gatwick should be provided on the Airport and there should be work with the rail companies to provide parking at servicing railway stations. The extent to which car parking demand will be met on the airport is set out in the GASDS. This seeks to achieve a reduction in the proportion of airport passengers and staff seeking to travel to and from the airport by private car by providing a greater choice of alternative modes. However, there is a need to ensure that such initiatives are not counter-productive, for example by leading to a doubling of road trips if an air passenger switches from self-drive to 'kiss and fly' or taxi, rather than to public transport. Increases in the provision of car parking off-airport will conflict with the Strategy of this Plan and should be resisted.
276. Targets have been set for a modal shift to passenger transport and progress towards these will be monitored and remedial action taken where progress is unsatisfactory. The aim is to ensure that parking provision on the Airport, based on the total number of spaces in 2008, is consistent with 40% of air passengers travelling by passenger transport (subject to there being no significant change in the current level of off-airport parking provision). There should be enough airport land for car parking within the current boundary if it is carefully used. Fastway, a rapid transport bus service in the Crawley and Horley areas, will help to deliver the modal shift and the car parking strategy.
277. It is important to minimise any increase in the population living in the areas subject to the worst nuisance from aircraft noise. In order to define these areas, the Planning Authorities will, from time to time, adopt revised forecast noise contours for the area around Gatwick Airport to reflect the noisiest forecast situation. New land must not be released for residential and other noise-sensitive development in the worst affected areas. Around Gatwick, intensification within existing built up areas will be allowed only with proper sound insulation. Development should also be prevented in areas subject to poor air quality (see Policy ERA5).

The local planning authorities, together with the Airport operator, should:

- *assess the land required for operational development within the airport boundary and the need for airport-related development elsewhere;*
- *review the airport boundary;*
- *seek to reduce the proportion of air travellers, staff and visitors arriving at and leaving the Airport by private car; and*
- *monitor the Airport's operation against strategic and local objectives.*

General aviation

Policy NE20

- (a) Development which is necessary for the safe and efficient operation of general aviation (including use by helicopters) should be permitted subject to environmental safeguards. Particular attention should be paid to the need to avoid increases, and where possible secure reductions, in noise pollution particularly within the AONB and residential areas. New residential and other noise-sensitive development should not be permitted in areas most severely affected by noise from aircraft. Proposals for new or extended general aviation facilities should be permitted provided that they would not compromise the safe and efficient operation of general aviation within the County and there would not be unacceptable environmental consequences of the operation of the airfield/airport, including noise disturbance.**
- (b) District planning authorities will:**
- (1) define in local plans, boundaries for any airfields and airports which should include the land which is necessary for the safe and efficient operation of general aviation; and**
 - (2) include policies in local plans to:**
 - (i) ensure the development which is required for the continued safe and efficient operation of general aviation is located within their boundaries;**
 - (ii) ensure that adequate measures are taken by the developer or airfield/airport operator to mitigate any harmful environmental or other consequences of the operation of the airfield/airport; and**
 - (iii) restrict residential and other noise-sensitive uses in areas most severely affected by noise from aircraft.**

278. The Plan enables Goodwood Airfield and Shoreham Airport to continue to operate as general aviation airfields subject to environmental safeguards. A limited amount of general aviation activity may continue at Gatwick Airport under Policy NE19. There are a few other places in West Sussex where general aviation activity takes place on a smaller scale: proposals for new or extended general aviation facilities which could help enhance the aviation infrastructure serving the regional and local area by serving recreational, training, business and emergency services needs will be subject to careful scrutiny, particularly their impact on the environment.
279. Shoreham Airport is within a strategic gap and Goodwood Airfield is in open countryside. Both adjoin and are clearly visible from the Sussex Downs AONB. At Shoreham and Goodwood, flying activities, including the numbers and types of movements, hours of operation and the circuit patterns, will continue to be controlled and regularly monitored under legal agreements intended to minimise noise nuisance particularly within residential areas. Due to the proximity of housing and other noise sensitive developments surrounding Shoreham, pilot training will be more restricted than at Goodwood. Commercial aviation, including business, charter and scheduled movements may be acceptable at Shoreham subject to their impact on adjoining areas being satisfactory.
280. Any major development at Goodwood Airfield and Shoreham Airport should be preceded by an environmental assessment including a consideration of the impact on the AONB and at Shoreham, on the strategic gap.

281. It is important to minimise any increase in the population living in the areas subject to the worst nuisance from aircraft noise. New land must not be released for residential and other noise-sensitive development in the worst affected areas.

District planning authorities, with the airfield/airport operators, should:

- *determine the facilities needed for the safe and efficient operation of general aviation at Goodwood Airfield and Shoreham Airport; and*
- *where appropriate, review their boundaries in local plans.*

Transport interchanges

Policy NE21

- (a) **Transport interchanges, including park and ride facilities, should be permitted providing that they are part of an integrated approach to reducing car use, increasing the use of passenger transport and improving accessibility in built-up areas.**
- (b) **The following schemes will improve the integration of transport and will be completed, or at least started, by 2016 (* schemes mainly associated with the Strategic Locations):**
- (1) **Bognor Regis Parkway Station*;**
 - (2) **Burgess Hill and Wivelsfield Stations;**
 - (3) **Chichester Station;**
 - (4) **A new or improved station south-west of Horsham*;**
 - (5) **Interchange Station west of Crawley*;**
 - (6) **East Grinstead Station;**
 - (7) **Gatwick Station;**
 - (8) **Haywards Heath Station;**
 - (9) **Horsham park and ride;**
 - (10) **Horsham Station; and**
 - (11) **Three Bridges Station.**
- (c) **Local plans will include policies to ensure that identified needs will be met, where possible, including the allocation and safeguarding of land for the schemes identified in (b) and any other schemes for transport interchanges.**
282. Effective interchange between different means of transport is essential to providing ease of access and use (see also Policy DEV4). This is equally true for interchange between car and passenger transport, as it is for transferring between passenger transport modes. Minimising waiting times and providing pleasant and secure surroundings are important requirements.
283. Through the South Central Rail Franchise, most stations in West Sussex will be improved before 2016. The scale of improvements at individual stations will depend upon the outcome of the South Coast rail franchise negotiations. Significant improvements are proposed at Gatwick Airport station, directly operated by Railtrack as a major station, to improve capacity and interchange opportunities at this internationally important hub in the West Sussex transport network. Major improvements are also planned at Three Bridges station in Crawley in association with the development of Fastway.
284. In addition to the above, the Local Transport Plan has established a Strategic Interchange Study programme which seeks to identify improvements at key bus and rail interchange locations. In the short term, studies at Chichester, East Grinstead, Haywards Heath and Horsham will be undertaken. Transport interchanges are fundamental to policies to encourage greater use of passenger transport, walking and cycling. New interchange points should be well related to travel-generating uses, and located at key node points on the transport network. Improvements may also be required at Burgess Hill and Wivelsfield Stations.

285. Park and ride facilities can be a helpful tool in managing town centre parking, particularly long stay parking. A scheme has been identified in Horsham as part of the Urban Transport Plan. A scheme for Chichester will be investigated in relation to strategic development proposals.
286. In relation to major new development at the Strategic Locations (see Policy LOC1), new or relocated stations may be required at Bognor Regis, between Bognor Regis and Barnham Stations, west of Crawley, between Ifield and Faygate Stations, and south-west of Horsham, between Christ's Hospital and Horsham Stations. This is in order to ensure that the associated development allows future residents a choice of transport modes and is not largely or exclusively reliant on car-based transport. This is a key Structure Plan and LTP objective. In some cases, for example, south-west of Horsham, a improved or new station is required because the next nearest station already has insufficient car parking space for commuters even with potential alternative provision of bus, park and ride, or other facilities. Therefore, traffic generated by new development in the area of search would have to access the existing or alternative stations via already congested roads, adding to transport problems in the town centre or on unsuitable rural or residential roads (rat running).
287. All proposals for development of the rail network, including new or improved stations, must be acceptable to the Strategic Rail Authority and the relevant Train Operating Company in operational, technical and commercial terms, and must be compatible with the SRA Strategic Plan.

District planning authorities should:

- *with the Transport Authority, assess the need for new or improved facilities for interchange between trains and buses and different modes of transport, particularly walking and cycling (taking into account those identified in the Local Transport Plan).*
- *consult with the Strategic Rail Authority and the relevant Train Operating Company on proposals for the development of the rail network in West Sussex.*

Disused transport land and sites

Policy NE22

- (a) **The reuse of disused transport land and sites for their former or other forms of transport infrastructure should be permitted.**
- (b) **Local plans will include policies to ensure, where appropriate, the safeguarding and reuse of disused transport land and sites for other forms of transport infrastructure.**
288. The reuse of disused transport land and sites for their former or other transport uses such as transport interchanges and bus and rail schemes should be supported where appropriate. It may include the use of surplus railway lines and land at stations. The reopening of rail lines should not be ruled out. Any proposals for reusing former railway land should be developed in conjunction with the Strategic Rail Authority. Surplus railway lines could provide routes for pedestrians and cyclists which can provide important links in and between towns.

District planning authorities, with the Transport Authority, should assess the potential to reuse disused transport land and sites (taking into account those identified in the Local Transport Plan).

Telecommunications

Policy NE23

- (a) **Development which facilitates the growth of new and existing telecommunications systems should be permitted provided that: there is a demonstrable need; priority is given to the use of existing buildings or structures, and the sharing of existing masts and sites; and the impact on the environment is acceptable. Development within an Area of Outstanding Natural Beauty should not be permitted unless no alternative site (which meets operational or technical requirements) is available outside the Area or within the Area but which has less impact on the environment. Development**

which would interfere with existing broadcast and other telecommunications services should not be permitted.

(b) Local plans will include policies to:

- (1) enable the efficient development of new and existing telecommunications networks taking account of the principles in (a) and technical or operational requirements;**
- (2) where appropriate, allocate sites for major telecommunications development; and**
- (3) prevent development which would interfere with the reception of existing broadcast and other telecommunications services.**

289. Telecommunications are essential to the local economy and to local communities in West Sussex. Good telecommunications can retain businesses in and attract them to an area, help firms remain competitive, and increase employment opportunities. They are important for education, entertainment, shopping, and banking, as well as for personal use. They can reduce the need to travel, thereby benefiting the environment by reducing pollutants. Telecommunications can improve access to services in rural areas and enable home-working and other employment opportunities which are acceptable in the countryside (Policy LOC2).
290. Facilities may be necessary to enable the maintenance and improvement of existing, or the development of new, telecommunications networks. This Plan supports such development in principle where it is necessary to meet technical or operational requirements and subject to the impact on the environment being acceptable, particularly the visual impact on the character of the area. In general, the number of masts, and sites for such masts, should be kept to a minimum subject to the need to ensure the efficient operation of the network. Where possible, mast and sites should be shared. In addition, use should be made of existing sites or existing buildings and other structures although attention will need to be paid to the cumulative impact of such developments at each site.
291. Suitable siting and design, including screening and planting, can help minimise the impact of telecommunications development on the environment. This is particularly important in the Areas of Outstanding Natural Beauty. Therefore, the developer should demonstrate that there is no suitable alternative location outside the AONB and that there is no other location within the AONB which has less impact on the environment.
292. Development such as tall buildings and other structures can cause interference with the reception of broadcasting and telecommunications signals affecting commercial activities and residents. Such proposals should be modified, or if this is not possible refused, so that interference does not occur.

District planning authorities, together with telecommunications operators, should:

- identify existing and potential sites; and*
- establish the potential for mast and site sharing.*

Character

Introduction

293. Protecting the distinctive character of the towns and villages, countryside and coast of West Sussex is one of the three aims of this Plan. This chapter sets out policies which reflect this aim and the specific objectives identified in the Background Chapter. These include protecting and reinforcing the distinctiveness of the main natural character areas; safeguarding the Areas of Outstanding Natural Beauty; protecting woodlands and forests; protecting rivers, waterways and the coast; retaining the separate identities of towns and villages; and protecting and enhancing towns and villages and the historic heritage of the County.
294. West Sussex has an exceptional character. More than half of it is designated as Areas of Outstanding Natural Beauty and despite urbanising pressures for over a century, significant portions of the coastline remain undeveloped. It also has a rich urban legacy. Arundel and Chichester are two historic towns of national importance. Most of the population lives in the coastal area and in the towns in the north east of the County. The settlement pattern is one of mainly small to medium-sized towns and villages. The rest of the County is largely rural and tranquil. Nowhere in the County does the countryside seem far away.
295. The character of West Sussex is cherished by people living in and visiting the County and many factors have shaped the distinctive character of different parts. These include the underlying geology and successive weathering climates which have determined the form of the land and the vegetation which covers it, human activity, and the exploitation of its resources. This character continues to evolve. The priority of this Plan is to maintain and reinforce the distinctiveness of the main natural character areas and of more local areas. It is important to protect those features and elements which contribute to distinctiveness. Policy CH1 sets out the general policy framework on character for the whole of the County, town and country alike, and other policies of this Plan cover specific elements.

Targets

- To ensure that new development protects and, where possible, reinforces the character of the area.
- To ensure that new development safeguards the natural beauty, distinctive character and remote and tranquil nature of the AONB.
- To ensure that there is no development within strategic gaps which undermines their fundamental integrity and purpose.
- To ensure that new development protects and, where possible, enhances the character of towns and villages.
- To ensure that new development protects and, where possible, enhances historic heritage.

Character

Policy CH1

- (a) **Development should not be permitted unless it maintains and, where possible, enhances the character, distinctiveness and sense of place of the settlements and different areas and features of the County, including the woodlands, forests, rivers, waterways, wetlands, and the coast, and that it reflects and, where possible, reinforces the character of the main natural character areas of the County - the South Coast Plain, the South Downs, the Wealden Fringe, the Low Weald, and the High Weald.**
- (b) **Local plans will include policies to:**
- (1) **maintain and, where possible, enhance the cohesive and distinctive character and sense of place of the settlements (including specific areas or neighbourhoods) and different areas and features of the County, including the woodlands, forests, rivers, waterways, wetlands, and the coast; and**

(2) ensure that development within built-up areas and the countryside reflects and, where possible, reinforces the distinctiveness and sense of place of the main natural character areas (including the retention of important features or characteristics) taking into account the various elements which contribute to their distinctiveness such as geology and landform, habitats, scenic quality, tranquillity, settlement patterns, historic heritage, local vernacular, and land use.

296. It is important to appreciate, as a whole, the character of different parts of the County. Policy CH1 lists the five main natural character areas of West Sussex (identified in the County Council's Landscape Strategy). These range from the predominantly flat South Coast Plain, the grand sweep of the South Downs, the intricate escarpments and valleys of the Wealden Fringe, to the intimate landscapes of the Low Weald, and the wooded hills and valleys of the High Weald. Each has a unique configuration of geology and soils, biodiversity, appearance, settlement patterns, locally distinctive architecture, patterns of land use and economy, visible and perceived history, and degree of tranquillity which help distinguish one from another.
297. These five main natural character areas are broken down further into about forty character areas, representing a high level of local detail. No judgement is made about the relative worth of either the main or the smaller character areas. The main areas match closely the broad areas of cohesive character identified nationally by the Countryside Agency, English Nature and English Heritage.
298. The areas derive from the interaction of physical and ecological features (including geology, landform, soil and wildlife) with land use and other human activity such as farming patterns, settlement pattern and forms, building design and vernacular. Cohesiveness is described in terms of landscape character, sense of place, local distinctiveness, tranquillity, characteristic wildlife and natural features, and the nature of change within the area.
299. The towns and villages of the County have their own distinctive character which derives partly from the buildings and open space within them and the relationship between them, the local vernacular, and the mix of land uses and activities. Treescapes are also a cherished part of the urban scene, including specimen trees, sometimes ancient and historic, decorative planting and providing a backdrop to development. It also derives from the relationship between the settlements and the open areas and countryside around them, including the historic heritage, nature conservation or recreational value of the countryside.
300. The towns and villages of West Sussex include the historic towns of national importance such as Chichester and Arundel, market towns of greatly varied character such as Billingshurst, Midhurst and Petworth, and larger places like Horsham and Haywards Heath which grew in the heyday of the railways. Together with the coastal towns and seaside resorts, Crawley new town and a host of villages, these settlements contribute to the wider character of the five main natural character areas and of West Sussex as a whole.
301. The environment and character of settlements will continue to evolve as they grow and adapt to social and economic needs. This must be weighed with the need to protect historic aspects of the environment. Conservation itself can play a part in promoting economic prosperity by ensuring that an area offers attractive living and working conditions.
302. Making better use of previously-developed land within towns and villages can play an important part in protecting and enhancing the character of settlements although care is needed to ensure that important features or characteristics are not lost, for example, public open space. Opportunities should be taken to improve the appearance of settlements as seen from open countryside. Change affecting towns and villages of special historic character, the listed buildings, and valuable historic features will need to be handled with great sensitivity.
303. It is also important to protect the settings of towns and villages. Land adjoining settlements will benefit from management and actions to improve it. Such land may also provide locations for activities, including certain kinds of recreation, which maintain or actually improve the setting of the settlements nearby. District planning authorities should consider allocating land for uses which maintain or enhance the setting of the settlements, which may include woodlands, waterways, and informal open space, but which do not involve substantial buildings or large areas of hardstanding.

