

Committee Manager: Carrie O'Connor (Ext 37614)

17 July 2014

LOCAL PLAN SUBCOMMITTEE

A meeting of the Local Plan Subcommittee will be held in the Committee Room 1 at the Arun Civic Centre, Maltravers Road, Littlehampton on **31 July 2014 at 6.00 p.m.** and you are requested to attend.

Members: Councillors Haymes (Chairman), R Bower (Vice-Chairman), Bicknell, Brooks, Mrs Brown, Chapman, Charles, Cooper, Mrs Goad, Mrs Hall, Mrs Maconachie, McIntyre, Nash and Oppler.

A G E N D A

1. APOLOGIES FOR ABSENCE
2. DECLARATIONS OF INTEREST

Members and Officers are reminded to make any declaration of personal and/or prejudicial/pecuniary interests that they may have in relation to items on this agenda.

You should declare your interest by stating:

- a) the item you have the interest in
- b) whether it is a personal interest and the nature of the interest
- c) whether it is also a prejudicial/pecuniary interest
- d) if it is a prejudicial/pecuniary interest, whether you will be exercising your right to speak under the normal procedure rules applicable to the Committee

You then need to re-declare your prejudicial/pecuniary interest at the commencement of the item or when the interest becomes apparent.

- 3 MINUTES

To approve as a correct record the Minutes of the meeting held on 26 June 2014 (attached).

4 ITEMS NOT ON THE AGENDA WHICH THE CHAIRMAN OF THE MEETING IS OF THE OPINION SHOULD BE CONSIDERED AS A MATTER OF URGENCY BY REASON OF SPECIAL CIRCUMSTANCES

5 ARUN LOCAL PLAN - REMAINING SECTIONS PUBLICATION AND CONSULTATION ON BEHALF OF GOVERNMENT

On the 11th February 2014, the Council agreed that the elements of the Local Plan, excluding those sections that related to the strategic housing allocations, should be used as a material consideration by the Development Control committee for determining planning applications and that their use be monitored to determine if amendments need to be made to the policies before submission to Government.

The Council also agreed that the remaining sections would be considered at a future meeting of the Local Plan sub-committee. These sections, which are appended to this report consist of the following:

- Spatial Portrait
- Employment and Enterprise
- Transport
- Housing allocations
- Implementation
- Monitoring
- Key Diagram and Policies Maps (to be circulated separately, prior to the meeting).

Four further documents are attached to this report. They consist of:

- A schedule of recommended changes to the Publication Version of the Local Plan (Regulation19) (February 2014)
- An Indicative Housing Trajectory
- A Monitoring Framework technical appendix
- The Local Plan's Sustainability Appraisal report

This report requests that the final additions are made to the Local Plan and that the Council then publishes the plan and carries out a soundness consultation on behalf of the government and submits the plan and its associated documents to the Planning Inspectorate.

Note: *Indicates report is attached for all Members of the Subcommittee only and the press (excluding exempt items). Reports can be accessed through the Council's website at www.arun.gov.uk

Members are also reminded that if they have any detailed questions, would they please inform the Chairman and/or relevant Lead Officer in advance of the meeting.

Subject to approval at the next Subcommittee meeting

LOCAL PLAN SUBCOMMITTEE

26 June 2014 at 6.00 p.m.

Present : Councillors Haymes (Chairman), Bower (Vice-Chairman), Bicknell, Brooks, Chapman, Charles, Mrs Goad, Mrs Hall, Mrs Maconachie, and Nash.

1. Apologies for Absence

Apologies for absence had been received from Councillors Mrs Brown, Cooper, McIntyre and Oppler.

2. Welcome

The Chairman welcomed Councillor Chapman to the meeting as a new member of the Subcommittee.

3. Declarations of Interest

The Monitoring Officer has advised Members of interim arrangements to follow when making declarations of interest. They have been advised that for the reasons explained below, they should make their declarations on the same basis as the former Code of Conduct using the descriptions of Personal and Prejudicial Interests.

Reasons

- The Council has adopted the government's example for a new local code of conduct, but new policies and procedures relating to the new local code are yet to be considered and adopted.
- Members have not yet been trained on the provisions of the new local code of conduct.
- The definition of Pecuniary Interests is narrower than the definition of Prejudicial Interests so, by declaring a matter as a Prejudicial Interest, that will cover the requirement to declare a Pecuniary Interest in the same matter.

There were no declarations of interest made.

Subject to approval at the next Subcommittee meeting

4. Minutes

The Minutes of the meeting held on 27 March 2014 were approved as a correct record by the Subcommittee and signed by the Chairman.

5. Planning Award

The Chairman agreed that this item could be dealt with as a matter of urgency as it was felt Members should be aware of this good news story.

The Vice-Chairman advised the meeting that, at an awards ceremony held on Monday 23 June 2014 which Members and officers had attended, an award from the RTPI for Planning Excellence for innovative planning practice in plan making had been awarded to the Coastal West Sussex & Greater Brighton Strategic Partnership. He paid particular tribute to Arun's Planning Policy team in recognition of their work in delivering new strategic planning.

6. Start Times

The Subcommittee

RESOLVED

That start times of meetings for the remainder of 2014/15 be 6.00 p.m.

7. Conservation Areas Management Plan Adoption

The Conservation Officer introduced this report to the Subcommittee which sought approval of a revised Conservation Management Plan following amendment of the original draft in response to comments made as a result of a public consultation exercise that had been undertaken between 16 January and 27 February 2014.

The Subcommittee was advised that the Council had 29 Conservation Areas within the Local Planning Authority area. However, the Council's involvement did not end with designation as Section 71 of the Planning [Listed Building and Conservation Areas] Act 1990 placed a duty on the Council to draw up and publish proposals for the preservation and enhancement of its Conservation Areas. As part of this, the Council would be following a three part Conservation Area management framework which consisted of:-

- Conservation Area Character Appraisals
- Conservation Area specific management plan covering individual Conservation Areas
- Conservation Areas Management Plan

Focus had been centred on the production of the Conservation Areas Management Plan as it would enable the Council to better manage its

Subject to approval at the next Subcommittee meeting

Conservation Areas, whilst also better meeting its requirements under S71 of the Act. If adopted, the Plan would have a five year lifespan which it was hoped would lead to the better management of the Conservation Areas whilst also influencing the workload and direction of the Conservation Officer.

In the course of general discussion on a number of aspects of the Management Plan, it was pointed out that under the Monitoring Section, two figures had been omitted from Table 5.1 relating to the number of nationally Listed Buildings within the Conservation Areas and the number of locally Listed Buildings within the conservation Areas. The Conservation Officer apologised for that omission and undertook to advise the Subcommittee of the figures following the meeting.

The Chairman thanked the Conservation Officer for a full and in depth report and the Subcommittee

RECOMMEND TO FULL COUNCIL

That the Conservation Areas Management Plan be adopted.

8. Local Plan Update

The Head of Planning Policy and Conservation presented this report which provided an update on a number of issues to do with the Local Plan, namely:-

- Use of Local Plan policies in development management decisions since February 2014
- Summary and key points of National Planning Practice Guidance
- Evidence base for the Local Plan: Transport and Economic Prosperity Updates
- The Council's responses to other local planning authorities documents since March 2014
- Update on Neighbourhood Development Plans.

With respect to the Evidence Base studies relating to Transport and Economic Prosperity Updates, a query was raised around the work done on Route D for the A29 and from where had that authority emanated? The Head of Planning Policy and Conservation confirmed that Full Council in June 2012 had approved consultation on the Local Plan, which included Route D. The process for considering the route options had been iterative and supported by the Local Plan evidence base. A request was made that those Minutes should be made available to Councillor Charles.

The Subcommittee participated in general discussion around a number of aspects of the report and particularly highlighted the work that was being undertaken in respect of Neighbourhood Plan preparation. The referendum for Arundel had already been successfully completed and the Plan made, with a number of others in the pipeline and imminently due to go to referendum.

Subject to approval at the next Subcommittee meeting

In noting the contents, Members agreed that the National Planning Practice Guidance should refer to March 2014 and not March 2012 and that the update on the Neighbourhood Plans should also be noted. The Subcommittee therefore

RESOLVED

That the contents of the report be noted, namely

- (i) The impact of the policies in the Arun Local Plan – Publication Version (February 2014) upon development management decisions since February 2014
- (ii) The impact of the National Planning Practice Guidance (March 2014) upon the Local Plan preparation
- (iii) Progress on evidence base studies for the Local Plan
- (iv) The update on documents produced by other local planning authorities
- (v) The update on Neighbourhood Development Plans.

9. Local Development Scheme

(During the course of discussion on this item, Councillor Bicknell declared a personal interest as he worked for a Water Company.)

The Head of Planning Policy and Conservation presented this report which, essentially, set out the business plan for the documents to be used for future planning in the Arun District. The Local Plan process had changed since the last Local Development Scheme (LDS) had been prepared and there was a requirement to now revise the timetable and documents accordingly and set out an indicative time frame for managing that process.

Members participated in general discussion which centred on the need for Development Plan Documents for Ford, Fontwell, Littlehampton Harbour/West Bank and Gypsy and Travellers sites.

The Subcommittee

RECOMMEND TO FULL COUNCIL – That

- (1) the Local Development Scheme 2014-2017, as appended to the report, be approved; and
- (2) the Local Development Scheme shall come into effect on 17 July 2014 and shall be made available on the Council's website.

(The meeting concluded at 7.20 pm)

AGENDA ITEM NO _____

ARUN DISTRICT COUNCILLOCAL PLAN SUB-COMMITTEE – 31st July 2014

Subject: Arun Local Plan - Remaining Sections Publication and Consultation on Behalf of Government

Report by : Simon Meecham
Report date : 12th July 2014

EXECUTIVE SUMMARY

On the 11th February 2014, the Council agreed that the elements of the Local Plan, excluding those sections that related to the strategic housing allocations, should be used as a material consideration by the Development Control committee for determining planning applications and that their use be monitored to determine if amendments need to be made to the policies before submission to Government.

The Council also agreed that the remaining sections would be considered at a future meeting of the Local Plan sub-committee. These sections, which are appended to this report consist of the following:

- Spatial Portrait
- Employment and Enterprise
- Transport
- Housing allocations
- Implementation
- Monitoring
- Key Diagram and Policies Maps (to be circulated separately, prior to the meeting).

Four further documents are attached to this report. They consist of:

- A schedule of recommended changes to the Publication Version of the Local Plan (Regulation19) (February 2014)
- An Indicative Housing Trajectory
- A Monitoring Framework technical appendix
- The Local Plan's Sustainability Appraisal report

This report requests that the final additions are made to the Local Plan and that the Council then publishes the plan and carries out a soundness consultation on behalf of the government and submits the plan and its associated documents to the

Planning Inspectorate.

RECOMMENDATIONS

The following actions are recommended:

That Local Plan Sub-Committee resolves to recommend that Full Council agrees:

- a) the remaining sections of the Local Plan, the policies map and key diagram of the Local Plan
- b) the schedule of changes to the Publication Version of the Local Plan (February 2014)
- c) that the policies and maps presented at this Sub-Committee are used as a material consideration by Development Control Committee for determining planning applications and that their use is monitored to determine if amendments need to be made to the policies before submission to government.
- d) to delegate any minor changes to these policies to the Assistant Director of Planning and Economic Regeneration in consultation with the Portfolio Holder for Planning and Infrastructure.
- e) that the Council publishes all sections and maps of the Local Plan and carries out a “soundness” consultation, under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulation 2012 on behalf of government and submits the Plan, its associated documents and the responses from the consultation to the Planning Inspectorate in order that an Examination Public of Plan can be held.

1.0 BACKGROUND

- 1.1 The Arun Local Plan has been prepared to meet the requirements of the National Planning Policy Framework (NPPF) (March 2013), Planning Practice Guidance (PPG) (March 2014) and be compliant with relevant legislation and regulations.
- 1.2 A key feature of the Local Plan’s preparation has been community engagement, fulfilling the Duty to Cooperate (DtC) and ensuring “soundness” supported by a thorough evidence base. Section 2 of this report provides more detail on the DtC matters, recent evidence work and the main changes to the remaining sections, since the draft pre-submission Draft Local Plan was taken to Full Council on 29th May 2013
- 1.3 This report deals with the remaining sections of the Local Plan, including the following:

- a) Spatial Portrait
- b) Employment and Enterprise
- c) Transport
- d) Housing allocations
- e) Implementation
- f) Monitoring
- g) Key Diagram and Policies Maps

1.4 The appendices to this report consist of:

1. A schedule of changes compared to the Publication Version of the Local Plan (Regulation19) (February 2014)
2. The remaining sections of the Local Plan: Spatial Portrait, Employment and Enterprise, Housing Allocations, Transport, Implementation and Monitoring
3. An Indicative Housing Trajectory
4. A Monitoring Framework technical appendix
5. Local Plan's sustainability appraisal report

2.0 THE REMAINING SECTIONS

- 2.1 To enable the remaining sections to be progressed a number of issues have been resolved to take account of previous consultations and to meet the DtC, the "soundness" requirements of the Local Plan, compliance requirements with legislation and national policy. Furthermore, new evidence has been commissioned to ensure that the Local Plan is up to date. To ensure the Local Plan continues to be prepared in accordance with the DtC, the Arun Local Plan Advisory Group (LPAG) has been consulted on these remaining sections. LPAG's comments have been taken into account as part of the preparation of the remaining sections presented to sub-committee tonight.
- 2.2 Consultation with LPAG and with Council officers has generated a number of changes to the chapters in the Publication Plan (Regulation 19) (February 2014). These are shown in Appendix 1.
- 2.3 The following provides an overview of the remaining sections of the Local Plan. These remaining sections can be read in Appendix 2.

Section 3 - Spatial Portrait.

- 2.4 The Spatial Portrait section identifies the characteristics of Arun as a place and the people who live, work and visit the area. It includes an overview of the challenges and opportunities for Arun and the Local Plan.

Section 8 - Employment and Enterprise

- 2.5 The aim of the Employment and Enterprise section within the Local plan is to address the key issue of growth that is essential to the sustainable development of Arun. The Local Plan's policies aim to retain existing employment, accommodate future business needs and encourage local job growth. This section includes policies to allocate sufficient employment land in sustainable locations to encourage growth in the local economy. The relevant infrastructure delivery issues for the strategic site allocations are included as part of the supporting text within this section.
- 2.6 The evidence to support the Employment and Enterprise policies has been kept under review and updated as necessary. This includes, an update of the Economic Land Availability Assessments and taking account of new information and developments at Enterprise Bognor Regis
- 2.7 In response to the issue of low qualifications and skills in the District a policy to promote Employment and Skills is now included in this section of the Local Plan. This will aim to help to meet the aims of the Council's Economic Strategy and the Coast to Capital Local Enterprise Partnership Strategic Economic Plan.