304. The coast of West Sussex varies in character from east to west. From Shoreham to the Witterings, the coast is largely built-up including the seaports of Littlehampton and Shoreham and the main seaside resorts of Worthing, Littlehampton, Bognor Regis and Selsey. The main river estuaries are of the Adur and the Arun. Between the coastal towns and villages, there are a number of important areas of undeveloped land, some of which extend to the coastline, including Pagham Harbour and the sand dunes at Climping. Further coalescence of the coastal towns is prevented under Policy CH3. From the Witterings to the Hampshire border, the coast is predominately undeveloped with a small number of villages around Chichester Harbour.
305. West Sussex is one of the most heavily wooded counties in England. Woodland covers slightly more land than all the urban areas put together, and is second in area only to farmland. Together with the extensive hedgerow network, woodland is a major element in the character of West Sussex as well as an economic, recreation, environmental and biodiversity resource (see Policy ERA2). Therefore, protection and enhancement are important. The semi-natural and ancient woodlands in particular are important for nature conservation and many are protected by designation for that reason. Of the ancient woodlands, few large ones have survived. The remainder are small and scattered, other than in the extensive woodlands in some of the hilly parts of the County.
306. Woodlands and forests determine character strongly along the sandy hills of the Wealden fringe and especially so in the well-wooded High Weald. A mixture of hedgerow, copse and woods characterise the Low Weald. Notable are the woodland swathes ('shaws') remaining from when the land either side was cleared for agriculture. The downland east of the Arun valley is mainly open, but the western downs are heavily wooded in some places, ranging from large plantations to the 'hangers' on the downland edge. On the exposed coastal plain, remnant woodland is of special importance in the low-lying landscape. Re-plantings and new plantations are a more recent feature of West Sussex, especially on the western downland and in the High Weald.
307. Although the County is well-wooded, there is a continuing deterioration in the quality of some woodlands. The problem of quality must be addressed by a wide range of interests and partners, if woodland is to continue as an essential element of the West Sussex scene. The proper management of woodlands is very important. Moreover, the character of the West Sussex countryside and parts of some urban areas are coming under increasing threat from the planting of non-native tree and shrub species, particularly cypresses, which soon become dominant in open landscapes. However, national forestry policy in the last ten years has emphasised the planting of native trees and incorporating biodiversity measures including open spaces within the woods.
308. The rivers, waterways and wetlands of West Sussex carry and distribute water and, in so doing, have shaped the landscape and character of the County. They are also important resources for recreation, transport, and nature conservation. Therefore, the Plan seeks to protect and enhance them, where possible.
309. The river system centres on the extensive catchments of the Arun and Adur. These drain the entire Low Weald and much of the rest of the County. The River Ouse drains most of the High Weald in West Sussex, running to the sea via Lewes in East Sussex. The Mole and Eden have their headwaters in the High Weald. Where the Arun and Adur meander through the Downs as tidal rivers, they have created broad floodplains characterised by flat water meadows known as "wild brooks". The River Rother forms a western arm of the broad Arun catchment. The Ouse is the dominant High Weald river. Many downland valleys are normally dry for much of the year including the Lavant, through Chichester.
310. In accommodating change, development must respect and enhance the distinctive local character of the land and the built environment. Where land needs to be allocated to meet the development requirements of this Plan and local plans, the development should respect the character of the settlement and, where appropriate, its setting (see Policy DEV6). The descriptions and natural profiles in the County Council's Landscape Strategy for each character area provide guidance and information to assist in the implementation of the policy.
311. Much has already been done to assess the character of the County, at least in its constituent parts. Comprehensive knowledge about the biodiversity and geology of the County is available, channelled through the County Council's Nature Conservation Strategy and the Sussex

Biodiversity Action Plan. Also published by the County Council, the Archaeological and Landscape Strategies for West Sussex give access to a very detailed picture of the archaeological record and the nature of the landscape. The Landscape Strategy also contains landscape management guidelines for each area, for the use of local authorities, developers and landowners.

312. Local plan policies should seek to maintain and reinforce the cohesiveness, distinctiveness and sense of place of character areas. Where necessary, additional guidance should be prepared.

District planning authorities should:

- *assess the character of towns and villages, including their landscape setting, and identify areas or neighbourhoods which have a coherent or recognisable character, identity or sense of place;*
- *assess the character and sense of place of the countryside outside built-up area boundaries and identify character areas within the main natural character areas which have a coherent or recognisable character, identity or sense of place;*
- *identify the important features or characteristics which contribute to local distinctiveness;*
- *assess the need for the creation of new or the extension of existing woodland and forest habitats, particularly in areas of degraded landscape or where significant tree loss has occurred or is expected*
- *assess the whole-catchment of rivers, waterways and wetlands and identify important features and characteristics; and*
- *where necessary, prepare supplementary planning guidance which will help to maintain and reinforce local distinctiveness, including the cohesive and distinctive character of towns and villages.*

Areas of Outstanding Natural Beauty

Policy CH2

- (a) **Development should not be permitted unless the natural beauty, distinctive character and remote and tranquil nature of the Sussex Downs, High Weald, and Chichester Harbour Areas of Outstanding Natural Beauty (AONB) will be maintained and, where possible, enhanced. Development to meet proven local needs should be permitted provided that it is consistent with the purpose of AONB. Proposals for major development within AONB for any purpose should only be permitted in very exceptional circumstances and providing that they are consistent with national designation.**

- (b) **Local plans will include policies to ensure that:**

- (1) **within Areas of Outstanding Natural Beauty:**

- (i) **development is allowed only where it is either essential to meet proven local social or economic needs or it is in the national interest and there is no alternative site available elsewhere or the need cannot be met in any other way; and**
- (ii) **development is compatible with or enhances the distinctive character and quality of the landscape and that it is designed and sited to enhance visual quality and to minimise noise, light, or air pollution or disturbance; and**

- (2) **outside Areas of Outstanding Natural Beauty, development does not detract from the natural beauty, distinctive character and remote and tranquil nature of the Areas.**

313. An Area of Outstanding Natural Beauty (AONB) displays a range of unusual, unique or exceptional qualities, combining to give it a distinctive and cohesive character and natural beauty which is deemed 'outstanding'. More than half of West Sussex is included in designated Areas of Outstanding Natural Beauty: along the Sussex Downs; in the High Weald; and in and around Chichester Harbour. The primary purpose of this national designation is to conserve

natural beauty although the rural economy needs to be sustained as does the economic and social well-being of the villages and small towns they contain. They also attract many visitors and provide for a wide range of mainly quiet, informal recreation. There are also larger attractions such as Goodwood Racecourse and Petworth House.

314. The Chichester Harbour AONB, an enclosed expanse of marine water, contains tidal mudflats, shingle, marsh, wetland scrub and small creeks providing a mosaic of precious inter-tidal habitats. It also includes the surrounding low-lying agricultural land, with some significant woodland. It is internationally important for wildlife. Despite heavy use for sailing and recreation generally, the area retains a secluded feel, strongly contrasting with a spacious quality in the broader reaches of the Harbour.
315. A large part of the High Weald AONB lies in West Sussex with the remainder in Kent and East Sussex. The sandstones and clays of the Wealden centre rise above the clay vales surrounding them. The headwaters ('ghylls') of rivers have cut deeply into the upland, producing a characteristic maze of intricate deep valleys and long ridge shanks. Extensive woodlands combine with the terrain and restricted views out to the surrounding plains and downland to create a secret and secluded character.
316. The South Downs, which run from Eastbourne to Winchester, are covered by the South Downs AONB within West and East Sussex and the East Hampshire AONB within Hampshire. Within West Sussex, the South Downs AONB includes the classic rolling chalk scenery of the South Downs themselves together with the intricate valleys and wooded greensand ridges of the northern part of Chichester District. The AONB includes a number of small towns and villages including Midhurst and Petworth.
317. The local authorities administer the High Weald and Chichester Harbour AONB, supported by advisory groups which co-ordinate action: the joint High Weald Forum (HWF) and the Chichester Harbour Conservancy (CHC) respectively.
318. The Sussex Downs Conservation Board (SDCB) manages the South Downs AONB through collaborative management and action by the thirteen local authorities covering the AONB. In 1999, the Countryside Agency started the process of designating a National Park within the general area of the Sussex Downs and East Hampshire AONB. The Designation Order for the South Downs National Park was signed in November 2002. A boundary for the proposed National Park has been published and is a material consideration in all planning decisions. The Public Inquiry, called by the Secretary of State, is expected to be completed before the end of 2004 with the Inspector's report expected in autumn 2005. If the Order is confirmed, this will be in 2006 with a National Park Authority fully operational in 2008. The strategy of the Structure Plan will need to be revised to take account of the designation of a National Park.
319. The Countryside Agency and its partners have prepared Statements of Intent on, and descriptions of, the AONB. Further plans and policies, including management plans and landscape assessments have been published by the SDCB, the HWF, and the CHC. The policies and management guidelines in the Rural, Coastal and Landscape Strategies for West Sussex published by the County Council are also relevant.
320. The Structure Plan seeks to prevent development that would threaten the natural beauty of the AONB. Proposals will be supported only where they are compatible with the aims of the designation, they are of an appropriate scale, form and method of construction, any disturbance or pollution is minimised, and, where possible, they enhance distinctive character. Where appropriate, a proposal should be accompanied by an environmental assessment.
321. Well-planned and carefully located proposals to meet the local economic and social needs of rural communities should be supported. The siting of major development is unlikely to be consistent with the aims of designation. Only proven national interest, a lack of alternative sites or the fact that the need cannot be met in any other way could justify an exception. However, proposals which would deliver overall benefits to the AONB, significantly outweighing any harm, may be supported: for example, where development achieves substantial improvements by restoring a derelict site or eyesore, such as Shoreham Cement Works (see Policy NE6).
322. Proposals for new or extended mineral workings and for new or improved roads will be subject to rigorous examination to ensure that the development is needed and that harm to the

environment is minimised. Development outside but near to an AONB should not detract from the natural beauty, distinctive character and remote and tranquil nature of the Area. This includes development which would be unduly prominent in the Area, or detract from views into or out of the Area, particularly when viewed from roads, rights of way or other public places.

Settlement pattern and strategic gaps

Policy CH3

- (a) In order to ensure that West Sussex continues to be a county with a network of small to medium-sized towns and villages, the separate identity and character of all settlements will be maintained and, where possible, enhanced. Development which would undermine this objective or lead to the actual or perceived coalescence of settlements should not be permitted.**
- (b) Development should not be permitted unless the strategic settlement pattern of the County will be maintained. The following gaps between settlements within West Sussex are of strategic importance and development should not be permitted which would undermine their fundamental purpose and integrity:**
 - (1) Emsworth and Chichester;**
 - (2) Chichester and Lavant;**
 - (3) Chichester and Bognor Regis;**
 - (4) West Wittering and East Wittering;**
 - (5) Bracklesham Bay and Selsey;**
 - (6) Selsey and Pagham;**
 - (7) Middleton-on-Sea and Littlehampton;**
 - (8) Arundel and Littlehampton;**
 - (9) East Preston and Ferring;**
 - (10) Ferring and Worthing;**
 - (11) Worthing and Sompting/Lancing;**
 - (12) Lancing and Shoreham;**
 - (13) Burgess Hill and Hurstpierpoint/Keymer/Hassocks;**
 - (14) Burgess Hill and Haywards Heath;**
 - (15) Haywards Heath and Cuckfield;**
 - (16) Haywards Heath/Lindfield and Scaynes Hill;**
 - (17) Crawley and East Grinstead;**
 - (18) Crawley and Gatwick Airport/Horley;**
 - (19) Crawley and Pease Pottage;**
 - (20) East Grinstead and Ashurst Wood;**
 - (21) Horsham and Crawley; and**
 - (22) Horsham and Southwater.**
- (c) District planning authorities will:**
 - (1) identify how the separate identity and character of all settlements will be maintained and, where possible, enhanced;**
 - (2) define in local plans, the boundaries of the strategic gaps identified in (b) and, where appropriate, of any gaps identified in the structure or local plans of adjoining authorities; and**

(3) include policies in local plans to:

- (i) ensure that the separate identity and character of all settlements will be maintained and, where possible, enhanced and prevent their perceived or actual coalescence;**
- (ii) ensure that development within strategic gaps:**
 - is consistent with, or is necessary to meet the requirements of, this Plan and local plans;**
 - would not compromise, either individually or cumulatively with other development, the objectives and fundamental integrity of the gaps; and**
 - would maintain and enhance the predominantly open and undeveloped character of gaps; and**
- (iii) where appropriate, allocate land within gaps for uses which will maintain and enhance their predominantly open and undeveloped character.**

323. The County is typified by a pattern of mainly closely-spaced small and medium-sized towns and villages. The loss of gaps between settlements would threaten not only the separation and setting of the settlements on both sides but also the overall character of the County. The need to avoid the loss of separate identity continues. Therefore, in order to maintain the overall character of the County, this Plan seeks to maintain the separate identity and character of all settlements and prevent them coalescing. Policy CH3 seeks to achieve this by placing greater restraint on development within gaps than is usually applied in the countryside to prevent creeping coalescence, for example, through the proliferation of development which would otherwise be acceptable outside built-up area boundaries under Policy LOC2.
324. Coalescence does not mean exclusively the physical joining of settlements but also includes a perceived joining of settlements due to physical development and/or a level of activity which reduces their visual separation and the sense of travelling between settlements. The towns and villages of the County have their own distinctive character which derives partly from the relationship between the settlements and the open areas and countryside around them and the relationship between the towns and villages. In order to protect their separate identity, the predominantly open and undeveloped character of the land between settlements should be maintained to ensure that there is an actual and perceived visual break between the settlements. Attention will need to be paid to the impact of development either on its own or cumulatively with other development in reducing this visual separation and diminishing the sense of an absence of activity. The essential feature of gaps is the relative absence of development not their landscape quality.
325. Some gaps between settlements are of strategic importance. Accordingly, strategic gaps are planning policy designations which are applied to areas between certain settlements which should be kept apart in order to maintain the strategic settlement pattern of the County. In general, these areas are the gaps between the main settlements and the main settlements and adjoining settlements. The concept of strategic gaps has been important to West Sussex for many years and is well-understood within the county. The essential feature of them is the relative absence of development rather than their landscape quality.
326. Policy CH3 lists the gaps which are of strategic importance. Some of the Strategic Gaps include existing villages and small towns within them which should be kept apart, for example, Southbourne, Nutbourne, Chidham, Bosham, and Fishbourne within the Emsworth to Chichester Gap and Copthorne and Crawley Down in the Crawley to East Grinstead Gap. There is a need to protect the separate identity of the settlements within gaps as well as the identity of the settlements which they lie between.
327. Local plan reviews must consider how the character, separate identity and separation of all settlements will be maintained, and where possible, enhanced, for example, through the designation of local gaps. They must also consider the function of, and justification for, the designation of the strategic gaps when they define their boundaries which should follow physical features on the ground, taking into account the need to accommodate the

development requirements of this Plan and local plans. Strategic gaps should not necessarily include all the land between the settlements; only land which is necessary to secure the objectives of strategic gaps on a long-term basis should be included within them. Continuity with strategic and local gaps designated in adjoining districts and counties must be maintained. This includes the Emsworth Strategic Gap, identified in the Hampshire County Structure Plan 1996-2011 (Review), predominantly between Havant and Emsworth but which extends into West Sussex to Westbourne (in Chichester District).

328. Once a gap has been defined, development within it which would undermine or erode the fundamental purpose and integrity of the gap should not be allowed except in exceptional circumstances (see paragraph 329). Individual developments which do not undermine the fundamental purpose of strategic and other gaps may be acceptable within them, such as agricultural or informal recreational use, such as playing fields. However, regard must be had to the cumulative effects of such development in reducing visual separation and diminishing the sense of an absence of activity.
329. Once the boundary of a strategic gap has been defined taking into account the development requirements of this Plan and local plans, the siting of major development within a strategic gap is unlikely to be consistent with the aims of designation. A lack of alternative sites and the fact that the need cannot be met in any other way could justify an exception.
330. In considering land allocations and proposals for new development, the district planning authorities should consider ways in which to maintain and enhance the predominantly open and undeveloped character of all gaps and the land between all settlements: for example, by allocating land for uses such as woodland, which would have an environmental benefit, or informal recreation, which would have a social benefit. They should also look at ways of improving the landscape and amenity of strategic gaps to enhance their value as open countryside and improve the environment in particular local habitat especially where this may have been lost or harmed due to other nearby development.

District planning authorities should:

- *identify settlements which are at risk of actual or perceived coalescence and identify how the character, separate identity and separation of those settlements will be maintained and, where possible, enhanced for example, through the designation of local gaps;*
- *review the boundaries of the strategic gaps identified in Policy CH3 taking into account the development requirements of this Plan and local plans and the need to secure the objectives of the strategic gaps on a long-term basis; and*
- *ensure a consistent and co-ordinated approach to the treatment of land across administrative boundaries taking into account any gaps identified in the development plan of adjoining authorities.*

Conservation areas and historic towns and villages

Policy CH4

- (a) **Development should not be permitted unless conservation areas will be preserved and, where possible, enhanced. Development should not be permitted unless the character of the historic towns and villages of the County will be protected and, where possible, enhanced and provided that the overall perception of each historic town or village as an entity, including Arundel and Chichester which are of national importance, will be retained.**
- (b) **Local plans will include policies to ensure that:**
 - (1) **the character and appearance of conservation areas is preserved and, where possible, enhanced; and**
 - (2) **the setting, character, fabric (including open space), public views in and out, and general ambience of historic towns and villages as a whole are protected and, where possible, enhanced.**

331. Some areas or groups of buildings make a significant contribution to the character of the County. Many are designated as conservation areas recognising their special architectural or

historic interest, the character or appearance of which should be protected. These include groups of buildings which together take on a character and value of their own, especially where they form an important part of the street scene, are built of local materials, are characteristic of the town or the countryside, or are associated with the social and industrial past of communities.

332. West Sussex has well over two hundred conservation areas, nearly half of which are in Chichester District. Most were designated in the 1970s and 80s although fewer have been designated since and some have been extended. They range from the grand Victorian neighbourhoods of the seaside resorts and the historic cores of medieval towns to traditional market town and village centres. They will be protected for their architectural and historic importance and for their contribution to the character of the County as a whole.
333. The district planning authorities will continue to review the boundaries of existing conservation areas and designate new ones, with the aim of preserving and, where possible, enhancing their character and appearance. Particular attention will be paid to the identification of important features or characteristics in historic towns and villages, which need to be protected.
334. It will be important to protect or enhance the fabric and character of conservation areas and prevent the demolition or alteration of buildings which make a positive contribution to their character, appearance or quality. New development should be of an appropriate scale, form and construction and enclose space or relate to roadways in a similar manner to existing development. Priority should be given to conserving the fabric and scale of the built environment over meeting demands for additional floorspace or improvements in vehicular access. New development should use traditional or appropriate materials. Important views from public places into and out of conservation areas should also be protected.
335. Collectively, conservation areas serve to protect and enhance the character of towns and villages including the safeguarding as entities, of the nationally renowned and valued historic centres of Arundel and Chichester. Local plans should protect the setting, character, fabric and ambience of historic towns and villages.

District planning authorities should:

- *assess existing conservation areas (including a review of their boundaries) and formulate proposals to preserve or enhance their character or appearance;*
- *designate new conservation areas where it is desirable to preserve or enhance areas of special architectural or historic interest and formulate proposals to preserve or enhance their character or appearance;*
- *assess the character of historic towns and villages and identify important features or characteristics which need to be protected.*

Buildings of architectural or historic interest

Policy CH5

- (a) **Development should not be permitted unless statutorily listed buildings of special architectural or historic interest, and their settings, will be preserved and, where possible, enhanced. Development should be permitted provided other buildings within the County which are important and interesting features in the street scene, or in the landscape, or which have a place in local history, will be protected.**
- (b) **Local plans will include policies to:**
 - (1) **ensure that the character and setting of listed buildings is preserved and, where possible, enhanced;**
 - (2) **permit, in exceptional circumstances, changes of use which in other circumstances would be resisted, where they are necessary to ensure the future retention of listed buildings, their character and features; and**
 - (3) **ensure that the character and setting of other (unlisted) buildings or groups of buildings of local importance are protected and, where possible, enhanced.**

336. West Sussex has many buildings of architectural and historic interest. They cover every kind and age, reflecting the traditions and history of West Sussex, and include the great country houses, such as Petworth House, medieval townhouse and farm buildings, and modern architectural masterpieces. Over 7,000 buildings are statutorily listed as being of special architectural or historic interest (known as 'listed buildings'), nearly half of which are in Chichester District. Some historic towns contribute greatly to the total number, notably Chichester, Arundel and the small market town of Petworth.
337. Listed buildings and their settings should be preserved. Where the demolition or alteration of a listed building or any material change is unavoidable, provision should be made for recording its historic fabric in advance of proposed works. Listed buildings are an irreplaceable asset and they should continue to be adapted to new uses, which is often the only guarantee of a future for the building. However, strict control should be exercised over their alteration and the preservation of their settings - if new uses are judged to be beyond the capacity of the building or will otherwise harm it, they should not be permitted. High standards of design, work, materials and construction should be required where alteration is allowed. New uses which would in other circumstances be resisted in that location may be acceptable in a listed building if it would be the only way of retaining or refurbishing it.
338. Other buildings deemed by the district planning authorities to be of architectural and historic importance should be included on non-statutory 'local lists'. Priority should be given to protecting them and their settings from loss or damaging alterations and, where possible, seeking their enhancement. The local planning authorities will issue design guidance and material on building styles where appropriate.

District planning authorities should:

- *identify buildings (and their settings), not on the Statutory List of Buildings of Special Architectural or Historic Interest, which should be protected and compile a 'local list' of buildings or buildings groups; and*
- *assess the potential of local listed buildings for inclusion on the Statutory List and undertake appropriate action.*

Historic parks and gardens

Policy CH6

- (a) **Development should not be permitted unless the historic parks and gardens of the County will be protected and, where possible, enhanced taking into account their contribution to the character of the built-up areas and countryside.**
- (b) **Local plans will include policies to ensure that historic parks or gardens, their settings, or public views into or out of them are protected and, where possible, enhanced.**
339. The historic parks and gardens of West Sussex complement the historic buildings and historic landscape of the County and contribute to the character of the built-up areas and countryside. The treescapes of historic and other parks and gardens are a precious legacy. English Heritage maintains a Register of Parks and Gardens of Special Historic Interest. Many of the larger ones lie in the west of the County, centred on great houses. Notable examples include Cowdray Park, Goodwood, Petworth, Stansted, Uppark, Wakehurst Place, West Dean and the Norfolk Estate at Arundel. The County Council has assisted the Sussex Gardens Trust in identifying historic parks or gardens of local importance. Some have been developed with housing, some have been converted to arable or other agricultural use but there are a number of survivors which fall below the threshold for inclusion in the English Heritage Register.
340. It is important not only to protect and enhance the features of the historic parks and gardens on the English Heritage Register as well as those of local importance but also to protect their settings, and public views to and from them.

District planning authorities should identify historic parks and gardens including those on the national Register of Parks and Gardens of Special Historic Interest.

Archaeology

Policy CH7

- (a) **Development should not be permitted unless the archaeological heritage of West Sussex is protected and preserved and, where possible, opportunities are taken to promote the educational and amenity value of sites and areas (historic landscapes).**
- (b) **Local plans will include policies to ensure:**
 - (1) **the physical preservation in-situ of nationally important archaeological areas, sites or monuments, whether scheduled or not, and their settings;**
 - (2) **the protection of other important archaeological areas and sites including, where appropriate, the preservation of remains in situ;**
 - (3) **where necessary, that site evaluation is undertaken to define the character and significance of the archaeological or historic interest of proposed development sites; and**
 - (4) **the excavation and recording of archaeological remains, the preservation of any finds and the subsequent publication of results.**

341. West Sussex has an exceptionally rich archaeological heritage which contributes to its character. The County contains important areas and sites from all eras of human activity, notably Bronze and Iron Age forts and burial sites and a rich legacy of Roman remains typified by the mosaic pavements at Fishbourne and Bignor and remains of the Wealden iron industry. The County contains over 200 Scheduled Ancient Monuments, including early fortifications and burial sites on the downs. In addition, some 1,500 sites and places have been defined as Archaeologically Sensitive Areas, worthy of protection. Whilst most of these are in the countryside, the historic towns and other urban areas also contain invaluable reminders of the past comprising sites, monuments and ancient buildings.
342. Archaeological or historic features are often associated with rivers and waterways. The most visible are the bridges crossing the rivers together with canals and other buildings associated with industry. West Sussex was connected to London via an extensive system of waterways. This system is now largely lost, although significant stretches remain. Today, the Chichester and the Wey and Arun Canals have considerable wildlife value. A balance needs to be struck between attempts to restore them to navigation for recreational use and their protection as important habitats and as part of the historic environment.
343. Archaeological remains are a finite, non-renewable resource and can contain irreplaceable information about our past. They are vulnerable to damage and destruction and, therefore, there is a need to preserve and record important archaeological remains. Further guidance and background information is provided in the *Archaeology Strategy for West Sussex* (published by the County Council in 1995 – currently under revision).
344. Scheduled Ancient Monuments are legally protected and works cannot be carried out on them without the consent of the Secretary of State. Other, non-scheduled, monuments and sites of importance and their settings must also be protected and, where possible, enhanced.
345. Where development may affect known archaeological remains, a site of archaeological potential or a site which may contain archaeological remains, the developer should be expected to commission an archaeological field evaluation by a professional archaeological contractor. If preservation in situ is not possible, a full investigation should be required, with proper recording, the preservation of finds, and publication. Where possible, conflicts between land use and the preservation of known archaeological sites should be resolved by management agreements.

District planning authorities should identify sites or areas of known or potential archaeological importance which should be protected and, where possible, enhanced.

Environment, Resources and Assets

Introduction

346. Protecting the environment and using our natural resources and assets wisely is one of the three aims of this Plan. This chapter sets out policies which reflect this aim and the specific objectives identified in the Background Chapter which will help to further environmental well-being. These include making the best use of the land that has to be developed; safeguarding biodiversity and geological features; minimising flood-risk and protecting the coast; protecting, managing and using soil, air, water and minerals wisely; maximising energy efficiency; and managing waste.
347. The high quality of the environment is one of the County's greatest assets. It is widely recognised that there is a need to ensure that in meeting the needs of the communities of West Sussex, that not only is harm to the environment minimised but that opportunities are taken to bring about improvements. These may include opportunities to increase the range of habitats and species, extend woodlands, and improve air quality. Natural resources must be used wisely and not wasted, including undeveloped land as well as minerals such as sand and gravel. Protecting our environment and using natural resources and assets wisely applies to land and water, both salt and fresh, where this is within the ambit of the Plan.

Targets

- To increase the proportion of new residential developments which are no less than 30 dwellings per hectare.
- To increase the diversity of habitats and species
- To ensure that no inappropriate development takes place on land at risk from flooding, unless flood mitigation measures are provided.
- To ensure that there is no irreversible loss of the best and most versatile land other than through the allocation of land for development.
- To ensure the provision of sufficient mineral resources to accord with the regional targets.
- To increase the number of renewable energy schemes
- To increase the amount of household waste which is recycled, composted or used to recover heat, power and other energy sources.

Making the best use of land

Policy ERA1

- (a) **Development in West Sussex should not be permitted unless it makes the best use of land (including the reuse of existing buildings) taking into account the principles in Policy DEV1, and provided that it does not prevent the future development of other areas of land.**
- (b) **Local plans will include policies to:**
- (1) **secure higher density development or minimum densities in identified areas;**
 - (2) **set a minimum net-site density (no less than 30 dwellings per hectare) for residential development and only as an exception, permit residential development at a net-site density below that minimum level; and**
 - (3) **ensure that new development does not prejudice the comprehensive development of a larger site or the development of an adjoining area of land where there is a realistic expectation that the land could be developed.**
348. Land is a valuable resource which should be used wisely. Ensuring that the best reuse is made of previously-developed land and that the best use is made of greenfield sites which have to be developed, is one of the key objectives of this Plan. The amount of development to be accommodated within any scheme should be determined by the quality of the proposal, taking

into account the principles established in Policy DEV1 (High Quality Development), rather than the imposition of a maximum density. Government guidance on housing is clear that residential development in the past has used land inefficiently. It states the need to avoid development below 30 dwellings per hectare (net site density) and to encourage higher densities of development which make more efficient use of land. However, there may be circumstances where a lower density is justified, for example in certain conservation areas but this should be the exception rather than the rule.

349. Higher densities for both housing and other uses can be achieved in town, village, district and neighbourhood centres as well as locations which are highly accessible or will be accessible by passenger transport, walking and cycling. In these areas there is less need to travel by private car and consequently, less land should be provided for car parking. Higher density development should continue to be achieved in existing higher density areas which have spare capacity in facilities and services to serve additional development.
350. One of the mechanisms for delivering higher densities around transport nodes is the concept of Transport Development Areas (TDA) where higher density, less car dependent development would be permitted in suitable locations subject to developers contributing to the provision of passenger transport and other local transport objectives. Such development would need to be of high quality (see Policy DEV1) and, where possible, it should contain a mix of uses and activities (see Policy DEV2).
351. Care will be needed to ensure that policies in local plans and any associated guidance do not prevent the best use being made of land and that all development (including the conversion and reuse of existing buildings) is of high quality. This applies to site-specific allocations (both previously-developed land and greenfield sites) as well as general policies such as those relating to design, privacy, sunlight/daylight, roads, layouts and parking.
352. Policies should set out principles rather than prescriptive standards which may place unduly restrictive ceilings on the amount of development which could be accommodated. Similarly, they should avoid the use of area specific designations which unduly restrict the more intensive use of land. Rather, they should include criteria-based policies for these areas which ensure that the quality of the environment is maintained or enhanced while making more efficient use of the land.
353. Making efficient use of the land that has to be developed, can help to reduce pressure for development outside built-up areas. Development should not prejudice the future use of adjoining areas of developable land nor the comprehensive development of larger sites. This is particularly important in piecemeal development within built-up areas and the development of smaller parcels of land within large allocations.