Section 15 - Transport

- 2.6 The aim of the Transport section within the Local Plan is to address the key transport issues within the District. Achieving this aim will improve the District's transport links and ensure that the capacity of the highway network meets the demands placed on it into the future. Most importantly, an improved highway network will be a key factor in achieving sustainable development by attracting businesses to locate in Arun and in turn increase the number of jobs available to local people.
- 2.7 The key messages within the Transport Chapter have not changed significantly since the Summer 2013 version of the intended Local Plan, but the chapter has been updated to take account of the most recently completed evidence base reports and representations received from the LPAG. The evidence base that informs the Local Plan's policies has been updated to provide more detail on route options, feasibility and viability matters. The key matters are summarised below to provide clarity alongside the remaining section on Transport.

The A29 Realignment Evidence Update

2.8 One of the policy areas that have been subject to significant technical work is the realignment of the A29. Although the route has been included in the Draft Local Plan since the Summer 2012 consultation version, the evidence base supporting the line of the route has developed since this time. The following provides an overview of the technical work and evidence gathered since 2012 regarding the A29 alignment and also shows the decision making process which took account of this work at each stage.

- In May 2012, West Sussex County Council commissioned and managed the A29 Woodgate Study (undertaken by Parsons Brinkerhoff) on behalf of Arun District Council. The County Council wrote the brief for the study in conjunction with Arun District Council. The aim of the study was to undertake a feasibility study into bypassing the level crossing on the A29 at Woodgate. Four routes were assessed, route A ran to the west of Woodgate, route B took an on-line route along the A29 and routes C and D ran to the east of Woodgate. The study considered route A as the preferred option
- The results of the study were presented to the Local Plan sub-committee members on 15th May 2012 and the final study was formally noted by the sub-committee on 2nd August 2012.
- Whilst the A29 Woodgate Study was being finalised, the Draft Local Plan was considered by Local Plan sub-committee on the 14th June 2012. Policy SP 20 “Safeguarding the Main Road Network” included an indicative line for the realignment of the A29. The indicative line showed route D. The supporting text to the policy stated: “The indicative route of the A29 realignment is shown on the Proposals Map. Further technical work is required to determine the line of the route and how it would connect to the A27 to the north and the Bognor Regis Relief Road (BRRR) to the south”. The Local Plan sub-committee of 14th June 2012 recommended to Full Council that the draft Local Plan and Sustainability Appraisal are put out for public consultation and Full Council resolved to approve the sub-committee’s recommendation on 20th June 2012.
- The A29 Realignment Viability Study was commissioned in November 2012 with the intention of further assessing route options A and D and investigating appropriate routes which tie in to the existing highway network i.e. the A27 to the north and Bognor Regis Relief Road to the south. The detailed technical study assessed four tie-in options for route A and route D and undertook an analysis of each route and their tie-ins. As part of the assessment process, members of the Local Plan sub-committee were asked to consider the route options and the analysis carried out. Based on the results of the sub-committee’s preferred approach, the full routes for route A and route D were further assessed. The study found that whilst both route A and D provided benefits, the

eastern bypass option (route D) provided greater traffic and road safety benefits and would provide a quality route option for traffic generated from the proposed large scale development at Barnham/Eastergate/Westergate located to the east of the existing A29 route. The report also concluded that the eastern route would be more likely to secure greater private sector contributions as part of the strategic site. The next steps, recommended by the study, were to prepare a business case for the preferred route alignment based on a multi-agency approach to funding. The final study, including its recommendations was noted by Local Plan sub-committee on 8th May 2013.

- Since May 2013, an A29 Feasibility Study was commissioned in early 2014. The aim of this study is to build on the previous work and to establish the feasibility, viability and deliverability of route option D as a standalone scheme and for the northern tie-in (route 6, which was not assessed in the 2012 report, but identified in the meantime as a more realistic option) and the southern tie-in (route 12). The study also includes a business case for the route and identifies the costs for the various route delivery scenarios, taking account of mitigation measures required. The Feasibility Study is currently in draft form, however, it is anticipated to be complete and available on the ADC website by the time of this committee meeting, or shortly afterwards.
- A Business Survey Report (July, 2014) has been prepared in parallel to the preparation of the A29 Feasibility Study. The aim of the survey was to better understand the impact of proposed improvements to the highway network to local businesses. The study reports a “polarisation of views regarding the proposal to realign the A29 road with the aim to create a better link from the A27 to Bognor Regis...A majority of 52% support the proposal whilst 36% oppose it.”.
- On 7th July 2014, it was announced that the Coast to Capital Local Enterprise Partnership funding application to the government had been granted for the A29 between the Bognor Regis Relief Road and the A27. This announcement further acts to strengthen the deliverability of the realigned A29 as part of a combination of planning contributions from the strategic allocation and external funding.

2.9 The above provides a detailed overview of the technical work undertaken to assess the realignment of the A29 and also illustrates the regional significance of the route, for delivering economic and housing growth. This supports and explains the reason for retaining the indicative route of the A29 realignment within Policy T SP3 “Safeguarding the Main Road Network” and on the Policies Map. It also provides context for the supporting text which has been included in paragraph 15.3.4 of the Transport section.

Felpham Way and Northern Relief Road

- 2.10 A link road between Felpham Way and the Bognor Regis Relief Road has been identified as an opportunity to open up the LEC airfield site as part of the Enterprise Bognor Regis site (identified within Policy EMP SP2 “Strategic Employment Land Allocations). A Viability Study is currently being finalised which reviews previous work undertaken to assess route options for the link road. The study identifies potential constraints, particularly in relation to one route option which involves bridging the railway and connecting to the BRRR at an appropriate location between the A29/A259 BRRR junction and the railway line.
- 2.11 Since the intended Local Plan 2013, the indicative line on the Policies Map has been revised to include a line to the LEC airfield site with an arrow which indicates that the remainder of the route will be subject to further assessment. This route is important to the delivery of the LEC airfield site. The Felpham link road is highlighted by the Coast to Capital LEP Growth Plan for pipeline funding.

Coast to Capital Local Enterprise Partnership Funding

- 2.12 As mentioned above, the Coast to Capital LEP announced that the government had granted funding for a number of bids made by Arun District. This included funding towards the A29 realignment, the Lyminster Bypass and A259 improvements, and pipeline funding for the Felpham Link road. The confirmation of this funding stream is crucial to ensure the delivery of transport schemes which are an integral part of the overall strategy of the Local Plan. The Transport section, specifically the “Safeguarding the Main Road Network” section, has been updated to state where the funding will support infrastructure schemes.

Section 12.1 - Housing Allocations

- 2.13 The text for the strategic allocations section has been updated in accordance with the updates that we have commissioned on demographics and the progress we have made with the Coastal West Sussex and Greater Brighton Strategic Planning Board.
- 2.14 Critically the section has been updated in accordance with the decisions that have been taken by Full Council including the annual average homes target of 580 per annum; the confirmation of the strategic allocations and the requirement for an Area Action Plan for the Littlehampton Economic Growth Area including West Bank area and Site Specific Allocation Documents (s) for Ford and Fontwell.
- 2.16 The report on the ‘Residual Housing Supply’ agreed at Full Council on the 8th January 2014, sets out the basis for establishing how much housing Arun is required to identify to meet its objectively assessed needs, taking into account

the NPPF and the PPG. The key input for that report was the agreement at the same Full Council to confirm its housing target for the Local Plan at an average 580 homes per year.

- 2.17 Full Council at its meeting on 30th April 2014, considered locations for housing growth to meet the residual housing requirement from the annualised provision of 580 dwellings a year. The information regarding these sites has been updated.

Section 22 - Implementation

- 2.18 The implementation section now focuses upon the district wide infrastructure requirements. The implementation of specific infrastructure requirements to deliver the strategic employment and housing allocations are shown in the supporting text within the Employment and Enterprise and Housing Allocations sections of the Local Plan.

Section 23 – Monitoring

- 2.19 To enable the Local Plan to be monitored effectively, a monitoring framework has been prepared for the Local Plan and is presented in Appendix 4.

Key Diagram and Policies Maps

- 2.20 The Key Diagram and Policies as been reviewed and updated to take account of the policies and site allocations detailed in the remaining sections of the Local Plan, subject to this report. The Policies Map will include a text reference to Neighbourhood Plans and Development Plan Documents prepared by others. This will help direct development management decisions to be made on the basis of all the relevant land use planning policies that apply.

Sustainability Appraisal

- 2.21 The Sustainability Appraisal Report for the Local Plan is attached as Appendix 5. The Appraisal is presented in a new style format that is intended to be more user friendly. The Appraisal is supported by several detailed appendices that can be found on the Arun District Council Website. It is attached as Appendix 5.

3.0 NEXT STEPS

- 3.1 An agreement by the Full Council, on 10th September 2014 to the Sub – Committee’s recommendations, as set out in this report, will enable the Arun Local Plan to be progressed towards a complete document by October 2014. The full Publication version of the Local Plan will be subject to a period of consultation. Following this consultation stage the Local Plan will be submitted to Government who will appoint a Planning Inspector to conduct an Examination in Public (EIP).

Contact: Simon Meecham ext. 37698 simon.meecham@arun.gov.uk

Appendices:

1. A schedule of changes compared to the Publication Version of the Local Plan (Regulation19) (February 2014)
2. The remaining sections of the Local Plan: Spatial Portrait, Employment and Enterprise, Housing Allocations, Transport, Implementation and Monitoring
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Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Appendix 1 includes the following schedule of changes:

1. Section 2 – Overview
2. Section 7 – Settlement Structure
3. Section 13 – Design
4. Section 16 – Building Conservation and Archaeological Heritage
5. Section 17 – Natural Environment
6. Sections 19 & 20 – Natural Resources & Minerals Safeguarding

1. Section 2 – Overview

Issue	Comments	Proposed amendments to the Local Plan
NE: Para 2.11 and 2.12 We trust that the infrastructure schemes set out in paras 2.11 and 2.12 will be the subject of more detailed consultation where and when appropriate.	The design and delivery of strategic site allocations together with their infrastructure will be subject to consultation. ADC will seek ensure consultation is put in place for infrastructure schemes delivered by other agencies. This commitment is shown in Section 22: Infrastructure Provision and Implementation. Para 22.0.3	None.

Note:

NE: Natural England

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

2. Section 7 – Settlement Structure and Green Infrastructure

Issue	Comments	Proposed amendments to the Local Plan
<p>SDNP: Chapter 7 (Settlement Structure and Green Infrastructure) acknowledges the South Downs National Park (SDNP) as an important asset and the duty to have regard to the impact upon the setting of this protected landscape. Local Plan policies which refer to the protection of the wider landscape could include more emphasis, through specific reference, to the conservation and enhancement of the setting of the SDNP, where sites are in close proximity to the boundary and visually prominent.</p>	<p>Policy LAN DM1 includes specific reference to this matter.</p>	<p>No change.</p>
<p>NE: Para 7.3.1: Although para 7.3.1 notes that <i>“Local Planning Authorities should set out a strategic approach, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure”</i> it is not clear whether</p> <ul style="list-style-type: none"> - the GI strategy has arisen from an understanding of the key components of the habitat network, - the defined areas are seen as areas of opportunity, or - the proposals are based on an analysis 	<p>Policy GI SP1: Green Infrastructure and development makes specific mention of meeting nature conservation objectives. Section 17: Natural Environment provides the framework for managing development issues in regard to nature conservation. Where appropriate, notably the strategic site allocations, specific reference to this matter is made in the policy and supporting text.</p>	<p>Amend para 7.3.4 as follows: “The Local Plan will achieve these objectives by taking a strategic approach to managing the District's Green Infrastructure Network. This strategic approach to Green Infrastructure will be subject to regular review, taking account of the progress of the Local Plan as detailed in the Authority Monitoring Report. (Section 23 - Monitoring and the Monitoring Framework Technical Appendix)”</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
<p>of the factors listed in para 7.3.8.</p> <p>The text in the third row of the table under para 7.3.9, seems to suggest that the network has mainly been driven by an interest in protecting strategic gaps.</p> <p>The GI strategy should be a living document that responds to growing evidence about the spatial components that deliver the functions of GI, defining those areas secured and enhanced, to provide a framework for guiding and testing development, for protecting key assets and enhancing the components and the network through development.</p>		
<p>WSSC: Policy C SP1: There could be a potential conflict between clause (a) of this policy and the Site Allocated in the Waste Local Plan at Hobbs Barn. The Site is outside the Built Area Boundary but cannot be classed as 'waste disposal', as the site is allocated for waste operations likely to be housed within a building and not landfill. Whilst the County Council is the planning Authority in respect of waste applications, ancillary uses may well come forward which are compatible with this allocation but which conflict with this policy. It is suggested that clause (a) be amended or supporting text inserted to make clear that sites allocated in the Waste (or emerging</p>	Noted	<p>Amend Policy C SP1 as follows:</p> <p>a) or the deposit of waste or waste as part of a waste site allocation with the West Sussex Waste Local Plan</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
Minerals) Local Plan will not conflict with this policy.		

Notes:

Bold text denotes text to be added.

~~Strikethrough~~-text denoted text to be deleted.

SDNP: South Downs National Park Authority

NE: Natural England

WSCC: West Sussex County Council

3. Section 13 – Design

Issue	Comments	Proposed amendments to the Local Plan
Natural England. Para 13.1.4: We support the objectives set out in para 13.1.4 relating to design. There is reference to habitats in Policy D SP1 but it is unclear whether (as with Landscape) this means no more than responding to context. There is no reference to the need to consider protecting on-site habitats (eg hedges and ditches, ancient trees and trees groups, wildlife corridors, stepping stones) and pedestrian routes to	Noted	This issue is already partly dealt with in policy D DM1 (point 7.). It is also covered through various policies in the Natural Environment section.

Appendix 1

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Issue	Comments	Proposed amendments to the Local Plan
and through the site etc. This is particularly important on larger sites and those on the edges of settlements.		
<p>Natural England. 13.2.18: indicates that <i>“Green space and green corridors should be retained, enhanced and integrated into the design of a development scheme. This will reinforce the quality and character of a place, increase biodiversity and deliver a wide range of environmental</i></p>	Noted	<p>Create a sentence as part of point 9: Public Realm to read:</p> <p>9. Public realm Provide or enhance layouts, streets and public spaces so that they are attractive, socially inclusive, safe and secure, adaptable, with appropriate provision for planting, street furniture, and facilities for bicycle storage to create a place with attractive and successful outdoor areas.</p> <p>Green space and green corridors should be retained, enhanced and integrated into the design of a development scheme”.</p>
<p>Natural England. Para 13.5.4: The comments on climate change, the recognition of the impact on habitats and biodiversity and the need to consider these matters early in the design process (in para 13.5.4) are important, and justify significant effort to secure GI and good design (see comments above). However</p>	Noted	<p>Amend the bullet points to include an additional item:</p> <p>In order to achieve this, development must be designed to take account of the following issues:</p> <p>a. Location (in relation to flood risk and</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
the latter part of Policy ECC SP1 does not seem to respond to the “ <i>decline in the quality of habitats and richness of biodiversity</i> ” flagged in the first para of the policy		vulnerability to coastal erosion); b. Water efficiency; c. Shade, cooling, ventilation, solar gain; d. Connectivity to the green infrastructure network; e. Layout and massing; f. Resilience of buildings and building materials to extreme weather events; and g. Capacity of drainage systems and incorporation of Sustainable urban Drainage Systems (SuDS) h. Decline in the quality of habitats and richness of biodiversity
Issue	Comments	Proposed amendments to the Local Plan
Para 13.3.3 needs to include information about conversions	Noted and agreed	Add text to para 13.3.3 to read: There might be occasions where development schemes cannot comply with all the space standards required (such as the conversion of an existing building, or where compliance with the standards may harm the historic character of a building). Arun District Council will consider these on a case-by-case basis (for example where compliance with the standards may harm the historic character of a building).

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
Ancillary dwellings are not mentioned. These cannot be amended to meet the standards.	Noted and agreed	<p>Add text to new miscellaneous section at bottom of table 13.1:</p> <p>Ancillary dwellings - External dwellings ancillary to the main dwelling that are occupied as a permanent liveable space (such as a granny annex) should be compliant with the space standards. External dwellings designed for occasional use (such as garden offices, eco-pod dwellings, garden gym's) do not have to conform with the space standards.</p>
Mobile homes are not mentioned. These cannot be amended to meet the standards.	Noted and agreed. Add text	<p>Add text to new miscellaneous section at bottom of table 13.1:</p> <p>Mobile Homes - Space standards do not apply to residential mobile homes.</p>
There is currently no guidance for bedsits and studios	Noted and agreed. Add text	<p>Add text to new miscellaneous section at bottom of table 13.1:</p> <p>Bedsits and Studios: The Chichester and Arun Landlord Accreditation Scheme Standards 2013 (page 7) currently states a one roomed unit with kitchen facilities for a single person should be 13 sq.m. Until an</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
		Arun Design Guide is adopted this figure should be used.
There is currently no guidance Roof Spaces or half height rooms	Noted and agreed. Add text	Add text to new miscellaneous section at bottom of table 13.1: For dwellings without full height ceilings, D DM2 Policy sizes should be followed as closely as possible.
There is currently no guidance on Bungalows	Noted and agreed. Add text	Add text to new miscellaneous section at bottom of table 13.1: Bungalows should adhere to the single storey/flat column dwelling space standards.
There is currently no guidance on care home single occupancy rooms	Noted and agreed. Houses in Multiple Occupation Officer suggests referring to HMO's. Add text	Add text to new miscellaneous section at bottom of table 13.1: Please refer to section on HMO's below.
There is currently no guidance on conversions	Noted and agreed. Add text	Add text to new miscellaneous section at bottom of table 13.1: D DM2 standards should be adhered to where realistically possible.
There is currently no guidance on HMO's	Noted and agreed. Add text	Add text to new miscellaneous section at bottom of table 13.1:

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
		<p>Please refer to Arun's Environmental Health Private Housing Standards via the Arun District Council website or contact the Arun Environmental Health department directly. Key documents include: LACORS Promoting Quality regulation. LGA. 2009. Chichester and Arun Landlord Accreditation Scheme Standards 2013.</p>
<p>There is currently no guidance on how more than 6 people effects the standards.</p>	<p>Noted and agreed. Add text</p>	<p>Add text to new miscellaneous section at bottom of table 13.1:</p> <p>For dwellings designed for more than 6 people, at least 10 sq.m general internal floor area should be added for each additional person</p>
<p>There are number of boxes with dashes in that need to be populated throughout the table.</p>	<p>Noted, further research required to populate table. Where there is no information from the GLA space standards then establish a system to calculate these fields, by contacting the people who created the system and referring to up-to-date guidance such as the GLA Housing SPG (2011).</p>	<p>Populate the missing elements of the table, for all amendments please see table below.</p>
<p>Not clear what a single dwelling includes</p>	<p>Amend</p>	<p>Add text to the first column: Single storey dwelling/flat</p>
<p>In the Single sq.m colum it is unclear what</p>	<p>Amend</p>	<p>Amend all references to the single rooms</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
is meant by 2 x 16 and 12 x 16. This is an error, it should state that there is a requirement for two 8 sq.m single rooms		column when two single rooms are required to: 8 (x2).
It is not clear exactly what is meant by “Dining” and “Dining Area” – clarify and amend	Amend	Change column header from “Kitchen” to “ Kitchen Diner ” and add explanatory text: Dining area calculated as difference of 'Kitchen Diner' and 'Kitchen'. (DA = Dining Area)
Internal Space Standards policy needs to be updated to reflect recent discussions between DC and Policy officers.	Amend	The planning authority will require internal spaces to be of an appropriate size to meet the requirements of all occupants and their changing needs. District specific standards are to be identified for inclusion in this Policy which should be adhered to in all new development. The space standards are minima and can be exceeded. Further information will be provided in the emerging Arun District Council Design Guide. The table below outlines current best practice. Developments shall also be consistent with all other Local Plan policies.
Flats are not mentioned in the first column	Amend	Add “ flat ” in the first column after “Single storey Dwelling” to read: Single storey dwelling/flat
Foot note 46 – option of storage room, does not make sense, needs to be	Amend	Add new text:

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
amended		Alternatively a utility room with a floor space of 3.6m can be provided
Bathroom dimensions need clarification	Amend	Add new text: 2 bathrooms. 1 required on entrance level for multi-level units. 2.7 sq.m = Wheelchair accessible WC, no Shower. 3.6 sq.m = Wheelchair WC with shower 6.8 sq.m = Separate Bathroom and WC
It is unclear what the dashes in the boxes represent.	Amend	Add NA to dashed boxes, if they do represent a repeat or requirement from other cells, and add a note what “NA” means”, add text: NA = Note applicable. See the final version below.
Additional explanatory notes to be clearly linked to existing and recent amendments to the space standards table, existing footnotes should be deleted and replaced.	Amend	Add asterisks to the relevant fields and add the explanatory text below the policy and above the policy table. See the final version below.

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Policy D DM2

Internal space standards

The planning authority will require internal spaces to be of an appropriate size to meet the requirements of all occupants and their changing needs. District specific standards are identified in this Policy which should be adhered to in all new development. The space standards are minima and can be exceeded. Developments shall also be consistent with all other Local Plan policies.

* Dining area calculated as difference of 'Kitchen Diner' and 'Kitchen'. (DA = Dining Area)

** 2 bathrooms. 1 required on entrance level for multi-level units.

2.7 sq.m = Wheelchair accessible WC, no Shower.

3.6 sq.m = Wheelchair WC with shower

6.8 sq.m = Separate Bathroom and WC

*** Alternatively a utility room with a floor space of 3.6m can be provided

NA = Not applicable

Additional space standards text, following the schedule above

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

	Dwelling type (bedroom / persons)	Essential GIA (General Internal floor Area) [sq.m]	Kitchen [sq.m]	Kitchen Diner * [sq.m]	Living [sq.m]	Combined Kitchen / Living / Dining [sq.m]	Double [sq.m]	Twin [sq.m]	Single [sq.m]	Bathroom [sq.m]	Storage / Utility [sq.m]
Single storey dwelling/flat	1b1p	37	6.2	9.4 (DA 3.2)	12	21	NA	NA	8	3.6	1
	1b2p	50	6.8	10.4 (DA 3.6)	13	23	12	NA	NA	4.4	1.5
	2b3p	61	7.5	11.2 (DA 3.6)	14	25	12	NA	8	4.4 + 2.7 **	2
	2b4p	70	7.5	12 (DA 4.5)	14.8	27	12	12	NA	4.4 + 2.7 **	2.5
	3b4p	74	7.5	12 (DA 4.5)	14.8	27	12	NA	8 (x2)	4.4 + 2.7 **	2.5
	3b5p	86	8.3	12.8 (DA 4.5)	16	29	12	12	8	6.8 + 3.6 **	3 ***
	3b6p	95	9.6	14.4 (DA 4.8)	17	31	12	12 (x2)	NA	6.8 + 3.6 **	3.5 ***
	4b5p	90	8.3	12.8 (DA 4.5)	16	29	12	NA	8 (x3)	6.8 + 3.6 **	3 ***
4b6p	99	9.6	14.4 (DA 4.8)	17	31	12	12	8 (x2)	6.8 + 3.6 **	3.5 ***	
Two storey dwelling	2b3p	77	7.5	11.2 (DA 3.6)	14	25	12	NA	8	4.4 + 2.7 **	2
	2b4p	83	7.5	12 (DA 4.5)	14.8	27	12	12	NA	4.4 + 2.7 **	2.5
	3b4p	87	7.5	12 (DA 4.5)	14.8	27	12	NA	8 (x2)	4.4 + 2.7 **	2.5
	3b5p	96	8.3	12.8 (DA 4.5)	16	29	12	12	8	6.8 + 3.6 **	3 ***
	3b6p	103	9.6	14.4 (DA 4.8)	17	31	12	12 (x2)	NA	6.8 + 3.6 **	3.5 ***
	4b5p	100	8.3	12.8 (DA 4.5)	16	29	12	12	8	6.8 + 3.6 **	3 ***
	4b6p	107	9.6	14.4 (DA 4.8)	17	31	12	12	8 (x2)	6.8 + 3.6 **	3.5 ***
Three Storey Dwelling	3b4p	93	7.5	12 (DA 4.5)	14.8	27	12	NA	8 (x2)	6.8 + 3.6 **	2.5
	3b5p	102	8.3	12.8 (DA 4.5)	16	29	12	12	8	6.8 + 3.6 **	3 ***
	3b6p	109	9.6	14.4 (DA 4.8)	17	31	12	12 (x2)	NA	6.8 + 3.6 **	3.5 ***
	4b5p	106	8.3	12.8 (DA 4.5)	16	29	12	12	8 (x2)	6.8 + 3.6 **	3 ***
	4b6p	113	9.6	14.4 (DA 4.8)	17	31	12	12	8 (x2)	6.8 + 3.6 **	3.5 ***

Updated Internal Space Standards table, following the schedule above

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Miscellaneous	Dwelling type	Details
	6p +	For dwellings designed for more than 6 people, at least 10 sq.m general internal floor area should be added for each additional person
	Ancillary dwellings	External dwellings ancillary to the main dwelling that are occupied as a permanent liveable space (such as a granny annex) should be compliant with the space standards. External dwellings designed for occasional use (such as garden offices, eco-pod dwellings, garden gym's) do not have to conform with the space standards.
	Bedsets and Studios	The Chichester and Arun Landlord Accreditation Scheme Standards 2013 (page 7) currently states a one roomed unit with kitchen facilities for a single person should be 13 sq.m. Until an Arun Design Guide is adopted this figure should be used.
	Bungalows	Bungalows should adhere to the single storey/flat column dwelling space standards
	Care Homes	Please refer to section on HMO's below.
	Conversions	D DM2 standards should be adhered to where realistically possible.
	HMO's	Please refer to Arun's Environmental Health Private Housing Standards via the Arun District Council website or contact the Arun Environmental Health department directly. Key documents include: LACORS Promoting Quality regulation, LGA, 2009, Chichester and Arun Landlord Accreditation Scheme Standards 2013.
	Mobile Homes	Space standards do not apply to residential mobile homes.
	Roof Spaces and half height rooms	For dwellings without full height ceilings, D DM2 Policy sizes should be followed as closely as possible.

Updated explanatory internal space standards policy text, following the schedule above

Issue	Comments	Proposed amendments to the Local Plan
No figure for a 1 bedroom dwelling	Noted and agreed.	Amend table 13.3 to include a figure for a one bedroom dwelling. Number of bedrooms: 1 bedroom Minimum area (sq.m) of private outdoor space per apartment. Out door space includes: balconies (minimum of 1.5m in depth), roof gardens, ground level patios or open space directly connected to the apartment: 4 sq.m
The figure in paragraph 13.3.16 for communal outdoor space currently states 20 sq.m, it is not clear where this figure came from and why it has been included.	Noted and agreed. Review existing standards used nationally and locally as well as all relevant space standards guidance and amend paragraph with new figure.	Change paragraph 13.3.16 to read: For apartment developments external communal space should start at 4 sq.m for one bedroom with each additional bedroom adding an additional 1 sq.m. a minimum of 20 square metres of communal outdoor space

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

		per apartment should be provided which is normally in the form of communal areas. Communal outdoor spaces should be private from the street or other public areas but overlooked by the occupants of the dwellings they serve. In addition, they should be served by a separate direct access.
Table 13.3 is misleading, it reads that a balcony is necessary along with external outdoor space. There is a requirement for external space, but it doesn't have to be a balcony. When a balcony is used it must have a depth of at least 1.5m	Noted and agreed. Amend.	Amend table 13.3 to remove the 2nd column in its entirety. Change text in final column to read: Minimum area (sq.m) of private outdoor space per apartment be it a: balcony (atleast 1.5m in depth), roof garden, ground level patio or open space directly connected to the apartment.
Minimum depth column of table 13.2 could be consolidated into rear garden area column. Remove reference to rear garden in column 2 of table 13.2	Noted and agreed. Amend.	Alter the 13.2 table: Consolidate the 2 nd and 3 rd columns and amend text to read: Garden area (sq.m) Note - Minimum Depth should be 10 sq.m. The width will normally be the width of the dwelling.
Garden space doesn't necessarily have to be "rear" garden space	Noted and agreed. Amend.	Alter 2nd paragraph of D DM3 policy text to read: <ul style="list-style-type: none"> • The following standards, as a minimum, shall apply to the rear gardens of all houses (except apartments): • Amend paragraph 13.3.12 to read: Private amenity space and 'permitted development' extensions must be taken into account in the overall design. Rear Private amenity space should not be used for the provision of a garage or car

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

		<p>hardstanding. A proportionally greater garden area will be required for dwellings with a greater number of habitable rooms commensurate with the scale of the intended dwelling and comparable to the character/form of other plots in the vicinity.</p>
<p>There is no reference to refurbishments and the impact such a scheme may have upon the implementation of the standards.</p>	<p>Noted and agreed. Amend.</p>	<p>Insert an additional paragraph after 13.3.24 to read: Conversions Where properties are converted or split into a number of smaller residential units it may not always be possible to meet the standards identified, but they should endeavour to reflect the standards as closely as possible or which is reasonably practicable.</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Policy D DM3

External space standards

The Planning Authority will require the provision of useable private amenity space (excluding parking and turning areas) in new residential development unless the urban density form in town centres requires greater flexibility. In considering the amount of amenity space, the planning authority will take into account back gardens, roof terraces, balconies and in apartment developments, communal gardens.