District planning authorities, with the Transport Authority, should:

- *identify areas where higher density development or minimum densities should be achieved (such as town, village, district and neighbourhood centres) taking into account existing or potential accessibility by a choice of means of transport (including walking, cycling and passenger transport) and the existing or proposed capacity of facilities and services; and*
- *avoid the use of over-prescriptive and/or inflexible standards and designations which would unduly restrict the more intensive use of land.*

Nature conservation

Policy ERA2

- (a) **Development should not be permitted unless the wide range of habitats, species and geological features of the County will be protected, conserved and, where possible, enhanced particularly through long-term management mechanisms and habitat creation schemes. A particularly high level of protection should be afforded to sites and features of national and international importance. Proposals for the extension or creation of new habitats should be permitted provided that they are consistent with wider environmental objectives.**

(b) Local plans will include policies to:

- (1) ensure that site evaluation is undertaken to establish the nature conservation importance of proposed development sites;**
- (2) protect sites or features of nature conservation importance, including those protected under legislation and prevent development unless there are no alternative solutions and there are overriding reasons which outweigh the need to safeguard the value of sites or features;**
- (3) ensure that where development would result in the loss of an important nature conservation resource, a new resource is provided which is of at least equivalent value, where possible;**
- (4) where appropriate, secure the restoration, creation and management of habitats through development proposals; and**
- (5) where necessary, ensure the investigation and recording of sites and features of nature conservation importance, and, where appropriate, the preservation of any finds.**

354. One of the major influences on the character of West Sussex is its biodiversity, or "variety of life" - from woods to wetland, bugs to bacteria, and chalk to clay. Although it is often associated with the countryside, biodiversity occurs everywhere including built-up areas. The range of habitats and species has a major impact on the quality of the environment and consequently on the well-being of the communities of West Sussex. The County's varied geology, its geographical location and past land-use and management practices have contributed to the biodiversity of the County.
355. Although much of West Sussex is formally designated as being important for nature conservation, the vital linkages between these sites and the areas around them, are also of importance to maintain this biodiversity. However, the range of habitats and species has decreased over the relatively recent past, to the point at which effort is needed to reverse the trends. The Plan seeks to facilitate both maintenance and enhancement of biodiversity through protection and management of designated and retained sites and areas, and the creation and management of new areas. The positive role that high quality new development can play in providing new habitats and increasing biodiversity is recognised (Policy DEV1).
356. The concern for the decline of biodiversity and associated commitment to achieve enhancement is shared from the international to the local level. The "convention on biodiversity" signed at the Rio Earth Summit in 1992, the earlier Ramsar, Berne and Cites conventions, and the European Species and Habitats Directives represent the International dimension. National wildlife legislation and planning guidance provide the national and regional context, and local delivery completes the picture. The West and East Sussex Biodiversity Action Plan now provides the framework for policy and implementation, with delivery by the County Council, District and Borough Councils, Parish Councils, Community Groups and individuals as appropriate.
357. Government guidance (Planning Policy Guidance note 9: Nature Conservation and Planning - PPG9) covering statutorily designated sites, non-statutory sites and the wider countryside recognises that the key to the conservation of wildlife is the protection of the habitat on which it depends. This depends on the wise use and management of the land resources as a whole and includes safeguarding wildlife and geologically and physiographically important features and extends to urban as well as rural areas.
358. Some animal and plant species are protected by law and some sites and areas may be subject to formal designation. Sites of international importance include European sites (Special Protection Areas and Special Areas for Conservation) and Ramsar sites (Wetlands of international importance). There are five SPAs, five SACs and three Ramsar sites. The majority are located within Chichester and Pagham Harbours, and the Arun Valley.
359. The national network of sites includes Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) or sites identified under the Nature Conservation Review (NCR) or Geological Conservation Review (GCR). There are 82 SSSIs within the County and two NNRs at Kingley Vale and Ebernoe Common.

360. Sites of more local importance include Local Nature Reserves (LNR), Sites of Nature Conservation Importance (SNCI) or Regionally Important Geological/Geomorphological Sites (RIGS) which are the most important places for geology and geomorphology outside statutorily protected land such as SSSIs. There are 23 LNRs and 266 SNCIs around the County. However, there may be other sites or areas of equal importance which have not been identified or designated.
361. Surface water and freshwater marsh are important habitats in the County but, apart from the two reservoirs at Ardingly and Weir Wood and the former gravel workings around Chichester, there are few areas of large inland water. However, West Sussex has a wealth of small downland dewponds, village ponds and other pools in woodland and on farmland. Drainage ditches and field watercourses are also important for biodiversity, especially on the extensive wild brooks and elsewhere on low-lying land. All the indications are that these habitats are at risk, mainly from past agricultural practices and drainage works, but also from development. Many ponds and ditches are silting up or being damaged through neglect.
362. If future generations are to continue to benefit from existing biodiversity, new development must ensure that the wide range of habitats, species and geological features are protected, conserved and, where possible, enhanced. Without this strategy, biodiversity will further decline and opportunities for future generations to benefit will be lost. This includes culturally (inspiration for art, music, and food), medically (new discovery and revival of old understanding and use), educationally (science and research), economically (employment, tourism and production) and socially (voluntary groups, and community activity).
363. Wherever possible, new development should enhance the biodiversity of the site and of the surrounding area by creating new habitats or improving existing ones. In certain circumstances, a new resource should be provided which is of at least equivalent value, where possible, to a site or feature which is lost as a result of development. This could include the creation of a new habitat on the site or elsewhere if this is more appropriate. However, in general, the loss of habitats should be resisted.
364. The Plan generally supports proposals which conserve and improve woodland and forest habitats, as well as those which create or extend woodlands particularly where it would contribute to the restoration of degraded landscapes or where significant tree loss has occurred or is expected. Wherever possible or appropriate, the district planning authorities should encourage the planting of broad-leaved native tree species, within woodland and forest habitats or in areas where this will contribute to established character. The Biodiversity Action Plan will provide the basis for co-ordinating action on woodlands and hedgerows together with associated species. Guidance on woodland character and management throughout the County is set out in the County Council's Landscape Assessment of West Sussex.
365. Habitats and geological features, such as rock formations, and raised beaches, are vulnerable to damage and destruction. Therefore, there is a need to record information about such sites or features and, where appropriate, to preserve any finds. The subsequent publication of results should be undertaken, where appropriate.

District planning authorities should:

- *identify sites or features of nature conservation importance, in addition to those already designated as being of international, national or local importance; and*
- *assess the potential of the sites or features for designation in local plans as Sites of Nature Conservation Importance (SNCI).*
- *assess the need for the creation of new, or the extension of existing, woodland and forest habitats, particularly in areas of degraded landscape or where significant tree loss has occurred or is expected.*

The coast

Policy ERA3

- (a) Development should not be permitted unless the distinctive character and resources of the County's coast and coastal waters, including river estuaries, will be conserved and, where possible, enhanced taking into account the**

impact on the landscape, heritage, the environment, coastal processes, nature conservation, recreation and economic interests. Development on the coast outside built-up areas should not be permitted unless there is a demonstrable need for a coastal location and it cannot be located elsewhere.

(b) District planning authorities will:

- (1) define in local plans, the seaward and landward extent of the coastal zone; and**
- (2) include policies in local plans to:**
 - (i) ensure that the coastal zone is conserved and, where possible, enhanced;**
 - (ii) safeguard and, where appropriate, allocate land for uses which require coastal locations; and**
 - (iii) prevent development on the undeveloped coast which should be located inland or within built-up areas.**

- 366. The coast is a local as well as a national resource. It contributes to the distinctive character of West Sussex; it is an attractive and desirable place to live; it attracts a large number of visitors both to the resorts and to the open coastline; it is important for nature conservation (including the internationally important Chichester and Pagham Harbours); it is an important recreation resource; and it is a place of economic activity including the ports, commercial shipping and other marine industries. However, it is a resource which is under threat from coastal processes and to some extent from development.
- 367. The Coastal Strategy provides a broad framework for action by all organisations and individuals involved with the management of the coastal environment of West Sussex. The Strategy takes an overview of the policies and activities operating at the coast and highlights the way in which they are interrelated.
- 368. District planning authorities should define coastal zones which extend seaward and landward of the coastline taking into account the geographical extent of natural coastal processes and local circumstances including key coast-related planning issues. They will need to ensure that the coastal zone is defined consistently between neighbouring authorities. They should also identify the different types of coast including built-up areas, undeveloped areas, and any despoiled areas. They should ensure the future management of the coastal areas and assess the need for measures to alleviate problems and to enhance degraded areas.
- 369. The Plan directs new development to existing built-up areas and seeks to resist development on the undeveloped coast. This includes the intensification of development, land reclamation and recreation (including marinas and other boat launching and parking facilities). It is important that the coast is protected and, where possible, enhanced in all development proposals.
- 370. Some proposals may affect the coast's geological features and have an impact on the hydrological processes of the coast or water quality locally or further along the coast, including the interruption or alteration of tidal flows. For example, waves and currents along the shore may suffer interference, including the removal of sediments thereby causing coastal erosion. The hydrology of the area should be understood before development proposals are prepared.
- 371. Where appropriate, district planning authorities should allocate land for uses which require coastal locations, for example, marine industries. They should prevent development on the undeveloped coast, which should be located inland or within built-up areas in order to protect the character of the coast and coastal resources.
- 372. The Environment Agency, coastal protection authorities (the local authorities), and other agencies have to produce a number of non-statutory plans including Shoreline Management Plans and Coastal Defence Strategies (see paragraph 376). Some of these contain policies and proposals that have land-use planning implications and should be taken into account in determining planning applications.

District planning authorities, together with relevant organisations, should:

- *define coastal zones which extend seaward and landward of the coastline taking into account the geographical extent of natural coastal processes and local circumstances including key coast-related planning issues. District planning authorities along the coast will need to ensure that the coastal zone is defined consistently between neighbouring authorities.*
- *identify the different types of coast including built-up areas, undeveloped, and despoiled areas; and*
- *assess the need to ensure the future management of the coastal areas and the need for measures to alleviate problems and to enhance degraded areas.*

Flooding and coastal defence

Policy ERA4

- (a) **Development should not be permitted in areas at risk or potential risk of fluvial or coastal flooding or where it would increase the risk of flooding elsewhere. Development should not be permitted where it would adversely affect the integrity of functional floodplains, or flood protection or coastal defence measures. Development should not be permitted where there is a risk or potential risk to people and property from other natural causes including storm, erosion and land instability.**
- (b) **Local plans will include policies to:**
 - (1) **ensure that the integrity of functional floodplains is maintained and that a risk-based sequential approach is adopted which guides specified categories of development away from flood risk areas;**
 - (2) **secure the provision of measures to manage surface water run-off in new development which will help to reduce flood risk including, where appropriate, sustainable drainage systems (SuDS);**
 - (3) **prevent development where:**
 - (i) **there is a risk or potential risk that fluvial or coastal flooding, coastal erosion, land instability, wind, waves, sea spray or wave-borne debris (whether in normal or storm surge conditions) would endanger people or cause damage to property, or where it would increase the risk of flooding elsewhere, unless protection measures are provided to an appropriate standard;**
 - (ii) **it would be detrimental to the stability or integrity of flood protection measures or coastal defences, or inhibit their maintenance or improvement; or**
 - (iii) **it would hinder the implementation of future flood protection measures or coastal defence solutions;**
 - (4) **ensure that essential new or replacement flood protection measures or coastal defences accord with any catchment area management plan, fluvial flood defence plan, shoreline management plan, or coastal defence strategy; and**
 - (5) **ensure the provision of coastal safety/maintenance strips.**

373. The risk of flooding is an important issue in West Sussex. The coastline of the County is generally low-lying and is naturally sinking. As a result, it is particularly vulnerable to the predicted impacts of climate change. These include more coastal and river (fluvial) flooding resulting from sea-level rise, increased storminess, increased winter rainfall, and higher and more intensive waves. In past times, the rivers of West Sussex flooded regularly, helping to fertilise the low-lying meadows - flood relief measures are now in place. However, occasional flooding continues and the frequency of flood events is expected to rise in the future as a consequence of climate change.

374. The areas of coastal land and river basins where flooding is likely to be a risk in both the short and long term are identified by the Environment Agency on the Indicative Floodplain Maps (2000) which are reviewed annually. They indicate the extent of fluvial flooding associated with the main rivers for a one in one hundred year event, that is, a 1% likelihood of flooding each year. In compliance with national planning guidance, developers will be required to undertake a flood risk assessment where information is not available and to give consideration to the impacts of climate change. For flooding from the sea and tidal estuaries, the Maps show a one in two hundred (0.5%) likelihood of flooding each year land below the 1 in 200 year sea level. Further work to zone these areas according to flood risk is being undertaken by the Environment Agency.
375. The risk of flooding cannot be eliminated neither can flood damage be entirely prevented. However, the aim of the policy is to reduce the risks to people, property and the natural environment from flooding. This applies to the coast, rivers and their catchment areas. The policy also seeks to reduce risk from coastal erosion, land instability, wind, waves, sea spray or wave-borne debris.
376. The Environment Agency, coastal protection authorities (the local authorities), and other agencies have to produce a number of non-statutory plans. In West Sussex, these currently include the following documents which are either being prepared, are adopted or are subject to review: the South Downs and East Solent Shoreline Management Plans (SMP); and the Pagham Harbour to East Head, Pagham Harbour to Arun, Arun to Adur, and Adur to Brighton Marina Coastal Defence Strategies (CDS). Catchment flood management plans (CFMP) for the Arun, Adur, and Ems and West Sussex Rifes are likely to be prepared later in the plan period. Although there are no fluvial strategies in the County, the need for them will be identified through the CFMP programme. Some of these documents contain or will contain policies and proposals that have land-use planning implications and should be taken into account in determining planning applications.
377. The defence strategy along much of the coast, including all the built up areas, is currently to hold the existing defence line by maintaining or changing the standard of protection. The County Council supports this approach. In some parts of the undeveloped coast, small-scale realignment (i.e. retreat the existing line) has been suggested.
378. Flooding does not occur just along rivers and coastal floodplains. Development within a river catchment can have significant impact on flooding by increasing surface water run-off to streams and rivers. Replacing vegetated areas with development including roads and paved areas, can unless effectively managed, increase run-off as does some mineral extraction, forestry and agricultural operations. There has been growing interest in sustainable drainage systems (SuDS) which reduce the quantity of run-off from sites and slow the velocity of the run-off as well as providing a passive level of treatment. These can also contribute greatly in improving the amenity and wildlife interest of new development. The approval of SuDS in new development must be subject to appropriate location, standards of design, maintenance and legal responsibility to ensure their continued effectiveness. When determining planning applications, district planning authorities should work closely with the Environment Agency, service agencies and developers to enable surface-water runoff to be controlled by effective surface water management systems, including SuDS where appropriate, to ensure flood risk is not increased.
379. Government guidance is that a risk-based approach should be taken when assessing development proposals in or affecting flood-risk areas. Certain uses, such as agriculture, may be able to take place in areas at risk of flooding where other uses, such as housing would be inappropriate. The Environment Agency provides advice on flood issues at a strategic level and in relation to planning applications, and consultation with it is very important. If, after applying a sequential test, a site is suitable for development that requires the provision of flood defence and mitigation works, developers should contribute to the provision and maintenance of those works (see Policy DEV4).

District planning authorities, together with the Environment Agency, should identify areas where there is a risk or potential risk to people and property from fluvial and coastal flooding, storm, erosion and land instability and the need for measures to alleviate problems.

Air, soil, and water

Policy ERA5

- (a) **Development should not be permitted unless the quality of, and where appropriate the quantity of, the air, soil and water resources of the County will be protected and, where possible, enhanced. Proposals for the introduction of sensitive uses should not be permitted in areas subject to existing or potential pollution.**
- (b) **Local plans will include policies to:**
 - (1) **protect the intrinsic quality of, and where appropriate the quantity of, air, soil, and water resources (including ground and surface waters) and prevent development which would be detrimental to the management and protection of such resources;**
 - (2) **ensure that quality of rivers and other watercourses is conserved and, where possible, enhanced (including within built-up areas);**
 - (3) **prevent the irreversible loss of the best and most versatile agricultural land (grades 1, 2 and 3a of the Agricultural Land Classification system) unless the need for the development outweighs the long-term protection of the land; and**
 - (4) **prevent sensitive development in areas subject to existing or potential poor air quality, or noise or smell pollution.**

380. The Plan seeks to protect and, where possible, enhance natural resources and assets including air, soil and water (see also Policy DEV1). These are essential to life and it is vitally important that the impact of development on them is minimised. Opportunities should also be taken to improve air, soil and water quality and conserve the extent, diversity and quality of soils including the best and most versatile farmland.
381. Air quality in West Sussex, whilst generally high, is constantly threatened by pollution from human activity. As pollutants associated with the burning of fossil fuels for domestic and industrial purposes have declined in the County, pollutants and particulates produced mainly by motor vehicles have increased. Traffic growth is likely to be the main influence on air quality in the County over the next few decades and concentrations of some pollutants associated with motor vehicles are likely to increase. Land-use planning has an important role to play in improving air quality. In addition to Policy ERA5, other policies of the Plan which seek to minimise the need to travel and reduce the need to use the private car, will have a beneficial impact on air quality.
382. The Local Transport Plan's Strategy for Air Quality and the Pan-Sussex Strategy for Air Quality aim to improve air quality although it is recognised that in the short term at least, some of the national or local targets for pollutants are likely to be exceeded. The Strategy identifies a number of areas for action including the link between road traffic and the impact on air quality and sensitive land uses.
383. The importance of water as a resource, its conservation, supply and disposal, is self-evident. There needs to be water of a sufficiently high quality for the purposes for which it is used. There needs to be enough of it now and for the future. Supply and quality must not be compromised by development demands. Overall, water quality in West Sussex is good, and has been improving as a result of increased investment. Drinking water quality is very good. The treatment of waste water at inland works is for the most part highly effective, and the rivers in the County are almost all in the best quality grades. There are few pollution incidents. Groundwater protection is well-established. In managing water supply, it will continue to be important to protect existing sources, reduce leakage, manage demand sensibly and examine carefully storage and transfer possibilities. Proposals related to the supply of water and the treatment of waste water should be considered against the relevant policies of the Plan. Outside built-up areas, there should be a demonstrable need for any proposals to be located in the countryside.

384. The Environment Agency and its partners, including the County Council, have developed or are developing management plans for water and river management including the Adur and Ouse, Arun and Western Streams, Medway, Mole, and Wey Catchment Abstraction Management Strategies (CAMS). Positive enhancement work is also taking place through the implementation of Biodiversity Action Plans, the Countryside Stewardship scheme, and many other projects.
385. The planning and pollution control systems are separate but complementary. Both are designed to protect the environment from the potential harm caused directly by development and any indirect impacts. In seeking to protect air and water, local authorities should continue to monitor existing and potential poor air quality and water pollution. They should take account of the location of the development where this may give rise to air and water pollution; examine any potentially polluting aspects of the development itself; and ensure that new development, especially sensitive uses such as housing, are not placed too close to existing or potential sources of pollution.
386. Maintaining high quality soil is vital to the health of the land and to agriculture. The varied geology of West Sussex has generated wide variations in soil types and consequently in agricultural land productivity, although much high-grade agricultural land has effectively been produced by improvement through cultivation. The best and most versatile land is concentrated in the coastal plain where enriched soils and favourable light conditions combine to produce farmland suitable for intensive horticulture. Elsewhere, higher grade land exists in small pockets in river valleys and on the loams developed on the sandy country on the southern fringes of the Low Weald.
387. In determining how the development requirements of this Plan should be met, district planning authorities should take an holistic view of the value of land. Although they should continue to give protection to high quality agricultural land, they should also consider other factors such as landscape quality, biodiversity, amenity value, cultural heritage, and local character. Where development is needed, it would be wrong to protect an area simply because of its soil quality at the expense of another area which has other qualities of value. Where development of agricultural land is unavoidable, priority should be given to the use of poorer quality land except where additional considerations, for example, the lack of accessibility to infrastructure, workforce or markets, suggest otherwise.

District planning authorities should:

- *together with the Environment Agency, assess the whole-catchment of rivers and other watercourses and identify important features or characteristics (including functional floodplains) which should be protected;*
- *identify areas subject to existing or potential poor air quality or pollution; and*
- *assess the impact of development on air quality and pollution having regard to the National Air Quality Strategy objectives.*

Minerals

Policy ERA6

- (a) **Provision should be made for the extraction of minerals sufficient to meet identified needs. Proposals for the extraction, import, storage or processing of minerals, including sand, gravel, sandstone, chalk, and clay, and the exploration and production of oil and natural gas, should not be permitted unless they are required to meet identified needs and any impact on the environment is acceptable. Outside built-up areas, development (including buildings, plant and machinery) which is not essential to the operations should not be permitted. Development that would be detrimental to the management and protection of minerals should not be permitted.**
- (b) **The West Sussex Minerals Local Plan will include policies, including the identification of suitable sites, to ensure that:**
- (1) **suitable sites for the extraction, import, storage or processing of minerals are available to meet identified needs;**

- (2) minerals are conserved, as far as possible, while ensuring an adequate supply;**
- (3) where appropriate, opportunities are taken for the transport of aggregates by rail or water;**
- (4) sensitive and environmentally sound work practices are secured;**
- (5) satisfactory restoration of minerals sites to an appropriate after-use or enhanced amenity are secured; and**
- (6) mineral resources are not sterilised.**

388. West Sussex contains deposits of a variety of minerals important to the construction industry such as sand, gravel, sandstone, chalk and clay. Additionally there have been discoveries of oil and gas, which have already led to limited commercial exploitation. These minerals make an important contribution to the economy, not least in providing most of the construction materials required to implement development. They can, of course, be worked only where they occur, which means that there is a need to balance the need for the minerals with any adverse impact on the environment.
389. Naturally occurring bulk minerals worked primarily for use in construction, for example in concrete, roadstone and asphalt, or as constructional fill or railway ballast, are termed 'primary' aggregates. Other materials such as by-products of quarrying, mining, industrial processes or recycling (including demolition materials), may be suitable, dependent on their qualities, for purposes otherwise supplied from primary aggregate sources and are referred to as 'secondary aggregates'. Chalk, which is mainly quarried for agricultural purposes in West Sussex, and sandstone may also fulfil a secondary aggregate role. Currently, most secondary aggregates are used for lower-specification work such as hardstanding, foundation sub-base construction or as bulk fill. Government studies are assessing the potential for these materials to meet higher specification uses.
390. The County Council is the Minerals Planning Authority for West Sussex and is responsible for all minerals planning matters throughout the County. The Structure Plan sets out the broad framework for such matters and the West Sussex Minerals Local Plan, also prepared by the County Council, sets out detailed policies and identify where new permissions are likely to be granted. It covers the period to 2006.
391. The strategic aim is to meet the need to maintain supplies of minerals whilst ensuring that their extraction can be sustained as long as is necessary and does not harm the environment. This means protecting existing reserves, ensuring that they are not used too quickly, encouraging the reuse of existing buildings rather than their replacement, and promoting the use of recycled materials to reduce the demand for new mineral extraction. It also means reducing the environmental impact of exploiting such resources. These include direct impacts such as the visual impact on the character of an area and pollution, as well as indirect impacts from transporting the minerals. Lastly it means ensuring that land is restored to an appropriate after-use. In the countryside, development should be limited to uses which are necessary for the operation to proceed. For example, any buildings provided should not be used for purposes unrelated to mineral extraction. Buildings and plant should be removed on cessation of the extraction operations.
392. Proposals for further oil or gas workings, to appraise a find, or to develop a field for commercial production, should be considered on their merits against the policies of this Plan and local plans. However, permission should not follow automatically from successful exploration.

Energy generation and supply

Policy ERA7

- (a) Development of economically viable energy generation and supply should be permitted provided that it will contribute to the diversity, security and sustainability of energy supply and the reduced emission of pollutants and that the impact on the environment is acceptable.**
- (b) Local plans will include policies to:**

- (1) enable the efficient generation and supply of energy including, where necessary, the allocation of land for energy generation; and**
- (2) secure the provision of economically viable and environmentally acceptable energy generation in development proposals including, where appropriate, the potential for community heating schemes.**

393. Almost all energy used in West Sussex at present is generated elsewhere. This will remain the case although a gas turbine power station is now operating at Shoreham Harbour. However, it is Government policy, supported by the local planning authorities, to stimulate the development of new and renewable energy sources wherever they have prospects of being economically attractive and environmentally acceptable. This will contribute to diversity, security and sustainability of energy supply, reduced emission of pollutants, and the encouragement of internationally competitive industries. There may also be scope for electricity and other forms of energy generation from wastes, and for the use of waste heat (see the West Sussex Waste Local Plan Deposit Draft).
394. Energy demand in the UK is likely to remain fairly stable over the next forty years. At present there is no shortage of energy supplies as there are vast reserves of fossil fuels and uranium. However, the burning of fossil fuels results in the emission of greenhouse gases, and nuclear energy production creates problems in dealing with the highly dangerous waste. Energy conservation and the generation of energy from renewable sources can help to reduce the need to rely on fossil fuels and nuclear energy.
395. The potential for renewable energy development in South East England has been the subject of a study undertaken for the Department of Trade and Industry. SEERA has produced draft guidance on energy efficiency and renewable energy – "Harnessing the Elements". It contains policies to promote a more sustainable pattern of energy use and generation through measures to reduce energy use, increase efficiency and increase the proportion of energy generated from renewable sources. The draft strategy sets a target for 20% of electricity to be produced from renewable sources by 2020 (in the south east region). Within West Sussex, much of the County was ruled out because of the possible impact of development on the landscape. However, wind, solar, tidal and water power may still have potential, and there may be scope for generating energy from various crops (biomass). The other main possibility is the use of wastes - landfill gas (already used at a County Council plant at Sompting), farm waste and sewage sludge.
396. Renewable energy plant (and associated distribution networks) may need to be located close to the resource itself in order for it to be exploited effectively and to minimise transport costs and energy wastage. This may lead to some local environmental impact, requiring a balance to be struck between any local disbenefits and the wider benefits of developing the energy resource. A formal environmental assessment may be needed. This Plan allows for economically viable and environmentally acceptable energy generation and supply: the siting and design of any buildings or structures will be critical. Ensuring energy efficiency, minimising the use of non-renewable energy, and maximising the use of renewable energy sources in new development is one of the principles of high quality development (see Policy DEV1).

District planning authorities should identify the potential for economically viable and environmentally acceptable energy generation including the generation of electricity from wastes, renewable energy sources, and combined heat and power schemes

Waste

Policy ERA8

- (a) Provision should be made for sufficient capacity to manage the waste that will arise in West Sussex taking into account the need to minimise landfill and to balance environmental, social and economic needs. Proposals for the management of waste (including recycling, energy recovery, and waste disposal) should not be permitted unless they are located as close as practicable to the point at which the waste is generated, integrate with rail and water-based transport systems wherever possible, any impact on the environment is acceptable, and appropriate restoration and after-use is**

secured, where necessary. Outside built-up areas, development (including buildings, plant and machinery) which is not essential to the operations should not be permitted. Development that would prevent or hinder the management of waste should not be permitted.

(b) The West Sussex Waste Local Plan will include policies, including the identification of suitable sites, to ensure that:

- (1) a sufficient range and number of waste management facilities are provided in suitable locations to meet identified needs and that the combination of facilities provides the most benefits or least damage to the environment;**
- (2) material recovery, including recycling, composting and energy generation, is maximised;**
- (3) waste disposal without energy recovery, specialised destruction and permanent storage is minimised;**
- (4) facilities are located as close as possible to the point at which the waste is generated and that they integrate with rail and water-based transport systems wherever practicable;**
- (5) sensitive and environmentally sound work practices are secured; and**
- (6) satisfactory restoration of waste sites to an appropriate after-use or enhanced amenity is secured.**

397. The County Council, as the Waste Planning Authority for West Sussex, is responsible for the land-use planning for all the main types of waste, including construction and demolition, household, commercial and industrial, and hazardous wastes. Its duties include development control and preparing a Waste Planning Strategy and a Waste Local Plan. The County Council is also the Waste Disposal Authority, and is responsible for arranging for the disposal of household waste and for waste deposited at Civic Amenity Sites. It may need to promote the development of sites to manage waste. The County Council works in consultation with the District Councils, which are the Waste Collection Authorities. The Environment Agency is the Waste Regulation Authority.
398. In 1999/2000, almost 1.25 million tonnes of waste was landfilled in West Sussex (including that imported). About 0.25 million tonnes was recycled (this was about 20% of the total amount of waste requiring management in the County). There are no major 'energy from waste' facilities. Almost 0.5 million tonnes of the total amount of waste produced in West Sussex, came from household sources. About 0.5 million tonnes of waste was imported into the County, mostly from East Sussex/Brighton and Hove. Nearly 0.25 million tonnes of the total amount of waste was exported: for example, household waste from Crawley and East Grinstead is taken to Surrey; whilst some commercial and industrial waste, and most hazardous waste was also exported. Overall, the County was broadly self-sufficient, managing within its area a similar amount of waste as was generated.
399. In West Sussex, waste has traditionally been landfilled. However, existing landfills have a limited life. The four sites which accept household and commercial/industrial wastes are at Lidsey (in Arun District), and at Brookhurst Wood, Horton (also known as Small Dole) and Washington (all in Horsham District). At current rates of filling, the total capacity at these sites would be exhausted before 2006. Opportunities for major new landfill are likely to decline, as a result of the scarcity of suitable voids. In addition, a European Union directive on landfill requires progressive reductions in the amount of waste going to landfill. Therefore, there will need to be a major shift away from landfill, which wastes valuable resources, towards processes which reuse and recover materials.
400. The Structure Plan sets out the broad framework for the land-use planning aspects of waste. When completed, the emerging Waste Local Plan will make provision for waste management facilities in appropriate locations to meet identified needs. The Waste Local Plan, which will cover the period to 2016, will also set out the considerations to be taken into account in assessing proposals for new waste management facilities. The Deposit Draft was published in February 2003 and on deposit in May/June 2003.

401. Consistent with Government policy, the aim in West Sussex is to encourage waste reduction, whilst seeking to increase reuse and recovery, including composting, recycling and energy recovery. Targets will be introduced in the Waste Local Plan for reducing the amounts of waste to be landfilled, and for increases in material recovery.
402. The County's Waste Planning Strategy also carries forward the Government's commitment to the proximity principle whereby waste should be managed or disposed of close to the point at which it is generated. Each region should expect to provide sufficient facilities to treat or dispose of all the waste it produces, unless the use of facilities outside the region represents a more practicable environmental option. However, specialised facilities may need to serve a wide area; and for landfill, proximity will have to take account of where suitable voidspace within the County are located.
403. Provision for reuse and recovery of waste should be made sufficient to enable the targets of the European Union's Landfill Directive and those of the National Waste Strategy to be met. However, there will still be a need to make provision for sufficient landfill capacity to dispose of all the residues left over after waste recovery. Proposals for waste should further the principles of integrated and sustainable waste management. Decisions should also be based on the principle of the Best Practicable Environmental Option, which is to secure the most benefits or least damage to the environment, as a whole, at acceptable cost, in the long term as well as in the short term.
404. A variety of waste management facilities will be required throughout the plan period for dealing with the various types of waste generated. For example, transfer stations carry out rebulking and sorting of wastes prior to their being sent for recycling, treatment and/or final disposal. Waste recycling facilities can include screeners and crushers, to produce secondary aggregates from construction and demolition wastes. Civic amenity sites and recycling centres provide convenient points for the collection of recyclable household materials and the safe recovery of potential pollutants such as waste oil. Sites for such built facilities require good access and must be reasonably close to where the waste is produced. They would usually be sought in or adjacent to urban areas, and for some operations substantial buildings would be required.
405. Waste management can create a range of problems, from the operation itself and from the traffic generated. For example, the transport of material by road to and from waste management facilities requires the use of large lorries. These can add to congestion at peak times and can be a source of environmental disturbance, even when empty. Accordingly, when considering proposals for new waste management facilities, account should be taken of other policies in the Plan and of how potential environmental issues such as traffic, noise, dust, smell, visual intrusion, harm to human health, restoration and aftercare, will be dealt with. In the countryside, development should be limited to uses which are necessary for the operation to proceed; for example, any buildings provided should not be used for purposes unrelated to waste management.

Development

Introduction

406. New development, whatever it is for and wherever it is located, should be well-planned and provide for the needs it generates. This chapter sets out county-wide policies to ensure: that development is of high quality; that, where possible, a mix of uses is secured; that infrastructure is provided to serve new development; that travel needs are met and choices maximised; and that the right amount of parking is provided; that major greenfield development reflects the aims of the Plan.

Targets

- To improve the quality of new development.
- To ensure the provision of the appropriate type and level of infrastructure which is needed to serve each new development.
- To increase, annually, the level of residential development within 400m of passenger transport services.

High quality development

Policy DEV1

- (a) **Development should not be permitted unless the construction, layout, scale, appearance and landscaping are of high quality taking into account the need to:**
- (1) **integrate with and, where possible, enhance adjoining land-uses and minimise potential conflicts between land-uses and activities;**
 - (2) **have regard to the local context including:**
 - (i) **the varied traditions and character of the different parts of West Sussex;**
 - (ii) **the characteristics of the site in terms of topography, natural and man-made features, and micro-climate;**
 - (iii) **the morphology, landscape, townscape, streetscape and skyline of the surrounding area;**
 - (iv) **views into and out of the site; and**
 - (v) **the use of materials and building styles;**
 - (3) **create a sense of place which is easy to understand through the use of distinctive buildings, open spaces, routes, and landmarks (including works of art);**
 - (4) **give high priority to pedestrians, those with impaired mobility, cyclists and users of passenger transport, reduce the dominance of cars and roads, and integrate with existing transport provision;**
 - (5) **create a high quality, socially inclusive, and adaptable environment for occupiers and users which meets their long-term needs;**
 - (6) **create a safe and well-cared for environment where opportunities for crime and anti-social behaviour are minimised;**
 - (7) **protect and enhance the biodiversity of the site and the surrounding area;**
 - (8) **ensure energy efficiency, minimise the use of non-renewable energy, and maximise the use of renewable energy sources;**

(9) minimise impact on and the use of natural resources (air, soil, water and minerals), minimise waste generation, and maximise the use of recycled materials; and

(10) meet the needs of service providers and ensure the integrated provision of infrastructure and utilities.