The following standards, as a minimum, shall apply to the gardens of all houses (except apartments):

House type	Garden area (sq.m)
2-bedroom terraced	50
3-bedroom terraced	65
Small Semi or detached (3 bedroom max)	85
Large semi or detached	100

Table 13.2

Permitted development extensions must be taken into account in the overall design of the amenity space.

Apartment developments will be expected to meet (or exceed) the following standards:

Number of bedrooms	Minimum area (sq.m) of private outdoor space per apartment.
1 bedroom	4 sq.m
2 bedrooms	5 sq.m
3 bedrooms	6 sq.m
4 bedrooms	7 sq.m
5 bedrooms	8 sq.m
6 bedrooms	9 sq.m
Each additional occupant	+ 1 sq.m

Table 13.3

Showing changes including removal of column and slight wording change, following the schedule above

Notes:

Bold text denotes text to be added.

~~Strikethrough~~ text denoted text to be deleted.

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Section 16 – Building Conservation and Archaeological Heritage

Issue	Comments	Proposed amendments to the Local Plan
Clarify a references to change of use in policy HER SP1	Noted	Amend the last sentence of the 4 th paragraph to read: Where changes of use are proposed, the Council will consider these in a flexible way but will favour proposals which improve public access where these are not prejudicial to existing character, or appearance, or significance.
Ensure references to appropriate consents regimes are correct	Agreed. The need to apply for Conservation Area consent has been removed. Applicants will only need to apply for planning permission. Remove reference to 'Conservation Area consents in paragraph 16.1.9	Amend paragraph 16.1.9 to remove reference to Conservation Area consent: 16.1.9 The process of deciding planning permissions, or Listed Buildings or Conservation Area consents may also lead to the recognition that a heritage asset has a significance that merits some degree of protection. Though lacking the statutory protection of other designations, formal identification through these processes is a material consideration in planning decisions.
Clarify the issue regarding the use of non-traditional materials in listed buildings	Noted.	Amend the pen-ultimate sentence of paragraph 16.2.8 to read: 16.2.8 When repair, alterations or extension works are deemed appropriate in principle,

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
		they must relate sensitively to the original buildings and will normally require craftsmanship and professional skill of a high standard. In almost all cases, the materials used for alterations, extensions or repairs should match the original. The use of non-traditional materials such as PVCu will not normally be acceptable unless there is sound justification to do so . In sensitive interiors, alterations may need to be restricted to a minimum.
Clarify the information regarding climate change and listed buildings	Clarify the issue of the impact of renewable energy equipment upon listed buildings	Amend the second sentence of paragraph 16.2.19 to read: 16.2.19 Examples of proposals to mitigate and adapt to the effects of climate change include the installation of renewable energy equipment and retrofitting to reduce energy use. Adaptation to climate change can also include proposals for insulation of external walls either internally or externally which can negatively affect either the external appearance or disrupt internal features such as cornices and moulding or the character of a rooms internal space. Other issues concern the routing of services and other equipment.
WSSC: Policy HER DM6: this is a comprehensive policy that covers what an applicant is expected to provide in terms of assessing impact through consultation of the Historic Environment Record (HER),	Noted.	No change.

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
preparation of Desk Based Assessment (DBA) and Archeological Field Evaluation. It is also very thorough in discussing circumstances where it may be appropriate to proceed straight to field evaluation rather than assuming an “inevitable progression” through HER search and DBA before proceeding to field evaluation, which is considerate and helpful to the applicant.		
WSSC: Chapter 16 “ Protected Place” with its section on Building Conservation and Archeological Heritage (Strategic Policy HER SP1 and specifically the Development Management Policies HER DM5: Sites of Archeological Interest) show a laudable commitment to cultural heritage. The policy is to protect the remnants of the canal is welcome – unfortunately earlier development has breached the line of the canal here and there, but it is important to retain what is left to consider options for public access and “green” infrastructure enjoyment.	Noted	No Change

Notes:

Bold text denotes text to be added.

~~Strikethrough~~ text denoted text to be deleted.

WSSC: West Sussex County Council

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Section 17 – Natural Environment

Issue	Comments	Proposed amendments to the Local Plan
<p>NE: Policy ENV DM1: Policy ENV DM1 bundles together sites of international importance with those of local importance. The tests in part 1 of the policy (a to d) may be appropriate for N2K sites but are perhaps onerous for (say) proposals affecting sites of local importance where the value of development outweighs the value of the habitat that may be lost and where a package of avoidance, mitigation and compensation would be capable of delivering overall enhancement. In the case of N2K sites, it would be helpful to note the need to screen proposals for “likely significant effect” and the possible need for a full HRA. In the case of SSSIs, some reference to the test set out in NPPF (para 118) would be appropriate. In all cases, it would be helpful to flag the idea of direct and indirect effects. Clause 2d focusses on compensation - the approach should be firstly “avoidance”, then “mitigation” and only as the last resort “compensation”.</p>	<p>Point is noted but the intention of the policy was to allow scope for more than just national sites to be incorporated, so capturing those opportunities smaller schemes or developers may offer. The further point on screening is noted however the scope of the policy as written allows for Development Management to apply this and as proportionate require Habitat screening.</p>	<p>No change</p>
<p>NE: Para 17.1.21: The expression (in para 17.1.21) “<i>The exact levels of disturbance are unknown</i>” appears to undermine the credibility</p>	<p>Action is being taken to address this matter through partnership working with RSPB and others. Any outcome may inform future</p>	<p>No change proposed</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
<p>of the strategy for Pagham. The RSPB may have evidence on the matter, even if it draws on anecdotal evidence and experience of comparable habitats and relevant species. More formal evidence would be helpful to provide a bench mark for monitoring the issue and for assessing the impact of development and of the implementation of access management, wardening and related measures.</p>	<p>versions of the Authority Monitoring Report.</p>	
<p>NE It is unclear which “site” is being referred to in the penultimate line on page 187. It would be difficult to implement any of the measures noted in para 17.1.22 on any development site. Some understanding of the scale of “contributions” would be helpful, drawing on a management plan for the designated site, the associated capital and revenue costs and the scale of development likely in the plan period. Cooperation with Chichester (and of course the RSPB) on this issue, is very important.</p>	<p>This matter is to be addressed further through joint working and the preparation of the Community Infrastructure Levy Schedule, in consultation with RSPB and others.</p>	<p>Remove last sentence in para 17.1.22</p>
<p>NE: Policy ENV DM2 (Pagham Harbour): NE welcome Policy ENV DM2 (Pagham Harbour). However:</p> <p>- It seems unlikely that developers will be able to deliver clause b (i), except through contribution to the delivery of a management</p>	<p>Action is being taken to address this matter through partnership working with RSPB and others.</p> <p>Where mitigation measures in regard to Green Infrastructure cannot be achieved within a development site, contributions will</p>	<p>No change</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
<p>plan for the designated site. Perhaps the words “or make financial contribution to” should follow the word “undertake”</p> <p>- The importance of working with Chichester and the RSPB to determine the management plan necessary to deal with access demands arising from the scale of development coming forward through various plans, and determining costs and contributions - is becoming critical.</p>	<p>be sort towards the types of projects identified In Para 17.1.22.</p> <p>Clarify this matter through the preparation of the Community Infrastructure Levy Schedule, in consultation with RSPB and others.</p>	
<p>NE: The provision of Accessible Natural Green Space (not SANGS) and GI can be justified in most plans in terms of good sustainable development, the health and wellbeing of residents, supporting biodiversity etc. It may incidentally satisfy some of the needs of dog walkers. However, except on very large development schemes supporting on-site and off-site GI, these spaces are unlikely to meet all the needs of residents walking their dogs. The statement in b (ii) that “New green spaces shall be capable of accommodating the predicted increases in demand for local walking and dog walking” is unlikely to be realistic, workable or effective. On this basis, the ambitions in b (ii) could be moved to a policy on GI and reference made to the importance of GI in</p>	<p>Noted</p>	<p>Amend Policy ENV DM2 as follows:</p> <p>“..serve the area. New green spaces These shall be capable of accommodating the predicted increases in demand for local walking, and including dog walking.....”</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
<p>Policy ENV DM2</p> <p>NE: Para 17.2.1</p> <ul style="list-style-type: none"> - Are the ecological and habitat networks mapped as part of the work on GI? - Does that evidence provide a good basis for preventing development in the most sensitive areas and protecting, enhancing and extending the network where possible? <p>Generally the provisions of Policy ENV DM3 should applied both in and outside Biodiversity Areas (BOAs), so reference to BOAs could be deleted, except to provide links to information about the nature of the opportunities. The first line of the second paragraph could refer to protected species and BAP Habitat.</p>	<p>Broad ecological and habitat matters have been incorporated through the evidence base used prepare the Local Plan. More detail will emerge as Neighbourhood Plans; Strategic Site Allocations and development proposals are progressed.</p> <p>References in the supporting text to the need for development proposals to take account of the Settlement Structure & Green Infrastructure Technical Appendix of the Local Plan, the local details held by Sussex Biodiversity Records Centre.</p>	<p>No change</p>
<p>NE: Para 17.3.2 should note that development (especially residential) close to ancient woodland is likely to increase recreational pressure on the woodland and potentially impact on its value. These matters need to be considered before allocations are made, and as windfall proposals come forward. Some reference to the government's view that ancient woodland is an irreplaceable habitat would be helpful (see NPPF para 118).</p>	<p>Noted</p>	<p>Addition to para 17.3.2 as follows:</p> <p>“Importance of ancient and other woodland, plus aged and veteran trees is recognised within para 118 of the NPPF as being a valuable...”.</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
<p>NE: Policy ENV DM4</p> <p>- the words “unless to do so” should be revised to clarify the meaning of the first part of the Policy. The compensation for the loss of ancient woodland is very difficult insofar as the biodiversity of the woodland and its soils (even where it is managed by means such as coppicing) cannot be simply re-provided. In view of its irreplaceable nature, avoidance should be the normal policy. If mitigation or compensation become necessary a bespoke rather than a prescribed package should be determined</p>	<p>Noted.</p>	<p>Amend policy ENV DM4 to remove as follows:</p> <p>“...and as the reach maturity, unless to do so:</p> <p>a. Would.....”</p>
<p>NE: Policy ENV DM4</p> <p>- some form of management plans such as those required by para 3 of the policy should apply on all sites where habitats are retained, enhanced or generated.</p>	<p>Policy ENV DM1, ENV DM3 and ENV DM5, together with Policy ENV DM 4 provide the framework for the protection and management of habitats. Developments shall also be consistent with all other Local Plan policies.</p>	<p>No change</p>
<p>NE: Does the word habitat (last line of para 17.4.1) refer to all habitats or to designated and BAP Habitats and key components in the habitat network (including wildlife corridors and stepping stones)?</p>	<p>The reference to habitat (last line of para 17.4.1) refers to all habitats. The Local Plan policies set out the approach for managing development impacts on the variety of habitats, with different levels of designation, across the Local Plan area.</p>	<p>No change</p>
<p>Paras 16.2.13 and 16.2 14: The notes regarding protected species (paras 16.2.13 and 16.2 14) are welcomed, but historic buildings are not the only structures used by protected species (such as bats). All</p>	<p>Noted. It is believed that the information is already covered by policy ENV DM5. However, more information could be provided in the explanatory text.</p>	<p>Insert an additional paragraph after 17.4.1 to read:</p> <p>All redevelopment /refurbishment schemes and the existing structures and</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
redevelopment /refurbishment schemes and the existing structures and habitats affected by development, should be screened for use by protected species if these opportunities are known or believed to be so used.		habitats affected by development, should be screened for use by protected species if these opportunities are known or believed to be so used.

Notes:

Bold text denotes text to be added.

~~Strikethrough~~-text denoted text to be deleted.

NE: Natural England.

Sections 19 & 20 – Natural Resources & Minerals Safeguarding

Issue	Comments	Proposed amendments to the Local Plan
WSSC: 19.1.1: This should be amended to indicate that WSSC is the Minerals Planning Authority (MPA) for West Sussex, and the South Downs National Park Authority (SDNPA) is the MPA for the areas of West Sussex within the National Park. Additionally, the adopted Minerals Local Plan (MLP) 2003 is being updated with a joint MLP produced in partnership between WSSC and SDNPA.	Noted.	Para 19.1.1 has been amended as follows: West Sussex County Council is the Minerals Planning Authority (MPA) for West Sussex, and the South Downs National Park Authority (SDNPA) is the MPA for the areas of West Sussex within the National Park. Additionally, the adopted Minerals Local Plan (MLP) 2003 is being updated with a joint MLP produced in partnership with the SDNPA. The MLP update must identify

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
		<p>sufficient mineral extraction sites to provide the required amount of minerals such as sand and gravel for the County.</p>
<p>WSSC: As indicated within Para 19.1.2, the new Minerals Local Plan will designate Mineral Safeguarding Areas (MSAs) in order to safeguard mineral resources from needless sterilisation in accordance with NPPF and the Guidance. Mineral Consultation Areas will be developed, based on the MSAs, these will be used as the basis for liaison between WSSC / SDNPA and Arun DC. Whilst the text set out in Policy NR DM1 is welcomed, to ensure that the Arun Local Plan is positively prepared, the District Council is requested to:</p> <ul style="list-style-type: none"> • Set out a commitment to consult with the relevant Mineral Planning Authority in relation to relevant (to be defined through MLP Policy) non-mineral development proposed within MCAs within Policy NR DM1; • Set out a commitment to display the MCA areas, once defined through the Minerals Local Plan, on the Arun Local Plan Policies Map. 	<p>Noted.</p>	<p>Policy NR DM1 has been amended as follows:</p> <p>All proposed development that falls into a West Sussex Minerals Consultation Area (MCA) including any relevant facilities such as those mentioned within the supporting text above must be considered against the latest Minerals Consultation Area guidance and policy as published by West Sussex County Council. Subject to updated MCAs being adopted through the Minerals Local Plan update, they will be displayed on the Arun Local Plan Policies Map. At this stage, the Council will consult with the Minerals Planning Authority in relation to relevant non-minerals development proposed within the MCA.</p>
<p>WSSC:Section 20 (Waste Management):</p>	<p>Noted.</p>	<p>Paragraph 20.1.3 has been amended as</p>

Appendix 1

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Issue	Comments	Proposed amendments to the Local Plan
<p>This section should be updated to reflect the adoption of the West Sussex Waste Local Plan in April 2014.</p>		<p>follows:</p> <p>The adopted West Sussex Waste Local Plan (April, 2014), which is being prepared jointly prepared with the South Downs National Park will allocate allocates sufficient strategic waste management sites, to recycle and treat waste, ensuring that only the residual element of it (that which can not be recycled or treated) is landfilled. These waste sites which are identified and allocated with Arun District adopted through the West Sussex Waste Plan will be identified on the Arun Local Plan Proposals Map for waste use. Two sites at North of Wastewater treatment Works, Ford and Hobbs Barn, nr Climping have been allocated in this as identified on the Policies Map. As such any proposals either on or near these sites needs to take account of both the content of both the following Waste Management policy and contained here and the development management principles for the sites as contained within Policy W10 of that Plan.</p>
<p>WSSC: The first bullet point in paragraph 20.1.5 confirms the requirements of national</p>	<p>Noted.</p>	<p>Policy WM DM1 has been amended as follows:</p>

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Issue	Comments	Proposed amendments to the Local Plan
<p>policy / guidance in respect of safeguarding waste development from the impact of proposed, non-waste related development. However, Policy WM DM1 does not set out a commitment to such safeguarding as required by Waste Local Plan Policy W2. Policy WM DM1 Outcomes seem to exclude consideration of non-waste development on existing / allocated waste sites, instead only referring to general development being safeguarded from the impacts of existing waste facilities. To ensure that the Arun Local Plan is positively prepared, the District Council is requested to:</p> <ul style="list-style-type: none"> • Set out a commitment to consult with the relevant Waste Planning Authority on developments proposed at, adjacent or proximal to existing or allocated waste sites / infrastructure within Policy WM DM1, or elsewhere as relevant. • Update the WM DM1 Policy Outcome information to reflect the intention to consider impacts of non-waste development on allocated / existing waste sites. 		<p>There will be a general presumption against any development which may harm or prejudice the operation of existing and allocated waste facilities and infrastructure. The Council will consult the relevant Waste Planning Authority on development proposed at, adjacent or proximal to existing or allocated waste sites and infrastructure.</p>

Notes:

Appendix 1

A schedule of changes compared to the Publication Version (Regulation 19) (February 2014)

Bold text denotes text to be added.

~~Strikethrough~~ text denoted text to be deleted.

WSSC: West Sussex County Council

3 Spatial Portrait

3 Spatial Portrait

The place

- 3.1** Arun District is located on the South Coast, one of seven Districts within West Sussex. The District is bordered by Chichester District to the west, Horsham District to the north, and Worthing Borough and Adur District to the east. The northern half of Arun District falls within the South Downs National Park (SDNP). The SDNP Authority is the planning authority for areas of the District which fall within the SDNP. The southern half of the District falls within the Arun Local Planning Authority area and this is the Local Plan for that area. Arun District has strong transport, economic and housing market links with neighbouring Coastal West Sussex and Greater Brighton Authorities and this is reflected in patterns of movement for work, shopping, entertainment and education.
- 3.2** The Arun Local Planning Authority (LPA) covers an area of 12,090 hectares (46 square miles) and has an estimated population of approximately 147,000.⁽¹⁾ The northern part of the LPA is predominantly rural; the southern part falls within the West Sussex coastal plain. The River Arun divides the District approximately in half.
- 3.3** Over 77% of Arun's population (nearly 113,000) live in coastal urban areas centred on the two main towns of Bognor Regis and Littlehampton. These towns are separated from each other by an area of open countryside and undeveloped coast, the 'Littlehampton and Middleton-on-Sea' gap, which is important in landscape terms as well as providing an important part of the District's green infrastructure.
- 3.4** Bognor Regis and Littlehampton have merged with their neighbouring settlements to form larger built-up areas but the Parish identities remain as do distinct village identities. In the west of the District, the Bognor Regis urban area, including Pagham, Aldwick, Bersted, Felpham and Middleton-on-Sea have a combined population of over 64,700. East of the River Arun, Littlehampton, Rustington, East Preston and Kingston form a second built-up area with a population in excess of 48,200. Although physically separate the village of Ferring forms part of this network of coastal settlements.
- 3.5** The coastal towns are the main service, employment, retail and social centres. Bognor Regis has been a centre for seaside enjoyment since the 1700s and Littlehampton is recorded in the Domesday book. Both centres have a concentration of manufacturing and warehousing premises that are important to the overall employment in the District. Bognor Regis is the District's largest retail centre and also contains Butlins Holiday Centre and a campus of the University of Chichester. Littlehampton is a smaller centre, located at the mouth of the River Arun and has a harbour with small-scale fishing operations and an expanding marine based leisure economy.

1 ONS 2012 mid year estimate for Arun District, minus the estimated population of Arun District who live within the South Downs National Park.

3 Spatial Portrait

- 3.6** The town of Arundel, dominated by its cathedral and castle, lies inland from the coast, at the foot of the South Downs. Arundel is recorded in the Domesday book. Its historical development has resulted in a rich built environment set against the impressive backdrop of the River Arun, the Arun Valley and Arundel Park. Arundel is an important visitor destination and many of the facilities, services and employment opportunities reflect this attribute. Arundel has historical and environmental designations and its future growth has to meet the challenge of its special historic and landscape character.
- 3.7** In the west of the District are the 'Six Villages' of Aldingbourne, Barnham, Eastergate, Westergate, Walberton and Yapton. Barnham, Eastergate and Westergate are located close together and share many facilities. Considered together these three villages provide a range of shops and local services. Barnham additionally benefits from a mainline railway station. The combination of these three villages, their services and the area of open land between them, as well as a District wide priority to improve the A29 for access to employment land at Bognor Regis make this area a particularly sustainable location for criteria based additional growth. Walberton and Yapton are physically separate from each other and are in the northern part of the Local Plan area. Walberton and Yapton have a smaller range of facilities and services than the three villages.
- 3.8** The largest inland settlement in the east of the District is Angmering. Angmering has experienced considerable new residential development in recent years but retains a village character. With improvements to the A280 now completed, proposed improvements to the A259, the proximity of the Angmering main line railway station and the possibility of securing of additional primary school places, Angmering is considered a sustainable place for additional housing and employment growth.
- 3.9** Within the District are some smaller villages and hamlets with very limited services and facilities such as Poling, Clymping, Ford and Fontwell. These areas could benefit from some additional growth to secure a broader range of services. Most of the coastal plain is high quality agricultural land and intensively farmed, with areas of large scale horticultural development and glasshouses. Ford also contains a number of industrial estates, open prison and waste treatment facilities.
- 3.10** Arun's main settlements are separated by areas of open land which are important in helping to maintain their separate identity and character.
- 3.11** Arun District has a wealth of environmentally important assets. The environmental potential of the district extends beyond its boundaries. There are Sites of Special Scientific Interest (SSSIs) in proximity to the boundary of Arun but within the South Downs National Park Planning Authority. Within the Arun Local Planning Authority area there are four Sites of Special Scientific Interest (SSSIs): Bognor Reef, Clymping Beach, Felpham and Pagham Harbour. There are five Sites of Nature Conservation Importance (SNCIs): Ferring Rife and Meadows, Littlehampton Golf Course and Atherington Beach, Elmer Rocks, Middleton Shingle, Fontwell Park Racecourse and three local nature reserves at Bersted Brooks, Pagham Harbour and West Beach.

3 Spatial Portrait

Pagham Harbour has also been designated as a Special Protection Area (SPA) under the EC Wild Birds Directive and is a Ramsar site. There is scope for habitat creation and restoration within the District.

- 3.12** The River Arun is one of the fastest flowing rivers in the country. In addition to this river, the District has large streams and smaller watercourses of strategic drainage importance, as classified by the Environment Agency, because they are critical to the surface water drainage of the area. Arun District is affected to varying degrees by all five sources of flooding, although the major sources are fluvial (rivers), tidal (sea) and groundwater⁽²⁾. Most of Arun lies within Flood Zone 1, low probability risk with less than 1 flood in 1000 year. A significant proportion of flood zone 1 is within the South Downs National Park Planning Authority Area. A large proportion of developable land in Arun also suffers from potential ground water flooding.
- 3.13** The main water quality issues in Arun are organic pollution and eutrophication. Water quality problems are frequently most acute in the upper reaches of river catchments where there is less capacity for dilution and self purification. This is particularly evident during drought periods when treated sewage discharged can contribute to a significant proportion of river flow. Arun is in one of the driest parts of the country. Water resources in the South East region are under pressure and the region has been classified as one of serious water stress by the Government. Portsmouth Water supplies the area to the west of the River Arun, and Southern Water supplies the east of the District.
- 3.14** Two major aquifers, the Chalk and the Lower Greens, underlie much of the area and are the area's most important water resources accounting for more than 50% of licensed abstraction. The aquifers are the source of numerous springs and streams that help to support surface water flows and water dependent habitats.
- 3.15** The need to protect rivers and aquifers from pollution has led to significant areas within the District being designated Source Protection Zones. Water resources are finely balanced between meeting the demands of existing abstractions and the need to protect river flows to meet environmental and other in-stream requirements. There is therefore a general presumption against consumptive abstraction from the chalk aquifer and from rivers during the summer.
- 3.16** Arun is rich in historical assets. Within the Arun Local Planning Authority area designated assets comprise 723 statutorily listed buildings, 29 Conservation Areas and five Scheduled Monuments.

2 Arun District Council Strategic Flood Risk Assessment (2008), West Sussex County Council Strategic Flood Risk Assessment (2010) WSCC Local Flood Risk Management Strategy (2013 Consultation version)

3 Spatial Portrait

- 3.17** Arun also has a large number of undesignated features of historic and cultural interest and value including features of heritage, archaeological and landscape interest. Of note are 14 locally designated Areas of Special Character and 1,242 locally important buildings (Building or Structures of Character). Arundel in particular is renowned for its historic and cultural character.
- 3.18** Transport links are dominated by east-west routes along the Sussex Coast, linking Arun with Worthing and Brighton to the east and Chichester and Portsmouth to the west. The main road links are the A27 trunk road and the A259, both of which suffer from severe congestion during peak times. Traffic travelling between the A27 and A259 via the A284 and A29 to access Littlehampton, Bognor Regis and the coastal area is often delayed due to the level crossings at Wick and Woodgate which also create congestion and poor air quality.⁽³⁾ The A27, at Arundel is often congested and requires a solution to improve journey reliability and vehicle emission reduction. The rail line known as 'West Coastway' connects the main towns along the South coast, although both Bognor Regis and Littlehampton are served by branch lines. The Arun Valley line provides a direct rail link to London, Central Sussex and Gatwick Airport. However, rail services to and from the District, particularly between both Littlehampton and Bognor Regis, and London, are perceived as slow and there is a limited supply of modern rail stock⁽⁴⁾.

The people⁽⁵⁾

- 3.19** Arun has one of the UK's highest populations of elderly people, with 27% of residents aged 65 and over, compared to 17% nationally. Particularly high proportions of elderly people are found along the coast, in the Pagham Aldwick area west of Bognor Regis, and from Rustington to Ferring, where in some wards over 50% of residents are aged 65 and over. By contrast, parts of Bognor Regis and Littlehampton have a significantly younger population, with above average proportions of families and young people. Both national and local forecasts indicate that the largest growth in the future will be in people aged 85 and over. This brings its own challenges regarding health and housing issues. Since 2004, the population has become more diverse, with people from other European Union countries now making up approximately 5% of the population.
- 3.20** Arun falls within the wider Coastal West Sussex housing market which stretches from Hove in the east to beyond Chichester in the west. Average house prices in Arun's coastal towns are generally relatively low compared to neighbouring areas, but prices are significantly higher in Arundel and some inland villages. The Index of Multiple Deprivation (IMD) indicates that parts of rural Arun fall within the 10% most deprived areas in England in terms of barriers to housing and services.

3 West Sussex Transport Plan 2011-2026

4 West Sussex Transport Plan 2011-2026

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

3 Spatial Portrait

- 3.21** Arun has a high proportion of detached housing (35%) which is substantially above the national average (23%). Suburban low density detached housing is a particular feature of much of the coastal built-up areas, and some of the larger villages. The District's proportion of flats and maisonettes is also slightly above average, with below average proportions of semi-detached and terraced housing. Flats and terraced housing make up a high proportion of housing in central Bognor Regis and Littlehampton, and also Arundel.
- 3.22** Approximately 80% of housing in Arun is owner occupied, which is much higher than both the national and West Sussex average. Around 9% is social rented, with a similar proportion privately rented. High concentrations of social rented housing occur in parts of Bognor Regis and Littlehampton, particularly Pevensey and Ham Wards where it accounts for around 25% of all housing. Private renting is concentrated in the town centres, where it rises to over 35% of total housing in Marine Ward, Bognor Regis.
- 3.23** Across the District, there are wide differences in standards of living, with some of the most affluent, but also the most deprived people in the UK living here. More than 17% (4,000) of Arun's children live in low income households – this number is rising rather than falling. Around 13% of people aged 60 or over live in low income households and this number is also rising.
- 3.24** Parts of Ham Ward, Littlehampton, fall in the worst 10% in England in terms of income deprivation, with very high numbers of residents receiving income support and other types of state benefits. Other parts of Littlehampton, Bognor Regis and Bersted fall within the worst 20%. A similar picture exists in terms of overall living environment, where parts of Ham and River Wards in Littlehampton, Marine and Hotham Wards in Bognor Regis fall within the worst 10% of areas in England.
- 3.25** Average life expectancy in Arun is close to the average for West Sussex, and above average for England. However, this disguises wide variations across the District, where average life expectancy by Ward, ranges from 83 years to just 70 years, which is the second lowest figure in England. Arun has high levels of benefit claimants who are sick and disabled, especially in deprived Wards where concentrations are the highest in West Sussex. Part of River Ward, Littlehampton, fall within the worst 10% of areas in England in terms of health indicators, whilst other parts of Littlehampton and Bognor Regis fall within the worst 20%. In some of these areas, over 1 in 4 residents suffer from long term limiting illness.
- 3.26** Educational achievement in the District is relatively low, with the percentage of those with a degree or higher (21%) falling below the national average (25%). Ham Ward, Littlehampton and parts of Pevensey and Bersted Wards in Bognor Regis fall within the 10% most deprived areas in England in terms of education, skills and training.
- 3.27** In general, Arun is a relatively safe place with a low incidence of crime, although fear of crime remains a significant issue which is highlighted in the Sustainable Community Strategy. Crime rates are relatively high in parts of Bognor Regis and Littlehampton,

3 Spatial Portrait

with parts of River Ward, Littlehampton ranked within the worst 10% areas in England, and a number of other areas within Littlehampton and Bognor Regis falling within the worst 20%.