(b) Local plans will include policies for specific areas, sites or topics to ensure that new development is of high quality taking into account the principles in (a).

407. The quality of development is not just about what it looks like, it is about a whole range of aspects which in combination make a development fit for its current or future purpose as well as fitting with its surroundings. These range from the materials its uses and its energy efficiency through to its relationship with adjoining land uses.
408. The quality of new development is an important issue and there is a desire to secure an even better form and design of new development in West Sussex. Although the need to make the best use of land and to achieve higher densities of development is generally accepted, there are concerns about the impact of such development on the quality of the local environment. Achieving high quality development can help to allay these concerns and make the principle of development, both in planning terms and to local people, more acceptable. The issue of the quality of development is not confined to urban design or urban development but to the use and development of land everywhere in the County, whether urban or rural, greenfield sites or previously-developed land.
409. Government guidance emphasises the importance of the quality of development not only to achieve other policy objectives such as making the best use of land but also to ensure a high quality environment for both new and existing residents or occupiers. Additional guidance has also been produced in the form of the good practice guides "Planning for Sustainable Development", "By Design - Urban design in the planning system" and "By Design – Better places to live".
410. This Plan seeks to ensure that all new development is of a high quality. It encourages innovative and imaginative schemes which will make a positive contribution to the quality of the local environment and in general to the quality of life in West Sussex. By the same token, poor quality development which does not reflect the principles in Policy DEV1 should not be permitted. A brief description of the principles follows.
411. New development should be compatible with neighbouring land uses and buildings (for example, in terms of nuisance or pollution). Uses within a mixed-use site should be arranged so that future conflicts are avoided.
412. New development should also protect and, where possible, reinforce the character of the surrounding area (see Policy CH1). For example, a building which is acceptable in Crawley may not be acceptable in Shoreham. It should work with rather than against the characteristics of the site and of the surrounding area. It should protect existing views and create new views, and use materials and building styles which are appropriate in the local context.
413. A sense of place should be created which helps people to know where they are and to find their way into, around and through the site. Landmark buildings or works of art can play a key role in creating a distinctive, understandable and legible environment.
414. The aim must be to reduce the visual and functional dominance of roads and cars and create places where walking, cycling and the use of passenger transport are easy and accessible. The needs of those with impaired mobility should be catered for properly through the creation of socially inclusive environments.
415. New development should be adaptable to changing needs and circumstances over time. This will enable buildings and their environs to be reused for other purposes rather than requiring new building which will unnecessarily involve the use of additional natural resources and the consumption of energy. Attention should be paid to the construction of buildings; the size, type, positioning and grouping of buildings; the creation of public spaces; highway and access arrangements; and servicing and infrastructure arrangements.
416. Development which is of high quality will help to reduce opportunities for crime and anti-social behaviour, reduce the fear of crime and help the occupiers and users of buildings to feel safe

and secure. Crime and Disorder Reduction Partnerships have been established to promote community safety which is vital to maintaining and developing the social and economic well being of the community of West Sussex. This includes securing 'Secured by design' standards for new developments, including commercial development. There is also a need to give consideration for leisure facilities/spaces for young people to congregate when new housing schemes are being developed to prevent anti-social behaviour and risk to children from accidents. The impact of the fear of crime also needs to be considered, for example, by ensuring that travel plans reflect the need for people to travel and wait for public transport in a well-lit and observed location if at all possible. There is also a need to consider vandalism and graffiti – some of the problems being tackled now could have been dealt at the design stage if more consideration had been given to the impact of this on our communities' feelings of safety. Finally a number of Crime and Disorder Reduction Partnerships, particularly in town centre areas, are encouraging people to think about "what sort of place do we want this town centre to be?". Such an approach ensures that applications for super-pubs and clubs can be decided within a clear framework.

417. High quality development is not just about buildings, it is also about the areas surrounding them including landscaping and planting. For example, planting native trees and shrubs local to the area can improve the quality of the environment as well as helping to reduce global warming. Other measures may include protecting existing habitats and species and creating new habitats.
418. Another aspect is the need to ensure energy efficiency as, according to one estimate, 50% of energy consumption is related to the use of buildings. Much can be done through the use of materials which are produced efficiently in terms of energy and through the energy-efficient construction and operation of buildings. The use of renewable energy such as solar power and, in larger schemes, combined heat and power, can also have an important role to play.
419. The adverse impact of new development on natural resources can be reduced, for example, by ensuring that pollution does not occur, that measures are in place to minimise waste (for example, grey water recycling) and that recycled materials are used (for example, demolition materials for sub-bases or second-hand tiles or bricks).
420. The needs of service providers including gas, water, electricity and telecommunication suppliers, and waste collection should be an integral part of the development rather than an afterthought. This also applies within buildings as well as to the development as a whole.
421. Policies in local plans should be supported, where necessary, by supplementary planning guidance such as design guides, development briefs, concept or design statements, countryside design summaries and village design statements. The implementation of Policy DEV1, local plan policies and supplementary planning guidance will be supported by the proposed creation of the West Sussex Design Commission which will seek to ensure that new development makes a positive contribution to the quality of the local environment and in general to the quality of life in West Sussex.
422. Applications for planning permission should be accompanied by a statement which demonstrates to the satisfaction of the local planning authority that the principles set out in Policy DEV1 and issues raised in local plan policies and supplementary planning guidance have been taken into account.

District planning authorities, together with local communities, should:

- *assess the varied traditions and character of their areas and identify important features and characteristics which should be taken into account in designing new development; and*
- *where necessary, prepare supplementary planning guidance which will secure high quality development.*

Mixed-uses

Policy DEV2

- (a) **Mixed-use development should be permitted provided that it makes the best use of land, promotes vitality and diversity within towns and villages, meets the needs of local people, and helps to reduce the need to travel.**
- (b) **Local plans will include policies to:**
 - (1) **ensure that a mix of land-uses and activities is retained or achieved in identified individual buildings, streets, sites and areas;**
 - (2) **where appropriate, specify the preferred uses for new development and the mix and location of such uses for sites and areas (for example, the proportion of site area/floorspace for each use); and**
 - (3) **prevent the dominance of one or more land-uses or activities where it would increase the need to travel or undermine vitality and diversity.**

423. The mix of land uses is an important contributor to the vitality, diversity, and character of the towns and villages of West Sussex. Retaining existing mixed-use areas and creating new areas is also an important factor in meeting the needs of people and ensuring that jobs, and facilities and services are located close to homes. In this way, mixed-use areas help to reduce the need to travel to work, to shops, and to other important uses. By grouping uses together, the need for additional trips to separate uses in different locations is reduced. For these reasons, existing mixed-use areas should be retained and new mixed-use areas created. Similarly, the creation of large areas of single uses should be avoided where it would undermine vitality and increase the need to travel.
424. The creation of mixed uses applies not only to the way in which areas, sites or streets are used but also to the way in which buildings are used. For example, an existing building in a centre may be used for retailing on the ground floor and for residential or business purposes on the upper floors. Therefore, the retention and creation of mixed-use areas should be considered in terms of both the horizontal and the vertical interrelationship of uses and activities. The creation and promotion of mixed-use development can help to make the best use of land (see Policy ERA1): for example, by locating acceptable activities on upper floors of what would otherwise be only single-storey development and by sharing space (indoors and outdoors) especially where use would arise at different times. Mixed-use development can help to bring life back to areas which are only used for part of the day, week, month or year.
425. District planning authorities should identify existing mixed-use areas or buildings which should be retained in mixed-use and identify where new mixed-use development should be created including the allocation of greenfield sites, particularly the Strategic Locations. Existing areas of mixed-uses will include town, village, district and neighbourhood centres and may also include nodes on passenger transport corridors. Where appropriate, district planning authorities should be specific about the appropriate mix and disposition of uses which should be retained or achieved in different locations. Planning conditions or legal agreements should be used to secure appropriate mixes of uses and activities.
426. Proposals for mixed-use development outside the locations identified in local plans under Policy DEV2(b.2) may also be appropriate, for example, where they would reduce the need to travel, create vitality and diversity, and make best use of the land. In certain circumstances, proposals for single-use development may not be appropriate where they would introduce a new use which is out-of-keeping with the character of the surrounding area.

District planning authorities should identify individual buildings, streets, sites and areas where existing mixed-use character should be retained or where new mixed-use development should be achieved. Particular consideration should be given to town, village, district and neighbourhood centres and around nodes on good quality passenger transport corridors.

Infrastructure requirements

Policy DEV3

- (a) **New development should not be permitted unless the on-site and off-site infrastructure needs it creates (including facilities and services) are met, and it does not impose costs on the existing residents or businesses of West Sussex.**
- (b) **Proposals by service providers for the delivery of physical and social infrastructure to meet the needs generated by the levels of development in West Sussex set out in Policy NE1(a), including provision funded by development under part (a) of this policy, should be permitted provided that the impact on character and the environment is acceptable. The provision of such infrastructure should be co-ordinated and phased with the delivery of the development.**
- (c) **Local plans will include policies to ensure that:**
 - (1) **new or improved infrastructure required to meet the needs of new development, whether on-site or off-site, is available or will be provided at the appropriate stage;**
 - (2) **where appropriate, development is phased in step with the provision of new or improved infrastructure; and**
 - (3) **where appropriate, contributions of land and finance can be secured towards the provision of new or the improvement of existing infrastructure (whether on or off-site) which is necessary to meet the needs of occupiers or users of new development and to avoid worsening conditions for users of existing infrastructure.**

427. A common complaint about new development is that it has taken place despite deficiencies in infrastructure or in advance of the provision of new infrastructure required to serve both existing needs and the additional needs it will generate. The Structure Plan aims to ensure that infrastructure deficiencies are not made worse by new development. It also seeks to ensure that new development meets the needs that it generates for new or improved infrastructure and that it does not expect the existing communities of the County to meet those needs.
428. The term 'infrastructure' in the context of Policy DEV3 refers to land, works, or other specific investments. It relates to the physical and social facilities, services and amenities needed by the community at large. It includes transport; water supply; utility services such as gas, electricity and telecommunications (including fire hydrants and an adequate water supply for fire-fighting); land drainage; surface water and waste water disposal; waste management; flood and coastal defence; and land and buildings and other appropriate facilities for education, social and health care, libraries, policing, waste disposal and other community facilities (including public open space).
429. The absence or inadequacy of infrastructure will mean that new development will not be able to proceed. However, Policy DEV3 enables new development to proceed where it is possible for developers and the planning authorities to remove such obstacles by making arrangements for the provision or improvement of infrastructure at the appropriate time. These arrangements may involve the use of planning obligations or other legal agreements. This approach accords with Government policy and guidance (Circular 1/97 - Planning Obligations) which states that planning obligations may enhance the quality of development and enable proposals to go ahead which might otherwise be refused. Such obligations should be relevant to planning, directly related to the proposed development and necessary to make it acceptable in land-use planning terms. However, developers, in agreement with the planning authorities, may help to bring forward in time, existing proposals to improve, upgrade or replace inadequate infrastructure.
430. All new development, whether large or small, on previously-developed land or greenfield sites, needs to be served by infrastructure. Even one dwelling contributes to demand to use facilities or services, such as open space or school places, as well as needing to be directly served by physical infrastructure such as roads and utilities. It is fair and reasonable that contributions

are sought from developers towards the provision of infrastructure to serve needs arising from their development. Therefore, the district planning authorities should identify in local plans the infrastructure which needs to be improved or provided if new development is to go ahead at the appropriate time. New development will not be expected to meet the needs of the current residents and businesses of West Sussex, that is, to meet existing shortfalls or deficiencies in the provision of infrastructure. However, inadequate infrastructure might need to be improved if new development is not to exacerbate existing deficiencies. In such cases, new development should contribute towards any improvement which is required to avoid worsening an already unsatisfactory situation.

431. The planning authorities should consider, in the first instance, whether it is possible and more appropriate to improve existing infrastructure which will have benefits for the wider community rather than to provide new infrastructure. In this way, development can help to bring forward in time, existing proposals to improve, upgrade or replace inadequate infrastructure. For example, improvement and enlargement of an existing play area could be secured using public funding and developer contributions rather than providing a new small play area which will only serve the development. On a large scale, development could contribute to the cost of improving a rail station. Such improvements should be established in a programme for the specific service or facility. However, there is no compulsion on developers to contribute to the cost of such improvements to existing infrastructure, rather than to provide or fund new provision. In any event, the level of contribution would relate only to the level of demand generated by the development as the remaining funding for the improvement would need to be secured from elsewhere.
432. On large sites, it may be necessary to phase development for a number of reasons. One of these is to ensure that the provision of new, or the improvement of existing, infrastructure which is required by the development, is co-ordinated and that it is provided at the right time: for example, to meet the needs of the residents of the new homes or to avoid worsening conditions for existing residents. The provision of certain infrastructure may be critical to the delivery of the amount of development at the Strategic Locations and elsewhere. Therefore, either all or part of the development may be delayed or may not occur, if the relevant infrastructure is not provided.
433. The County Council is currently exploring with the District Councils ways in which the Strategic Locations can be implemented. Such mechanisms will include regular meetings between the County Council, as a service provider, the District Councils and other service providers to co-ordinate and phase the delivery of new or improved infrastructure. This will help to ensure that facilities and services are delivered at the right time, in the right place and at an appropriate scale. Where appropriate, this approach will be co-ordinated across the county boundary with adjoining authorities and agencies.
434. In considering the implementation of the Strategic Locations and other significant development proposals within the context of local plans (or their successors), the District and Borough Councils should consider how the proposals contribute to the achievement of the infrastructure requirements set out in this Plan. Priorities, including phasing, should be set having regard to the ability of the development to contribute towards achieving these aims within the context of Policy DEV3. The local planning authorities will work together and cost the infrastructure required and shall, through the West Sussex Local Strategic Partnership, produce an action plan for achievement.
435. The provision of new or improved infrastructure may either be made directly by the landowner or developer, or by a service provider. In certain circumstances, financial contributions could be made by the developer to secure the improvement of infrastructure (whether on or off-site) as an alternative to direct provision. This may be appropriate where contributions are required from a number of individual developments to secure improvements. For example, there may be deficiencies in existing provision, such as transport, which prevent any further development in an area. In such circumstances, it would be appropriate to secure contributions from all development in the area, both previously-developed land and greenfield sites, to fund the necessary improvements which have been identified. Provision by a service provider may either be that funded by one or more developments to meet the needs generated by that development or more general provision related to the wider needs of the communities and

businesses of West Sussex. In the latter circumstances, funding for new or improved provision would be secured by the service providers through connection and service charges.

436. The planning authorities will also provide supplementary planning guidance and informal advice to landowners and developers as to site requirements and likely cost of infrastructure provision. Although indicative formulae may be published showing how such contributions might relate to the scale of new development, they can only ever be a guide: the contributions sought will depend on the particular circumstances of individual proposals. Initial guidance is available in "The Provision of Service Infrastructure Related to New development in West Sussex – Part 1" which will be supplemented by separate documents (Part 2) prepared by each District or Borough Council.

The local planning authorities, together with service providers and other organisations, should identify the needs or requirements of individual sites or areas which come forward for development including sites allocated in local plans.

Travel needs and choices

Policy DEV4

- (a) **Development should not be permitted unless: the travel needs it generates are met; where possible, it reduces the need to travel; it achieves safe and convenient access by a choice of means of travel; it encourages and enables an increase in walking, cycling and the use of passenger transport; and the number and impact of motorised journeys is minimised.**
- (b) **Local plans will include policies to ensure that:**
 - (1) **wherever possible, development is located close to existing passenger transport, walking and cycling networks or major passenger transport interchanges or where this can be provided as part of the development;**
 - (2) **development caters safely, conveniently and adequately for all travel needs by:**
 - (i) **integrating with existing and proposed provision for pedestrians and cyclists and maintaining or improving existing patterns of movement on foot or by cycle;**
 - (ii) **providing convenient, safe and attractive facilities for pedestrians and cyclists;**
 - (iii) **providing convenient, safe and attractive facilities for those with impaired mobility (including the disabled);**
 - (iv) **integrating with existing and proposed provision for bus and rail transport, and maintaining or improving existing patterns of movement by bus or rail;**
 - (v) **securing the provision of new or improved passenger transport and the provision of convenient, safe and attractive facilities for users of passenger transport, including taxis;**
 - (vi) **ensuring safe and adequate access to the highway network; and**
 - (vii) **minimising the impact of motorised journeys.**
 - (3) **where necessary, transport assessments are undertaken to assess whether safe and convenient access by all modes of transport can be achieved, that the development encourage and enable an increase in walking, cycling and the use of passenger transport, and that the number and impact of motorised journeys will be minimised; and**
 - (4) **where necessary, the preparation and implementation of travel plans is secured to encourage and enable an increase in walking, cycling and the use of passenger transport.**

437. Development generates the need for travel whether it is people travelling to or from a building, the delivery of services, or the transport of goods. It is important that these needs are met in a suitable manner and that any costs in meeting them are not passed to others (see Policy DEV3).
438. The location of a development in relation to other uses and activities will influence how far people or goods need to travel. For example, locating a leisure use such as a cinema within a town centre will make it accessible to the largest number of people by a choice of means of travel and enable them to combine trips. The Plan seeks to ensure that the need to travel is reduced as this will help to reduce pollution and congestion, reduce energy consumption, and contribute to economic efficiency. Transport assessments will also need to identify increases or decreases in air pollutant concentrations caused by transport generated by the development. Means to ameliorate increases may need to be implemented by developers as a result.
439. Development should be located where it maximises opportunities for access by a choice of means of transport and achieves a major shift to sustainable modes of transport including walking, cycling and passenger transport. It is no longer acceptable for development proposals to expect that the car will always represent the only realistic means of access. In locating development, it should provide a realistic choice of access by walking, cycling and passenger transport, recognising that in some rural locations it may not be possible to ensure access by certain modes. Passenger transport provision has to be of the highest quality and fit for the 21st Century. This means that development should be planned around passenger transport with dedicated routes for buses so that they have a clear advantage over the private car, and it means, wherever possible, easy access on foot or by bus to a rail station where there is an attractive service, ideally a minimum 20 minute frequency. Ideally, new dwellings should be no more than 400 metres from a station or quality bus route.
440. High priority should be given to walking and cycling and the use of passenger transport. Existing or proposed provision for walking, cycling and passenger transport should be used before new provision is considered. Any new provision should integrate with existing provision and, where possible, provide benefits for the wider community. In terms of design, adequate provision should be made for pedestrians and cyclists in the form of footways and cycleways, cycle parking and storage, and changing facilities for cyclists. The needs of those with mobility impairment must be fully taken into account in all development proposals whether they are motorists, passenger transport users, pedestrians or cyclists. This should include the provision of ramps, tactile paving and suitably designed parking spaces for disabled motorists and people with children.
441. In catering for all road users, safe and adequate access should be provided to the road network. New or improved highway infrastructure should be provided, where necessary, and any satisfactory remedial measures should be undertaken including traffic management measures.
442. Where developments have significant transport implications, they should be accompanied by transport assessments. The assessment should show how access to the site can be achieved by all modes and give details of measures to improve access by passenger transport, walking and cycling, to minimise the number and impact of motorised journeys, and to reduce the demand for car parking.
443. Travel plans should be prepared for all major travel generating development, and for those likely to make a significant impact on the local environment. They may be prepared for individual businesses or for areas such as business parks. They can contribute to reducing congestion and pollution, reducing the land required for car parking, increasing use of walking, cycling and passenger transport, and can improve safety particularly for pedestrians and cyclists. Travel plans should have targets and measurable outputs consistent with the objectives of this Plan and the Local Transport Plan. However, the presence of a travel plan should not make unsatisfactory or poorly located development acceptable.
444. Where appropriate, district planning authorities and the Transport Authority will seek contributions from developers for improvements to pedestrian and/or cycle facilities, bus or rail service improvements or public transport infrastructure, or the means to improve local air quality, where applicable (Policy DEV3).

District planning authorities, together with the Transport Authority, should assess the likely travel needs which will be generated by the development of allocated sites and sets out in local plans how safe and convenient access by a choice of means of travel could be achieved and the number and impact of motorised journeys minimised.

Parking provision

Policy DEV5

- (a) **Development should not be permitted unless the level of parking is compatible with the need to avoid environmental or safety problems and the need to encourage walking, cycling and the use of passenger transport, where this is, or can be, a realistic alternative.**
- (c) **Local plans will include policies to ensure that:**
 - (1) **the level of car and other parking is sufficient to prevent environmental or safety problems and that it does not exceed agreed maximum standards other than in exceptional circumstances; and**
 - (2) **convenient, attractive and safe cycle and motorcycle parking and/or storage and parking for those with impaired mobility is provided to agreed minimum standards.**

445. Most developments need provision for parking (including for cars, motorcycles, lorries, and bicycles) to meet the needs of residents or occupiers, for visitors, or for commercial purposes. Sometimes this need will be met through existing provision on the site or in the wider area but usually it will need to be met through the provision of new parking as part of the development itself. Enough parking is needed to avoid environmental or safety problems such as parking on pavements or preventing access by emergency vehicles. However, there must not be so much parking that it discourages walking, cycling and the use of passenger transport, where this is, or can be, a realistic alternative. Reducing the amount of land taken for parking enables increased densities to be achieved, thereby making best use of the land (see Policy ERA1) and ultimately reducing the overall need for greenfield land.
446. Account should be taken of existing access by walking, cycling and passenger transport. Where access by passenger transport is good or where appropriate improvements to passenger transport services or facilities (or to networks for walking or cycling) can be provided as an integral part of the development, lower levels of parking should be required. Similarly, the shared use of parking can reduce the need for additional parking. For example, parking used by office workers during the day can be used by a leisure use, such as a cinema, in the evening. In some other areas, particularly conservation areas, the level of parking may need to be reduced to prevent any harm to the local environment.
447. The Transport Authority, with the District planning authorities, has been reviewing existing parking standards taking into account local circumstances and Government guidance. Supplementary Planning Guidance (SPG) will be issued during the early part of the plan period dealing with revised county parking standards and a transport contributions methodology.
448. The Transport Authority will seek to ensure, through the Integrated Parking Strategy, a consistent approach to the determination of parking standards for town and other centres, so that they can adapt to changing circumstances and remain viable.

District planning authorities, with the Transport Authority, should review existing parking standards and determine appropriate maximum parking and minimum cycle parking standards taking into account local circumstances.

Strategic locations and urban extensions

Policy DEV6

- (a) **The development at the Strategic Locations and any urban extensions identified in accordance with the locational strategy in Policy LOC1, should be permitted provided that it accords with Policy DEV1, it will meet the needs of**

the communities of West Sussex for homes, jobs, facilities and services and any impact on the character, environment, and important resources and assets of the County is acceptable.

(b) Local plans will include policies:

- (1) which establish the extent and capacity of the Strategic Locations and their mix of land uses taking into account the development requirements of this Plan and local plans and the requirements of Policy NE4; and**
- (2) to ensure, where appropriate, that development at the Strategic Locations and any urban extensions will:**
 - (i) support and stimulate the use of facilities and services within existing town, village, district and neighbourhood centres; or**
 - (ii) enable the provision of new facilities and services to serve both the development and adjoining areas; and**
 - (iii) be of an appropriate scale in relation to existing settlements and that any impact is acceptable on countryside and townscape character, nature conservation, and historical, community, cultural and environmental resources and assets, and, where possible, that they are enhanced;**
 - (iv) where possible, make effective use of previously-developed land;**
 - (v) include, where appropriate, a network of neighbourhoods;**
 - (vi) include a mix of uses and activities, such as a wide range of housing and employment opportunities, and facilities and services based in new district or neighbourhood centres;**
 - (vii) include high quality transport networks, for walking, cycling and passenger transport, which fully integrate with each other and existing and potential provision, provide for easy access between new residential areas and the town and other centres and employment areas, and between built-up areas and the countryside, and offer an attractive alternative to the private car;**
 - (viii) include landscape structures which integrate any existing buildings and incorporate and build upon existing assets and features and which create distinct edges to new built-up areas; and**
 - (ix) make efficient and effective use of infrastructure.**

(c) District planning authorities, working with the County Council, town and parish councils, local communities, and other stakeholders, will prepare masterplans, frameworks, development briefs, or concept statements, as necessary, to guide the development of large-scale allocations and other sites which come forward during the plan period.

449. Existing towns will continue to be the main focus of much development and change. However, in order to provide for the development requirements of this Plan, some new greenfield allocations are required. Policy LOC1 identifies a limited number of Strategic Locations for major development although it recognises that smaller urban extensions may also be needed. This Plan seeks to ensure that all new greenfield development on the edge of towns and villages is 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 the quality of life.
450. Although Policy LOC1 identifies the broad area of the Strategic Locations, it will be necessary for the district and borough councils to identify the precise area to be built on and the form of the development. In doing this, they should apply the general principles set out in Policy DEV6. Working in partnership with the County Council, town and parish councils, local communities and other stakeholders they should ensure that each major development has a strong local identity reflecting local characteristics and takes account of the principles in Policy DEV1 (High

quality development). Supplementary planning guidance, such as masterplans, frameworks, development briefs, or concept statements, should be prepared to guide the development of the Strategic Locations and other areas.

451. New development should make the best use of any spare capacity in existing infrastructure, facilities and services within the area (for example, by increasing the demand for retailing or other facilities which would decline or disappear without the increased custom). It could also provide new facilities and services which as well as meeting the needs of new residents would also be available to existing residents particularly in areas where the existing provision is poor.
452. Major development at the Strategic Locations will have an impact on the adjoining settlements or areas. However, in planning the new developments, care should be taken to minimise any adverse impact and maximise any benefits to the character of the area and to its environment, resources and assets. For example, opportunities should be taken to make use of previously-developed or degraded land, to create areas of planting and new habitats for wildlife, and to enhance or provide cultural assets such as parkland or other open space.
453. The creation of a neighbourhood or neighbourhoods of an appropriate size can help to create a sense of place and community. For example, Crawley has been planned on the neighbourhood principle. This principle should be applied to the western extension of Crawley proposed in Policy LOC1 even though this will be located primarily within Horsham District.
454. In order to create balanced communities, a mix of uses including a range of homes, jobs, leisure and community facilities should be achieved. Care should be taken to avoid physical distinctions between social groups and avoid the creation of large areas of housing of similar characteristics (see Policy NE2). Neighbourhoods should include centres with a range of facilities including convenience shopping and supporting uses such as leisure, education, health care and cultural facilities. Access to each centre should favour walking, cycling and public passenger transport, and link into networks serving the existing town.
455. Development at the Strategic Locations and in urban extensions should help to minimise the need to travel and actively encourage the use of walking, cycling and passenger transport. Such a pattern of development would improve accessibility by, and improve the cost effectiveness of, passenger transport service provision and reduce reliance on the private car.

District planning authorities should

- *determine the extent and capacity of the Strategic Locations, working across district boundaries where appropriate, and their mix of land uses taking into account the development requirements of this Plan and local plans.*
- *determine the impact of development on existing facilities and services and establish the need for improved or new infrastructure within adjoining urban areas.*

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

Criteria	Strategic Locations			
	Chichester City	Arun District, west of R. Arun	East Grinstead	Horsham
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>Crawley (West)</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>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. 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. 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.

Glossary and abbreviations

Glossary

Affordable housing: The Government's definition of lower-cost housing which includes 'subsidised housing' for people either unable to rent or buy on the open housing market and unsubsidised low-cost market housing.

Afteruse: The ultimate purpose to which former mineral or waste disposal sites are returned.

Aftercare: Steps taken to bring land to the required standard for either agriculture, forestry or amenity uses. May include planting, cultivating, draining or otherwise treating the land.

Aggregates: Sand and gravel, crushed rock and other bulk materials used in the construction industry for purposes such as the making of concrete, mortar and asphalt for roadstone, drainage or bulk filling.

Agricultural Land Classification: The process used to determine the quality of agricultural land. Grades 1, 2 and 3a are classed as being the "best and most versatile" land, and are deemed as being a nationally important resource.

Ancient woodland: Areas that have had a continuous woodland cover since at least 1600 and have been cleared only for underwood or timber production.

Area of Outstanding Natural Beauty (AONB): An area designated by the Countryside Agency under Sections 87 and 88 of the National Parks and Access to the Countryside Act 1949. The primary objective is conservation of the natural beauty of the landscape. West Sussex has three Areas: Chichester Harbour, Sussex Downs and High Weald.

Brownfield: Another term used for Previously-developed land.

Biodiversity: Shorter term for 'biological diversity' which applies to all terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part.

Built-up area boundary: A policy tool used in local plans to define the areas within which development is accepted in principle, including infilling, redevelopment and conversion: they do not necessarily include all existing developed areas. Built-up areas are defined as 'settlement policy areas' in Chichester District. The built-up area boundaries include any land allocated to meet the requirements of structure and local plans. The area outside defined built-up area boundaries is known in policy terms as the "countryside".

Circulars: Documents issued by the Government setting out policy which has legal connotations.

Chord: A length of railway which links other converging routes and allows train movements which would not otherwise be possible without reversal.

Commitments/committed development: Developments for which planning permission has been granted or land allocated in an adopted or deposit local plan.

Conservation area: An area, as defined in the Planning (Listed Building and Conservation Areas) Act 1990, designated as being of special architectural or historical interest and therefore protected from any alterations which would destroy its character.

Countryside: All the land outside the built-up area boundaries defined in local plans.

Deposit Draft: The first statutory stage of the preparation of a structure or local plan which may be preceded by informal consultation. Objections can be made to the Deposit Draft, which may be subject to an 'Examination-in-Public' (for a Structure Plan) or a 'Local Public Inquiry' (for a Local Plan).

Development Plan: A document which sets out policies and proposals for the development and use of land within the area of the application. In West Sussex, it comprises the adopted structure plan and local plans. Development control decisions must conform to the development plan, unless material considerations indicate otherwise.

District Planning Authority: In West Sussex, the District or Borough Council is the District Planning Authority. The District Planning Authorities prepare district or borough-wide local

plans and determines planning applications, except matters determined by the County Council such as mineral applications.

Economically active: Those persons aged 16 and over who are either in employment (whether as employees, self employed, on Government work-related employment training schemes, but excluding those in the Armed Forces) together with those who are unemployed.

Environment Agency: A national organisation set up with effect from April 1996, assuming the responsibilities for environmental matters previously held by the National Rivers Authority, Her Majesty's Inspectorate of Pollution, and the Waste Regulation Authorities (including West Sussex County Council).

Environmental Impact Assessment (EIA): A process by which information about the environmental effects of a project is collected, whether by the developer or others, and taken into account by the local planning authority in determining planning applications. Project types which should be subjected to EIA, are listed in the Town and Country Planning (Environmental Impact Assessment) Regulations 1999.

Examination-in-Public (EiP): Public discussion of selected issues raised by a deposit draft structure plan. The EIP takes place before an independent panel appointed by the Secretary of State for the Transport, Local Government and the Regions reporting to the County Council. Participation in the EIP is by invitation only.

Explanatory Memorandum: The text of the Structure Plan (as distinct from the policies) which provides reasoned justification for the policies together with any relevant background information. In legal terms, the Explanatory Memorandum does not form part of the statutory Structure Plan, unlike the supporting text of a local plan.

Fossil fuels: Carbon based fuels such as natural gas, coal and oil.

Geomorphology: The form of the land's surface and the processes that mould them.

Global warming: Rising average world temperature caused by an increase in the release of 'greenhouse' gases, principally carbon dioxide and methane, which trap the sun's heat and warm the earth's surface. Human activity such as the burning of fossil fuels and widespread deforestation have been the main causes of rising concentrations of greenhouse gases.

Greenfield: Land which has not been developed before. Applies to most sites outside built-up area boundaries.