- 3.28** In economic terms, Arun is relatively prosperous when compared to the national average, but performs below average for the South East region. The largest employment sectors within the District are⁽⁶⁾ distribution, hotels and restaurants which provide around 30% of jobs, followed by public administration, education and health at around 27%. Around 12% of jobs are in manufacturing which is above the South East average. Also significant is the commercial horticulture industry, which is a major employer in the Barnham and Angmering areas. Arun is dominated by small and medium enterprises (SMEs) with less than 11 employees, which account for 86% of the District's business establishments.
- 3.29** Lack of employment ('worklessness') is a particular problem in parts of Bognor Regis and Littlehampton. Part of River Ward, Littlehampton falls within the worst 10% areas in England in terms of employment deprivation, and other parts of Littlehampton and Bognor Regis fall within the worst 20%. In 2013 86% (74,000) of Arun's working age population was economically active, compared to 77% nationally. 74% were employees, 9% self-employed, and 3% unemployed compared to 61%, 10%, and 6% nationally. With a working age population of 87,000 and 54,000 jobs in the district, Arun has a jobs density ratio of just 0.62, compared to 0.81 regionally and 0.78 nationally. This is the 7th lowest ratio amongst South-East England's 67 local authorities. Both Bognor Regis and Littlehampton would benefit from additional employment land. Bognor Regis has particular potential to accommodate sub-regional economic growth.
- 3.30** Arun experiences high levels of out-commuting partly because employment opportunities are limited within the District. About one third of residents in employment commute elsewhere to work. Together with those people who commute into the District to work more than 30,000 commuters cross into or out of the district every workday. Chichester acts as an important employment centre for the west of the District and is also a significant draw for shopping and entertainment. Worthing fulfils a similar role for the east of the District. Further afield, the larger centres of Brighton and Portsmouth exert an influence and there is also some commuting northwards towards Horsham, Crawley, Gatwick and London. The outflow of many Arun residents has some detrimental effects on the local economy, reducing the amount of money spent in local shops and facilities. It is a factor in reducing the competitiveness of Arun's coastal towns as retail and service centres.
- 3.31** Overall, Arun ranks as the second most deprived local authority within West Sussex, but is among the least 50% deprived nationally. Across the District, there are large variations, with many of the rural villages, and parts of the coastal urban areas ranking among the least deprived areas in England. However, most of Bognor Regis and Littlehampton suffer from above average levels of deprivation, including concentrated

6 Development of an Economic Strategy for Arun, Economic Baseline, July 2009 prepared by SQW Consulting

3 Spatial Portrait

pockets which rank within the worst 10% of areas. In recognition of these problems, Local Neighbourhood Improvement Areas (LNIAs) have been designated covering 5 Wards in Bognor Regis (Bersted, Hotham, Marine, Orchard and Pevensy) and 3 wards in Littlehampton (Ham, River and Wick with Toddington).

Challenges and Opportunities

- 3.32** Issues, problems and challenges that the Local Plan needs to address have been derived from an analysis of Strengths, Weaknesses, Opportunities and Threats set out in the consultation documents Local Plan: "*Options for Growth*" (February 2009), and from the priorities for action listed in Arun Sustainable Community Strategy "*Our Kind of Place*" (October 2008).

Addressing climate change

- 3.33** As a coastal District, Arun is likely to experience some of the most severe impacts due to climate change. These potentially include: hotter and drier summers; milder and wetter winters; droughts and water shortages; increased storminess and wind speeds; and rising sea levels. The Arun Strategic Flood Risk Assessment shows that large parts of Arun are already susceptible to flood risk from the sea, rivers, watercourses, groundwater, and other sources, and this will increase with climate change. Care must be taken to ensure that development is not inappropriately located in terms of flood risk, and does not exacerbate flood problems.
- 3.34** The potential impacts of climate change need to be taken into account in planning for all new development, both in terms of location and design. This will include locating major development away from areas of high flood risk, unless the development will help to remove the flood risk to benefit existing residents, businesses and for economic growth. Energy and water efficiency will have to be taken on board along with water storage measures, sustainable drainage systems, and the provision of renewable energy generation in major development schemes.

Planning for balanced and integrated communities

- 3.35** Arun's population currently includes a high percentage of elderly people, with a below average proportion of residents of working age. Many younger people choose to move away from Arun due to lack of job opportunities, high house prices, and the attraction of other towns and cities. However, there are significant contrasts across the District with some areas, particularly in the coastal towns, having above average numbers of children and young people. Arun's population is also changing, particularly through an influx of economic migrants.
- 3.36** Both national and local forecasts predict a further rise in the proportion of older people over the next 20 years. There is a need to plan for the consequences of an ageing population, for example by providing for supported and extra care housing, and ensuring better access to health care and community facilities. At the same time, there is the opportunity to plan for more balanced and integrated communities. To

3 Spatial Portrait

do this, we need to provide the right mix of housing and facilities to cater for people at different stages in their life cycle, and with different incomes and needs. This will require providing more affordable housing, more family housing, facilities for children and young people, and a wider range of employment opportunities. We must also ensure that the housing and other needs of all groups in the community are met appropriately.

Planning housing development to maximise community benefits

- 3.37** Over the next 15-20 years, Arun will accommodate significant new housing to meet its own local needs and targets. There may also be needs that arise from the "Duty to Cooperate" with neighbouring authorities. This new development will generate greater demands on Arun's infrastructure, services and facilities, and will impact on the environment and natural resources.
- 3.38** It is important that new housing developments are well designed to provide attractive living environments, which are safe, environmentally friendly and encourage healthy lifestyles with good access to employment, shops, schools, health centres, green space, and other community facilities. If well located and planned, housing development can provide wider community benefits, both by supporting existing services and facilities, and by helping to fund new or expanded facilities or improving access to them.

Creating a more diverse and flexible economic base

- 3.39** There is a wider area of structural economic weakness along the Sussex coast. Compared with South East averages, the Sussex Coastal area has higher levels of multiple deprivation, lower levels of Gross Value Added, lower earnings, higher levels of unemployment, lower rates of business formation, a relatively less well qualified workforce and an ageing population. Arun suffers from a relatively limited economic base. There is an over-dependence on low paid sectors, such as agriculture, tourism and service industries. These sectors result in a high proportion of seasonal and part-time work. The District has high levels of economic inactivity and below average earnings and skill levels. These problems have wider implications, leading to high levels of out-commuting and difficulty retaining young educated residents.
- 3.40** The adopted Arun Economic Strategy identifies that these issues will need to be addressed by the provision of well located employment sites; good quality modern premises; premises suitable for business start-up companies; premises suitable for small businesses; better business support, together with skills and training support geared to local business needs; and targeting key growth sectors. With regard to the rural economy, Arun Economic Strategy identifies Horticulture as one of four key sectors which are particularly strong in the local economy, offering good opportunities for economic development and job creation. This Plan seeks to support and encourage further development in this sector.

3 Spatial Portrait

3.41 The Council is working with the Coast to Capital Local Enterprise Partnership (C2CLEP) to deliver investment in Arun to address economic, community and infrastructure issues. The C2CLEP was invited by Government to set out its plans through a Strategic Economic Plan (SEP) (March 2014). The purpose of the SEP is to ensure that both national government and European Structural and Investment funds will be designed and function as an integrated package. The SEP also provides the framework to guide other public, private and community sectors' investments. The SEP covers the full range of the Local Enterprise Partnership's priorities for intervention. Arun has been particularly successful in attracting Regional Growth Funds, through the SEP, for investment in improvements to the A29, A259, A284 and the University of Chichester Campus at Bognor Regis. Further detail about the LEP's objectives and priorities are provided in the Section 8 of the Local Plan: Employment and Enterprise

Revitalising town centres

3.42 Arun's main town centres of Bognor Regis and Littlehampton have a lower range of shopping, entertainment, employment and other facilities, than neighbouring centres outside the District, resulting in large numbers of Arun residents travelling to larger centres outside the District for employment, shopping and entertainment, particularly to Chichester and Worthing. However, both town centres offer major opportunities that could be unlocked through the regeneration programmes that are now underway or programmed. This includes bringing forward key development sites and promoting a mix of activities - shopping, entertainment, employment, education and housing – which will bring new vitality to the town centres. Measures are also needed to improve the physical environment and to address issues such as traffic congestion and parking. Revitalising the town centres and making them more attractive destinations for both Arun residents and visitors will provide major benefits for the local economy and can provide a catalyst for wider regeneration across the coastal towns. Both Bognor Regis and Littlehampton have "Economic Growth Areas" as a focus for employment, retail, leisure, housing and community services growth.

Improving education, skills and training

3.43 Poor educational attainment, lack of skills and training is one of Arun's weaknesses. Educational attainment is generally below the national average, and some parts of Bognor Regis and Littlehampton fall within the worst 10% of areas nationally. The Local Education Authority (West Sussex County Council) has strategies for improving educational attainment. Arun Council works in partnership with West Sussex County Council and the University of Chichester in Bognor Regis to identify opportunities to use education as a catalyst for regeneration and economic growth, particularly in the coastal towns.

3 Spatial Portrait

Providing better opportunities for deprived areas

3.44 Parts of Bognor Regis and Littlehampton contain significant areas of deprivation, characterized by problems such as low average incomes, above average worklessness, poor education and skill levels, high crime rates, and significant numbers of residents suffering poor health resulting in significant health inequalities. A coordinated and focused programme of initiatives is needed to address these problems. Local Neighbourhood Improvement Areas (LNIAs) have previously been established covering 5 Wards in Bognor Regis and 3 Wards in Littlehampton. The Council and its partners are focused on delivering a range of targeted projects to reduce inequalities and by improving the quality of life and increase opportunities in these areas. More recently six Think Family Neighbourhoods (TFNs) have been identified as areas to focus actions and activities to support the Think Family Programme which works to turn around the lives of families with multiple and complex problems. 3 of the TFNs are in LNIAs in Bognor Regis and 2 in LNIAs in Littlehampton and 1 in Rustington. From a planning perspective, there are opportunities to link new development and town centre regeneration to initiatives which widen local employment opportunities, improve residents' access to local services and facilities, such as employment, training and healthcare, contribute to reducing inequalities and improving the wellbeing of residents.

Improving accessibility and facilities in rural areas

3.45 Whilst the majority of Arun's residents live in the coastal urban areas, over 20% of the District's population live in the inland villages and rural areas. These parts of the District have specific issues around access to services. Many of the villages lack basic facilities, such as shops, post offices, schools, and health centres, and are served by limited and infrequent public transport. In addition, they provide a limited range of employment and housing, with little or no affordable housing. Parts of Arundel, Walberton and Yapton Wards fall within the worst 10% of areas nationally in terms of barriers to housing and services.

3.46 Opportunities for development in the rural areas are restricted by environmental constraints and a desire to retain the character of Arun's small settlements and countryside. However, there is potential for targeted improvements, such as provision of more rural affordable housing and initiatives to support and diversify rural industries. Focusing new development on the larger and better connected villages can help to support facilities serving a wider local area. Support also needs to be given to schemes to improve accessibility and deliver services in the more remote rural areas.

Reducing the need to travel and promoting sustainable transport

3.47 Many of Arun's roads are already congested and the pressure on the local road network is likely to increase with further population growth and new development. At the same time, increasing car use has negative impacts on the environment, health, safety and contributes to climate change. Improvements to the local road

3 Spatial Portrait

network are required to support new development and economic regeneration in Arun District, to increase journey reliability and reduce air pollution for the travelling public as a whole.

- 3.48** Planning policies can do much to minimise additional car traffic, both by reducing people's need to travel and by promoting alternatives to car use such as public transport, walking and cycling. This needs to be a key consideration in planning both the location and design of new housing, employment, services, and community facilities.

Providing a high quality and sustainable visitor economy

- 3.49** Arun is a well established visitor destination and its visitor economy is a major asset to the District. However, much of Arun's visitor market is seasonal and the amount of money spent by visitors to the District is relatively low. Arun needs to respond to changing visitor demands and look to increase visitor spending. There is a recognised need to diversify Arun's tourism product by providing more and better quality facilities, targeting specific niche markets, providing better marketing, and increasing the proportion of staying visitors.

Preserving and enhancing Arun's character and environment

- 3.50** Arun's natural environment and landscape, together with the character of its built and historic environment are amongst the District's greatest assets. They contribute greatly to the quality of life and wellbeing of Arun's residents and are a significant draw for visitors, thus benefiting Arun's economy as well.
- 3.51** Arun will need to accommodate substantial new development over the next 15-20 years. New development must be planned to minimise impacts on the countryside and environment and, where possible, make best use of available brownfield land and buildings. At the same time it is important to preserve the individual character and identity of Arun's towns and villages.

8 Employment & Enterprise

8 Employment & Enterprise

8.1 Employment & Enterprise

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

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

Employment growth

- 8.1.1** Economic and enterprise development for employment growth are essential for the sustainable development of Arun. Employment and enterprise opportunity forms a key objective upon which the success of this Local Plan depends. The District has some dynamic and growing employment sectors but further growth is needed to tackle deprivation and high levels of out-commuting from the District. The local economy is a key measure of success and is integral to other areas such as housing markets and general wellbeing. The Local Plan's policies aim to retain existing employment, accommodate future business needs and encourage local job growth. It includes the allocation of sufficient employment land in sustainable locations to encourage growth in the local economy.
- 8.1.2** Arun's approach is drive employment and business growth by allocating sites, protecting land in business use, research, marketing and funding. This, combined with dedicated resources, simplified planning regimes and effective partnership work will aim to secure growth over the plan period. Plans made today shape and impact way beyond their initial time span. Given that there are a variety of factors that can apply over time, this chapter includes a section on contingency and flexibility.
- 8.1.3** The policies on employment in the Local Plan build on ongoing partnership work between the Council and partner organisations. Several key strategies that have guided the development of the strategic employment policies are the Council's Economic Strategy *Open for Business 2009-2026*⁽¹⁾ the *Employment and Economic Land Assessments(EELA)*⁽²⁾, the County Council's Economic Strategy⁽³⁾ and the the Strategic Economic Plan (Coast to Capital Local Enterprise Partnership) The Coast 2 Capital Local Enterprise Partnership together with the Coastal West Sussex Partnership⁽⁴⁾ and the Coastal West Sussex and Greater Brighton Strategic Planning Board draws local organisations together to tackle employment, enterprise and skills matters at a strategic level for local implementation.⁽⁵⁾⁽⁶⁾

1 ADC 2009

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

3 *Supporting Growth in West Sussex 2012-2020*

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

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

6 Coastal West Sussex and Greater Brighton Strategic Planning Board's Local Strategic Statement (2013)

8 Employment & Enterprise

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

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

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

8.1.6 The EELA provides a broad overview of the employment land available including the quantity, type and broad location required to help deliver the Economic Strategy objectives as well as more general policy recommendations on protecting and enhancing employment sites. Broad targets for employment land provision identified in the EELA and Enterprise Bognor Regis reports have been incorporated into the Local Plan strategic employment policies. The EELA has been kept under review and kept up to date. More specific assessments have been carried out for sites at Angmering (2013). A number of studies to define development and delivery issues have been carried out for Enterprise Bognor Regis (2001,2012)

Enterprise & strategic employment

8.1.7 Arun has a distinctive local economy. In summary:

- almost 5,500 VAT registered businesses⁽⁷⁾
- nearly 50,000 people working in Arun⁽⁸⁾ (of whom over 11800 are self employed who live in Arun)
- about 72,000 of Arun residents are of working age of which, 64,000 are in work⁽⁹⁾
- about 8,000 people commute in to Arun, and more than 22,500 people commute out of Arun, at 2001⁽¹⁰⁾ (mostly to Chichester and Worthing)

8.1.8 The competitiveness of Arun's economy has been assessed using the "drivers of productivity" framework developed by HM Treasury. The conclusion from this is that Arun performs relatively weakly overall, particularly in relation to skills and enterprise. However, insofar as knowledge-based manufacturing is a proxy for innovation, it has strengths on this measure.