Greenhouse effect: Process by which gases in the atmosphere behave, in effect, like glass in a greenhouse; glass allows solar radiation in, which heats the interior, but reduces the outward emission of heat radiation.

Gross floorspace: Total business or retail floorspace including that for the primary use plus any for ancillary uses such as storage.

Groundwater: Water present in underground strata, which fills pores and fissures up to the water table.

Historic parks and gardens: A park or garden which may be included in the non-statutory Register of Parks and Gardens of Special Historic Interest in England compiled by English Heritage.

Infilling: Development between existing uses and buildings within a built-up area boundary.

Infrastructure: Refers to land, works, or other specific investments. It relates to the physical and social facilities, services and amenities needed by the community at large.

Key diagram: A diagram forming part of a structure plan, illustrating its main policies and proposals, on a non-Ordnance Survey map base.

Key worker housing: Homes for rent or purchase specifically for 'key workers' who are essential to the local economy but who are unable to afford to live and work in an area. An element of 'subsidised housing'. The definition of 'key workers' will vary from place to place and over time depending upon local circumstances (to be determined by the district planning authorities). The Government's Starter Homes Initiative targets teachers, nurses and the police.

Landbank: A stock of land intended for a particular purpose. In minerals planning, a stock of planning permissions for the winning and working of minerals.

Landfill: The disposal of waste material by tipping into voids (holes in the ground): may be used to landscape or reclaim excavated or despoiled land.

Listed building: A building officially listed as being of special architectural or historic interest as defined in the Planning (Listed Building and Conservation Areas) Act 1990.

Local gap: Areas of largely open land between smaller settlements, listed in local plans, which help to maintain their separate identity and prevent their coalescence (see also Strategic gap)

Local Nature Reserve (LNR): A statutory designation of a site of local nature conservation significance, declared by local planning authorities under the National Parks and Access to the Countryside Act, 1949. Other non-statutory local nature reserves are established and managed by a variety of public or private bodies (e.g. county wildlife trusts, Royal Society for the Protection of Birds).

Local plan: A detailed district or borough-wide land-use plan, prepared and adopted by a district planning authority, which is part of the statutory development plan. Consists of a written statement which sets out the district planning authority's development control policies and proposals for land use and transport over a period of about 10 years and an Ordnance Survey-based proposals map. Required to conform generally with the Structure Plan. Under the new planning system, local plans will be replaced by local development frameworks which are portfolios comprising development plan documents and, if required, supplementary planning documents. The use of the term 'local plan' in this document includes the new development plan documents that will be prepared to replace adopted local plans.

Local planning authority: In West Sussex, the County Council and the District and Borough Councils are the local planning authority. See entry for District planning authority.

Local Transport Plan: A five-year plan, which is drawn up by the Transport Authority in association with the local authorities and subject to widespread consultation. It includes future investment plans and proposed packages of measures to meet local transport needs.

Low-cost housing: Housing for sale or rent on the open market at the lower end in terms of price.

Minerals Planning Authority: The local planning authority responsible for planning control over mineral working and other minerals-related development (the County Council in West Sussex).

Minerals Planning Guidance (MPG): Guidance issued by the Department of Transport, Local Government and the Regions relating to minerals planning.

Nature conservation: The conservation of the abundance and diversity of habitats, species and geological/geomorphological features

National Park: Areas designated by the Countryside Agency, subject to confirmation by the Secretary of State, under the National Parks and Access to the Countryside Act 1949. The statutory purposes of designation are to conserve and enhance their natural beauty, wildlife and cultural heritage, and to promote opportunities for public understanding and enjoyment of their special qualities. In 1999, the Government signalled its intention to establish a National Park within the general area of the Sussex Downs and East Hampshire AONB.

National Nature Reserve (NNR): A site of national nature conservation importance, managed by English Nature and established under the Wildlife and Countryside Act 1981.

Net site density: Based on the net developable area, that is, only those areas which will be developed for housing and directly associated uses. Includes access roads, private open space, car parking areas, incidental open space and landscaping, and children's play areas. Excludes major distributor roads, schools, open spaces serving wider areas and significant landscape buffers.

Park and ride: Facilities which seek to reduce urban congestion by encouraging motorists to leave their vehicles at a car park on the edge of towns and proceed into the centre by public transport, usually buses direct from the parking area.

Priority Area for Economic Regeneration (PAER): Selected areas in the South East Region where there is significant deprivation and unemployment, areas of poor quality older housing, low educational attainment, high youth unemployment and rising juvenile crime. Identified in Regional Planning Guidance. The Sussex Coast and Towns Priority Areas for Economic Regeneration only covers Shoreham, including the Harbour, within West Sussex.

Passenger transport: Also known as 'public transport' and includes buses, trains and taxis but excludes car passengers. A passenger transport corridor is a bus or rail route linking two or more destinations.

Planning Policy Guidance (PPG): Guidance issued by the Department of the Transport, Local Government and the Regions (sometimes with other Departments) setting out the Government's policy on planning issues such as housing, employment, shopping and tourism.

Precautionary principle: Requires that where there may be significant risks of damage to the environment from development but scientific knowledge is not conclusive, the development should not proceed.

Previously-developed land (PDL): Also referred to as 'brownfield' land. Land which is or was occupied by a permanent structure (excluding agricultural and forestry buildings) and associated fixed infrastructure. It may include land and buildings (and their curtilages) which are vacant, derelict or underused but excludes certain uses such as parks, recreation grounds and allotments. Development in gardens in urban areas is included as PDL. A precise definition is included in Planning Policy Guidance Note 3: Housing. Previously-developed rural land is that outside built-up areas which contains permanent buildings or structures (excluding buildings used for agricultural or forestry purposes) or associated fixed surface infrastructure which is no longer in use but which has not so far blended into the landscape in the process of time to such an extent that it can reasonably be regarded as part of the natural surroundings.

Primary Route Network (PRN): A nationally designated network of roads suitable for long-distance traffic between major centres. In West Sussex, it includes some of the roads in the Strategic Road Network.

Proposed Modification: A change to a draft structure or local plan proposed formally by the local planning authority (or, rarely, by the Secretary of State) before adoption. With regard to the Structure Plan, the Examination-in-Public Panel submit a report with their recommendations to the County Council. The County Council considers the recommendations and publishes for public comment any subsequent changes or 'proposed modifications'.

Ramsar site: A statutory designation adopted following an international conference, held in 1971 in Ramsar, Iran, which led to an agreement protecting wetlands of international importance.

Reclamation: In minerals planning, operations designed to return the area to an acceptable environmental condition, whether for the resumption of the former land use or a new use. Includes restoration, aftercare and afteruse.

Recycling: The reuse of waste material, including domestic and industrial wastes, for the generation of energy, for the development of new products, or in construction.

Regional Planning Guidance (RPG): Document setting out the Government's policy guidance on different planning issues of regional importance. West Sussex is in the South East Region which is covered by RPG9 (March 2001) which extends to 2016. It sets the housing requirement for each county or former county. Under the new planning system, RPG will be replaced by statutory regional spatial strategies.

Regionally Important Geological/Geomorphological Sites (RIGS): A non-statutory designation to promote the protection of sites for research, science, education, leisure and amenity in a national scheme promoted by English Nature and organised on a county basis.

Renewable energy sources: Sources of energy which have the potential to be used more than once: include solar, wind, wave, hydroelectric and geothermal energy. Increasingly, new sources are being developed through recycling domestic and industrial wastes and from biomass (such as woodland coppicing) where energy crops are used for combustion.

Restoration: In minerals and waste planning, the return of land to its former condition using subsoil, topsoil and/or soil making material.

Safeguarding: Protecting a resource, such as mineral deposits, or an allocated route, site or area by preventing building or other development. May refer to landfill capacity such as worked-out pits, other man-made voids or natural small depressions which could be used for waste disposal.

Scheduled Ancient Monument (SAM): A nationally important archaeological site included in the Schedule of Ancient Monuments maintained by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979.

Semi-natural habitats: Areas where plant and animal species are determined primarily by physical characteristics (such as soil type and drainage) and by the interaction between species (such as grazing by deer). Such habitats are generally recognised as being of high nature conservation value.

Semi-natural woodland: Woodland which does not originate obviously from planting. Includes sites which are considered 'ancient', secondary woods on ancient sites, and woods which may have developed on former settlements or quarries.

Site of Nature Conservation Importance (SNCI): A non-statutory designation covering sites in West Sussex which have a significant wildlife value.

Sites of Special Scientific Interest (SSSI): A site statutorily notified under the Wildlife and Countryside Act 1981 (as amended) as being of special nature conservation interest. SSSIs include wildlife habitats, geological features and landforms.

South East Economic Development Agency (SEEDA): A Regional Development Agency established by the Government in April 1999 to take the strategic lead in promoting the sustainable economic development of the South East region.

South East England Regional Assembly (SEERA): This is the regional chamber for the South East and represents the South East's interests. It took over responsibility for regionally important land-use and transportation matters from SERPLAN (the London and South East Regional Planning Conference) in April 2001.

South Coast Multi-Modal Study (SoCoMMS): The Government has commissioned a transport study of a 150-mile arc between Southampton and Ramsgate (East Kent). The study will make recommendations for a long-term strategy to address passenger and freight transport movement needs on the key transport corridors.

Special Area of Conservation (SAC): A site of international importance designated under the EU Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive).

Special Protection Area (SPA): A site identified as an important habitat for rare and vulnerable birds under the EU Directive on the Conservation of Wild Birds.

Strategic Gap: Area of largely open land between settlements, listed in the Structure Plan, which helps to maintain the separate identity and amenity of major settlements and prevent their coalescence with each other or with very close small settlements. The boundaries are defined in local plans (see also Local Gap).

Strategic Road Network (SRN): A road network designated in the West Sussex Structure Plan, comprised of the M23 motorway, the trunk roads, and some other class A roads of more than local importance. These are the main routes which are best able to cater for trips starting or ending outside West Sussex.

Strategic Locations: Broad locations for major mixed-use development, including housing, identified within the Structure Plan. The precise locations and boundaries, mix of uses, and phasing of development will be identified in the relevant local plan

Structure Plan: Sets out the County Council's general strategy, policies and main proposals for land use and transport over a period of about 15 years. Consists of a statutory written statement (the policies) and key diagram together with non-statutory explanatory memorandum. Under the new planning system, structure plans will no longer be prepared and

strategic planning will take place through the preparation of statutory regional spatial strategies which will replace regional planning guidance.

Subsidised housing: Housing subsidised in some way for people unable to rent or buy on the open housing market. Excludes unsubsidised market housing which would not meet the needs of those unable to compete in the open housing market. The definition of 'subsidised housing' will vary from place to place and over time depending upon local circumstances (to be determined by the district planning authorities). Includes Key worker housing.

Supporting Network: Roads which cater for more local journeys including links onto the Strategic Road Network.

Sussex Downs Conservation Board (SDCB): Established in 1992, the SDCB works in partnership with other organisations, to bring together and develop various countryside services across the Sussex Downs AONB in a co-ordinated way. Its area of work is commenting on planning applications within the AONB, commenting on structure and local plans and giving evidence at planning inquiries.

Sustainable development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable drainage systems (SUDS): Sustainable drainage systems use techniques to control surface water run-off as close to its origin as possible, before it enters a watercourse. This involves moving away from traditional piped drainage systems to engineering solutions that mimic natural drainage processes such as porous pavements.

Thameslink 2000: A scheme approved by the Secretary of State for Transport in April 1996, for comprehensive improvements to the rail network to provide through services across central London between destinations such as Cambridge and Peterborough and Gatwick and Brighton.

Tonne: 1000kg or a metric ton. 1 tonne = 0.907 tons.

Traffic management: Measures designed to improve the local environment and safety, through reducing accidents, injuries, congestion and pollution, achieved by slowing traffic speeds or redirecting traffic to more suitable transport routes through various means.

Transport Authority: In West Sussex, the County Council is the Transport Authority. It is responsible for preparing the Local Transport Plan which includes policies and proposals for safety, new roads and highway maintenance over a five year period.

Unidentified sites: Sites usually for housing, which receive planning permission without being identified in a previous land supply survey. PPG3 (Housing) allows an appropriate allowance to be made for unidentified housing sites.

Western Policy Area: An area lying to the west and south of London identified in Regional Planning Guidance for the South East as the Western Policy Area. The north-eastern part of West Sussex, focused on Crawley and Gatwick and including the towns of Horsham, East Grinstead, Haywards Heath and Burgess Hill, forms part of the wider Crawley/Gatwick sub-region of the Western Policy Area.

Windfall: See unidentified sites.

Written Statement: The policies of the Structure Plan are known collectively as the 'Written Statement' which together with the Key Diagram are the statutory part of the Plan.

Abbreviations

AONB	Area(s) of Outstanding Natural Beauty
CHC	Chichester Harbour Conservancy
EIA	Environmental Impact Assessment
EiP	Examination-in-Public
GASDS	Gatwick Airport Sustainable Development Strategy
HWF	High Weald Forum

LNR	Local Nature Reserve
MPG	Minerals Planning Guidance
NNR	National Nature Reserve
PAER	Priority Area for Economic Regeneration
PPG	Planning Policy Guidance
PDL	Previously-Developed Land
PRN	Primary Route Network
RPG	Regional Planning Guidance
RIGS	Regionally Important Geological/Geomorphological Site
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SDCB	Sussex Downs Conservation Board
SEEDA	South East Economic Development Agency
SEERA	South East England Regional Assembly
SNCI	Site of Nature Conservation Importance
SoCoMMS	South Coast Multi-Modal Study
SPA	Special Protection Area
SRN	Strategic Road Network
SSSI	Site of Special Scientific Interest
SuDS	Sustainable Drainage System

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Urban Areas

Roads

Railways

Rivers

1 Existing commitments

2 New Locations in the north east of West Sussex

3 New Locations in the coastal area

Coastal Regeneration (NE6)

Shoreham Cement Works (NE6)

The North East of West Sussex (NE7)

New or Improved Transport Infrastructure (other than at the Strategic Locations)

A Chichester - Freight Depot (NE16), A27 Chichester Bypass Improvements (NE17), A286 Stockbridge Link Road (NE17), Chichester Station (NE15, NE21)

B Barnham Chord (NE15)

C A27 Arundel Bypass (NE17)

D Arundel Chord (NE15)

E Littlehampton area - Angmering and Littlehampton Stations (NE15), Freight Depot (NE16)

F Worthing area - Durrington-on-Sea, Goring-by-Sea and West Worthing Stations (NE15), A27 Worthing/Lancing Improvements (NE17)

G East Worthing access road (NE17)

H Lancing - Railway Station (NE15), A27 Worthing/Lancing Improvements (NE17)

H A24 Ashington to Southwater (NE17)

I South-west of Horsham (NE21)

J Horsham - Freight Depot (NE16), Park and Ride, Horsham Station (NE21)

K A24 Horsham to Capel (Surrey) Improvement (NE17)

L Crawley - Railway Station (NE15), Three Bridges Station (NE5, NE21), Fastway (NE15), Freight Depot (NE16)

M Gatwick Station (NE15, NE21)

N East Grinstead Station (NE15, NE21)

O Balcombe Station (NE15)

P A23 Handcross-Warminster (NE17)

Q Haywards Heath - Railway Station (NE15, NE21)

R Burgess Hill and Wivelsfield Stations (NE21)

Gatwick Airport (NE19)

Goodwood Airfield and Shoreham Airport (NE6, NE20)

Main Natural Character Areas (CH1)

1 South Coast Plain

2 South Downs

3 Wealden Fringe

4 Low Weald

5 High Weald

Areas of Outstanding Natural Beauty (CH2)

Strategic Gaps (CH3)

Key

Existing Features

Urban Areas

Roads

Railways

Rivers

Policies

Strategic Locations for large-scale, mixed-use development (including new or improved transport infrastructure) (LOCI) -

1 Existing commitments

2 New Locations in the north east of West Sussex

3 New Locations in the coastal area

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Shoreham Cement Works (NE6)

The North East of West Sussex (NE7)

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1 South Coast Plain

2 South Downs

3 Wealden Fringe

4 Low Weald

5 High Weald

Areas of Outstanding Natural Beauty (CH2)

Strategic Gaps (CH3)

February 2005

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West Sussex Structure Plan 2001-2016
Adopted (February 2005)

KEY DIAGRAM

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