7 ONS.VAT/PAYE based enterprises.IDBR (March 2013)

8 Census 2011. ONS Local Authority Workforce Data (2012)

9 Census 2011, in work excludes unemployed people and full time students

10 Commuting patterns from Census 2001 data

8 Employment & Enterprise

8.1.9 Arun District Council works in partnership with a variety of agencies, businesses and public authorities to help raise the competitiveness of Arun and secure employment growth. Arun sits within the Coast to Capital Local Enterprise Partnership (LEP) area. The LEP links the District to London, Brighton and the adjacent Solent LEP. The characteristics of enterprise and demographics differ across the LEP area. Arun is most closely associated with adjacent coastal authorities. As such, the Council develops key aspects of its intervention within the Coastal West Sussex Partnership. This body acts as a delivery body for the Coast to Capital Local Enterprise Partnership and a conduit for place based economic development and regeneration activity.

8.1.10 There are a number of key issues to address through these partnerships and strategies. The principal ones are listed as follows:

Coast to Capital Local Enterprise Partnership

8.1.11 The Coast to Capital LEP has adopted three objectives that focus on increasing enterprise, increasing business internationalisation and to create the right business environment with investment in infrastructure and places. The Coast to Capital LEP has developed a Strategic Economic Plan (SEP). It sets out a framework for investment across the LEP to optimise the use of public sector and private sector investment, together with resources from Government and the European Union. The SEP is based upon the achievement of six priorities that encompass place based and hard infrastructure issues; business and sector issues; people and the workforce; and communities.

8.1.12 In summary, the six priorities are:

- **Enable investment in Growth Locations and Opportunity Areas** - The SEP identifies the most important strategic growth areas into which investment will be targeted. The SEP includes Enterprise Bognor Regis as one of these identified locations, the approach to promoting growth in each, including a major programme of investment in transport infrastructure. This includes the proposals for improvements in Arun District.
- **Successful Businesses** - support business investment in growth and create the conditions for enterprise to flourish. The SEP sets out proposals for supporting business growth including increasing the rates of new business start-ups; doubling the scale of international trade; attracting more foreign direct investment; and providing a focal point for businesses to access support. To address shortcomings in supply, quality, configuration and location of business premises. To promote access to finance for growth. .
- **Build Competitive Advantage** – back investment and development where the LEP can lead nationally and internationally. To set out how the LEP will focus on those sectors where the area has competitive advantages: creative digital and IT; advanced engineering (including marine and automotive); environmental technologies (low carbon and renewables); business and financial services; and healthcare and life sciences. Arun is recognised as one part of the Coast to Capital's region where food production and tourism are significant sectors. The

8 Employment & Enterprise

LEP seeks to encourage investment in four areas of emerging technologies in which the area has existing research expertise. These are - connected digital technologies; automotive electronics; and biomedical and healthcare. The University of Chichester proposals for an Institute of Sustainable Enterprise are supported.

- **Skills and Workforce** – encouraging employers to invest more and making the most of the area's talent. Productivity in the LEP area does not match that of the best in Europe or the rest of the World. The SEP sets out proposals to improve productivity through the creation and better use of higher levels skills particularly in local priority sectors and STEM subjects; improvements in management and leadership; and better transition for young people as they enter the workforce for the first time.
- **Growth is Growth is Digital** - ensuring digital infrastructure is fit to drive growth. The LEP supports the completion of the residential BDUK network which will provide a sound retail digital network, necessary for the continued growth of companies supplying digital services and relying on the internet to meet customer needs. However, for businesses to compete in global markets, Ultrafast broadband services are needed. The LEP will support clusters of small businesses and communities to establish sustainable models for Ultrafast access. The LEP aims to collaborate with six other LEPs to pioneer 5G mobile technology.
- **Housing and Infrastructure** - Develop sustainable communities and invest in strategic infrastructure to unlock growth. The LEP recognise that there cannot be sustainable economic growth without housing growth. If there are shortages of housing to rent or buy, at affordable prices, it is more difficult for employers to attract and retain workers that they need to grow their businesses. To ensure that sufficient housing is available across the Coast to Capital area, the SEP identifies the role of local planning authorities to prepare or review their local plans. This includes objectively assessing their housing requirements, ensuring that a five year supply of land is available to meet these requirements, and exercising their duty to cooperate with neighbouring authorities. The SEP sets out an approach to boosting completions, based on bringing forward existing sites and permissions, opening up new areas currently not in consideration due to infrastructure issues, and investing in new approaches to housing development, for example community land trusts which involve entire communities, and self-build using locally sourced renewable materials. The SEP identifies the flood defences and other infrastructure needed to unlock specific growth sites.

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

8 Employment & Enterprise

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

Coastal West Sussex Partnership

8.1.14 The Coastal West Sussex Partnership brings together stakeholders around key economic issues that affect the coastal strip of West Sussex from Selsey and Chichester in the west through to Shoreham in the east. The Partnership's vision is for a "strengthened coastal economy that delivers an exceptional experience for residents, businesses and visitors. Our future includes a better skilled workforce, a better-connected coast and better employment & enterprise opportunities."

8.1.15 The Partnerships priorities for action are:

- Understand and strengthen business supply chains and networks
- Match skills to business needs
- Secure investment to develop commercial property and support the regeneration of town centres
- Improve transport and communications infrastructure
- Improve Coastal West Sussex's attractiveness to investors

8.1.16 The Partnership's priorities for action identify the relevant opportunities and challenges for Arun District to include the :

- Regeneration of the two main towns of Bognor Regis and Littlehampton
- Adopting the approach for sector growth and diversification set out in the District Economic Strategy – "Open for Business"
- The development opportunities at "Enterprise Bognor Regis"
- The need to overcome weak road transport links, notably the A29
- Improve earnings, skills and reduce social deprivation

Supporting Economic Growth in West Sussex - Economic Strategy

8.1.17 The West Sussex Economic Strategy (2012 - 2020) sets out a framework and visions towards which the County Council, working with partners, can focus upon in support of a robust and sustainable local economy. The strategy includes and action plan to focus the County Council's contribution to economic development across West Sussex.

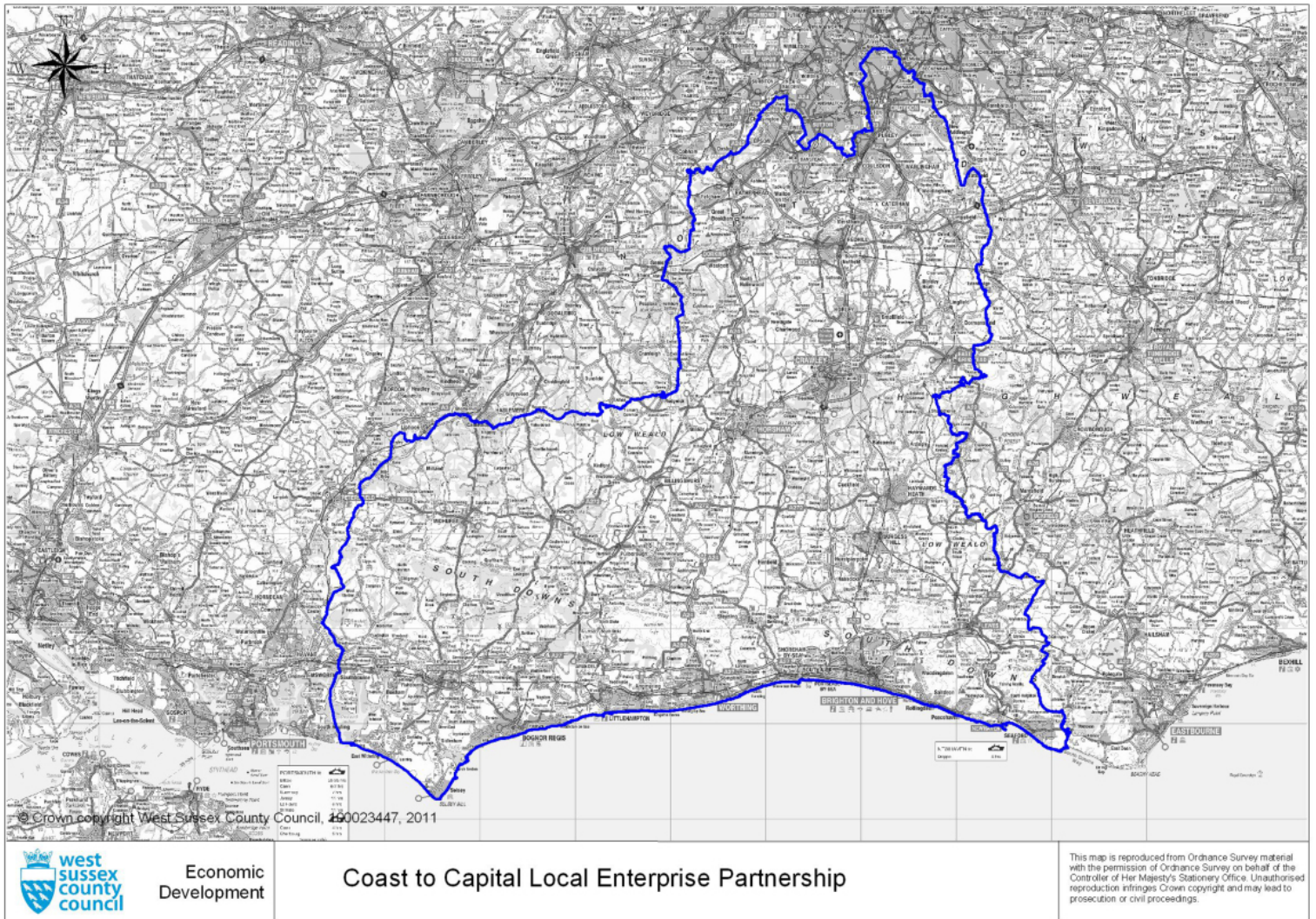
8 Employment & Enterprise

8.1.18 The Strategy and Action Plan aim to support the achievement of the following priorities:

- A clearly articulated and co-ordinated approach to inward investment activity that meets the needs of potential investors;
- Business density, start up and survival rates remain consistently above the national average and the entrepreneurship that is evident in the county's rural districts is reflected across the county;
- West Sussex will have developed a range of funding models and partnerships to ensure that its economic development investments lever optimum additional funding and deliver tangible returns on investment;
- Improved level of business and resident satisfaction with transport and communications infrastructure;
- Priority brownfield sites are appropriately developed and existing sites are improved to provide new business spaces, jobs and homes that communities need;
- West Sussex will have a high level of employment with a range of jobs that enable residents in all parts of the county to afford to live locally; and
- West Sussex will have a well respected programme of enterprise education in all its schools, colleges and universities and a co-ordinated approach to apprenticeships and workforce development that supports local business needs.

8 Employment & Enterprise

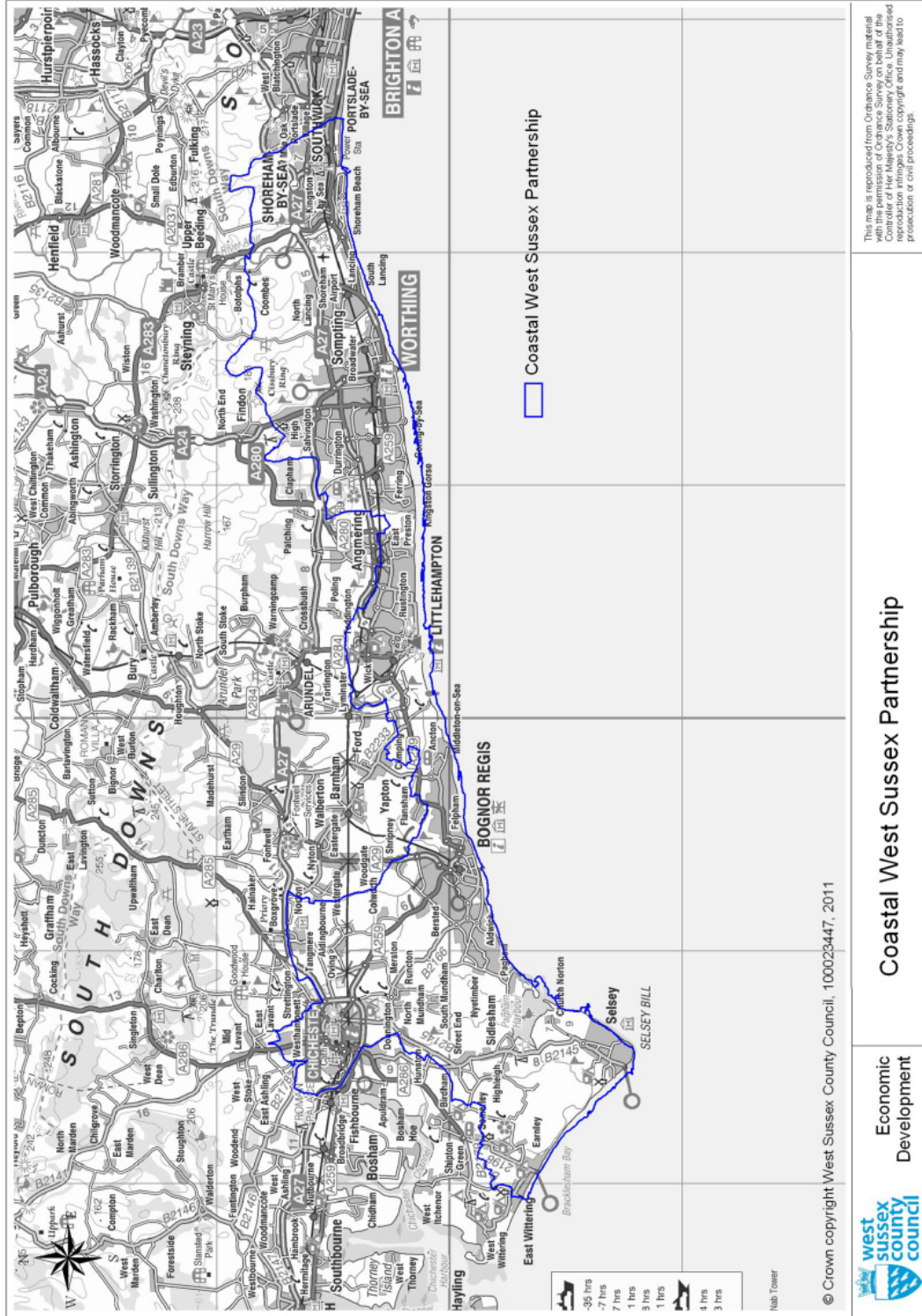
8.2 Coast to Capital LEP



Picture 8.1 Coast to Capital LEP

8 Employment & Enterprise

8.3 Coastal West Sussex Partnership



8 Employment & Enterprise

8.4 Employment Land Provision

- 8.4.1** This section deals with the Local Plan's strategic approach to enabling economic development, strategic employment land allocations, encouraging the development of the knowledge and culture sector, telecommunications infrastructure, employment and skills. The strategic policies, where necessary are supported by development management policies, notably in regard to major site opportunities. The framework for supporting the development of specific sectors of retailing, tourism, soils, horticulture and equine are set out in the remaining sections of this Prosperous Place chapter.
- 8.4.2** New jobs in Arun will be created across a range of employment sectors. The Economic Strategy identifies four key sectors which are particular strengths of the Arun economy and offer good opportunities for economic development and job creation in the future:
- Horticulture,
 - Knowledge-based manufacturing,
 - Tourism; and
 - Health and social care.
- 8.4.3** However, other sectors have good potential for employment creation in specific locations, not least creative, visual and performance arts in association with the University of Chichester. The Local Plan will assist the creation of new jobs in Arun in a variety of ways, both through the allocation of land for employment uses, but also by less direct means, for example, by promoting urban and town centre regeneration and supporting local services in rural areas; enhancing visitor facilities; supporting expansion of education and training; and facilitating improvements to transport and ICT networks. The planned strategic housing developments can also assist by including provision for on-site employment, increasing the local demand for services and creating a wealth base for the area. It will be important to adopt a co-ordinated approach where all development proposals are considered in terms of their potential for job creation, whether direct or indirect.
- 8.4.4** The Local Plan aims to ensure that there is sufficient commercial floorspace in accessible locations to address business and employment needs in Arun. Quality, affordable sites and premises across Arun are key to the economic and enterprise objective of the Local Plan. The Local Plan seeks to encourage economic activity that can help with the regeneration of Bognor Regis and Littlehampton, especially in those parts of these settlements defined as Economic Growth Areas (EGA). To help meet the needs of business in the future and create local employment, the Local Plan identifies Strategic Employment Land Allocations.
- 8.4.5** In addition to the provision of good quality employment land in the Strategic Employment Land Allocations, existing sites and premises across Arun are key to the economic and enterprise objective of the Local Plan. Employment floorspace in this context focuses on Business Class (B1-B8) uses, which comprise industrial,

8 Employment & Enterprise

office and storage/warehousing activities. To ensure a sufficient range and type of employment land is provided in appropriate locations, existing employment sites will generally be protected and, where possible, enhanced to ensure their suitability for modern business uses. The Local Plan contains specific sector based policies for the use of land and buildings for Retail, Tourism, Soils, Horticulture, and Equine Developments.

- 8.4.6** Additional employment sites can be identified locally and will be subject to the appropriate policies within this Local Plan and any Neighbourhood Development Plan. These will include provision of local employment opportunities to provide a range of locations to meet the needs of different types of businesses at all stages of their growth. The overall scale and distribution of employment land will support regeneration opportunities; ensure a balance is met between urban and rural areas; and support the differing functions of settlements in the District.

8 Employment & Enterprise

Policy EMP SP1

Employment land provision

The Council ,with partners, will promote the sustainable growth of the District's economy by supporting the provision of a flexible supply of land to meet the varying needs of different economic sectors. Sufficient employment sites and premises will be safeguarded in order to meet the needs of the economy in Arun to 2031 to support job creation, the needs of modern business and the attractiveness of the District as a business location. This will comprise:

- a. The provision of new high quality employment sites: strategic employment land allocations in Bognor Regis, Littlehampton and Angmering;
- b. The provision of land to accommodate both employment and employer generated needs;
- c. The provision of on site employment within strategic housing developments;
- d. Employment sites adopted within Neighbourhood Development Plans;
- e. Protecting and enhancing existing employment sites and premises to meet the needs of business;
- f. Protecting and promoting the District's town centres as the focus for retail, office and leisure development, especially in the Bognor Regis and Littlehampton Economic Growth Areas;
- g. Supporting and promoting a high quality visitor economy;
- h. Supporting sustainable employment opportunities in Arun's inland settlements and rural areas;
- i. Working with partners and supporting initiatives and development which assist in improving academic and vocational skills and training opportunities for local residents; and
- j. Supporting initiatives to improve ICT connectivity and improve take-up of ICT by local businesses while requiring new developments to include provision for advanced ICT infrastructure.
- k. Employment land , either in existing use or allocated by this Local Plan, will be protected for the plan period, subject to regular review and monitoring, to include updates of the housing and economic needs and land availability assessments.

Policy Outcomes

- A more self contained labour market

Implementation

- Through the commercial market and enterprise supported Neighbourhood Development Plan Allocations and Development Management decisions

8 Employment & Enterprise

8.5 Strategic Employment Land Allocations

- 8.5.1** Building a strong, competitive economy and encouraging local employment growth is the central theme of this Local Plan. An assessment of demand for, and supply of land to enable economic development in Arun has led to the identification of several strategic employment sites. The Strategic Employment Land Allocations policy allocates a range of employment sites. This provides for choice for investors and will help to drive competitiveness. The sites are located in Bognor Regis, Littlehampton and Angmering.
- 8.5.2** Enterprise Bognor Regis consists of four sites: Oldland's Farm, Saltbox, Rowan Park and the former LEC airfield. (Strategic Allocations 1 - 4). Taken together the allocations are branded 'Enterprise Bognor Regis' (EBR) and comprise four contiguous areas:
- Salt Box Field
 - Rowan Park
 - Oldlands Farm
 - Former LEC Airfield and adjoining land
- 8.5.3** In response to Governments Enterprise Zone initiative, in April 2011, the Council submitted to Coast to Capital Local Enterprise Partnership (C2C) an Expression of Interest (EoI) for the designation of EBR as an Enterprise Zone (EZ). The EoI was successful in securing C2C's nomination and a full EZ bid branded as 'Enterprise Bognor Regis' was submitted by C2C to Government approval. The bid for EZ status was unsuccessful. It remains an ambition of Arun Council to have enterprise zone status for the site. The EZ process underlined the strategic importance of EBR for the sub-Region and a renewed proposal for EZ status is included in C2C's current Strategic Economic Plan.
- 8.5.4** In accordance with HMG requirements for EZs the Council proposes to introduce a Local Development Order for EBR with a focus on Salt Box Field, Rowan Park and Oldland's Farm to facilitate early development and accelerate economic growth. The LDO will grant permitted development rights for new business-related development and allow owner-occupiers and developers to benefit from an accelerated and simplified planning process and a reduction in planning application fees. It will establish a regime of permitted development already conditioned to secure an appropriate level of mitigation as required and a measure of quality assurance in relation to use, layout, design and materials. It will not prevent or restrict other development (i.e. development not permitted under the terms of the LDO) which will be dealt with in the usual way under the normal planning regime.

8 Employment & Enterprise

- 8.5.5** The Council remains committed to promoting economic growth in this area in order to help increase Arun's job density. The Coast to Capital LEP Strategic Economic Plan now includes this area as one of nine growth locations across the region. The work being done by the Coastal West Sussex Partnership ⁽¹¹⁾ is crucial to the delivery of this project to promote enterprise in Bognor Regis.
- 8.5.6** EBR is supported by an officer group "The Enterprise Bognor Regis Working Group". This comprises Arun District Council, Bognor Regis Regeneration Board, West Sussex County Council, the Coastal West Sussex Partnership and the University of Chichester.
- 8.5.7** The delivery of the Enterprise Bognor Regis (EBR) will require a number of infrastructure schemes to be delivered as part of the phased development of the site as a whole. This will build upon the momentum created by the completion of the Bognor Regis Northern Relief road (BRNRR), planning permission development at Oldland's Farm and the construction of a new leg to the BRNRR to provide direct access to the Salt Box site.
- 8.5.8** Measures to aid the delivery of the sites include:
1. The realignment of the A29 road including a bridge over the Coastway Rail Line
 2. A substantial land drainage strategy to mitigate against surface water flooding;
 3. The delivery of the link road between the A259 Felpham Way and the BRNRR, to enable the development of the Former LEC airfield.(Policy T SP 3: Safeguarding the Main Road Network)
- 8.5.9** Each site will be required to deliver a package of sustainable transport measures. This should include improvements to sustainable transport infrastructure and services, travel behaviour change initiatives and parking standards. The aim of introducing these measures is to reduce trip rates on the highway network by 7.5%.
- 8.5.10** The drainage scheme and all other on site mitigation measures, as identified in the Policy EMP DM2, will need to be delivered through Section106 agreements and appropriate conditions attached to future planning permissions.
- 8.5.11** The link road between the A259 Felpham Way and the BRNRR may pass through a valley that includes significant areas of habitat and associated water courses identified as a Biodiversity Opportunity Area on the Policies Map. It is essential that the proposed development and new road respond to these assets in terms habitats and biodiversity, landscape and the protection of accessible natural green space to serve the needs of the local community.
- 8.5.12** In order to deliver the link road between the A259 Felpham Way and the BRNRR, a variety of funding mechanisms are currently being evaluated. West Sussex County Council Highways estimate the cost of the safeguarded alignment at £7.1 millions.

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

8 Employment & Enterprise

- 8.5.13** To fully exploit the opportunity offered by Enterprise Bognor Regis , key enabling public infrastructure investment will be necessary. The Council, with its partners, are exploring a range of options. These include enabling development, prudential borrowing and obtaining Enterprise Zone status to exploit Business Rate Relief and Tax Incremental Financing. The Coast to Capital LEP fully supports this approach. Enterprise Bognor Regis is included as a growth location in the LEP's Strategic Economic Plan. The SEP identifies Enterprise Bognor Regis as one of three connected components: the designation of Enterprise Zone status, development of an Institute for Sustainable Enterprise on the University of Chichester's Bognor Regis campus, enhancements to transport and IT infrastructure. The LEP , through the SEP, will continue to bid for Government and European Union funds to enable this potential to be achieved.
- 8.5.14** As well as the site specific infrastructure requirements, a number of other infrastructure schemes across District will help to improve its attractiveness for business investment. The main district wide improvements are those planned for the highway network. This includes the proposals to safeguard and deliver improvements to the A29 between the A27 and A259. The safeguarding of the line of the dualling of the A259 between Chichester and Bognor Regis to its junction with the Bognor Regis Northern Relief Road is also important. A successful first phase of development within Enterprise Bognor Regis may advance the priority of the scheme.
- 8.5.15** In Littlehampton, planning permission has been secured for the development of housing, employment and other land at Courtwick and North Littlehampton. Employment land provision is essential to address the objectives of employment and enterprise growth in this Local Plan. The planning permissions were granted for these sites in 2011 - 2012 and therefore form part of the strategic allocations for employment land within the Local Plan as Strategic Sites 5 and 6. Where appropriate, a similar approach will be taken with strategic housing developments as they come forward over the plan period.
- 8.5.16** Littlehampton Harbour is a valuable asset for Littlehampton and the surrounding area. The Harbour area includes both the East and West Banks. The Council is working in partnership with the County Council, Littlehampton Town Council, local landowners and businesses to identify the infrastructure and environmental and development requirements to optimise the economic regeneration of the Harbour. Littlehampton Harbour policy (EMP DM3) provides criteria for the redevelopment of the Harbour. An Area Action Plan will be prepared that will provide the opportunity to define the infrastructure and investment requirements in more detail. The regeneration of this area will provide the opportunity to retain existing businesses and attract new ones, notably in the leisure sector.
- 8.5.17** Angmering is identified as a location for growth in the Local Plan housing chapter. Employment development has not been achieved in Angmering under the 2003 Local Plan's policy - Site 4. That site is now bounded by residential development and playing fields. The 2010 Employment and Economic Land Assessment questions the viability of this site for commercial enterprise while the 2012 Strategic Housing

8 Employment & Enterprise

Land Availability Assessment considers the site to be suitable for housing. The employment assessment for Angmering (2010), ranked land at Water Lane, Angmering as the most suitable site for employment development in Arun. This assessment was updated in 2013. The new assessment found land both North and South of Water lane to be suitable for development. The land North of Water Lane was found to be more easily accessed. The North site, therefore forms Strategic Site 7. The 2013 study indicated that the site could, potentially, accommodate a range of employment uses; it would be particularly suitable for smaller scale activities to meet local or rural workspace needs in the early part of the plan period.

- 8.5.18** The Angmering site has potential to accommodate a range of “B” Class Uses. The delivery of this site will require investment to mitigate flood risk issues, habitat constraints, suitable access arrangements to the A280 and the landscape sensitivities of the site given its proximity to the South Downs National Park. The nature and scale of development, its massing and materials, layout and land-cover would be considered an appropriate detail at the master planning and detailed design stages; and tested through Landscape Value Impact Assessment, if necessary.
- 8.5.19** Smarter Choices transport measures will need to be implemented on the site to encourage sustainable modes of transport and reduce the impact of growth on the road network. This package of measures will be required to be delivered on site through a S.106 agreement.
- 8.5.20** Local Development Orders can be made by local planning authorities and give a grant of planning permission to specific types of development within a defined area. They streamline the planning process by removing the need for developers to make a planning application to a local planning authority. They create certainty and save time and money for those involved in the planning process. Local Development Orders (LDOs) will be prepared for the Enterprise Bognor Regis. The initial focus will be upon Oldlands Farm, Saltbox and Rowan Park. An LDO is already in place at the Butlins’ at Bognor Regis
- 8.5.21** Policy EMP SP 2, below, shows the site allocations and their gross area. The actual floorspace and employment capacity of each site will need to be determined as development proposals are worked up in detail. Local environmental constraints, the eventual use class of occupiers and design issues will be important determinants for each site.

8 Employment & Enterprise

Policy EMP SP2

Strategic employment land allocations

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

- a. Provide significant new employment opportunities to support the objectives of reducing out commuting and creating local jobs;
- b. Provide employment-led development to support the objective of providing a new role for Bognor Regis in the 21st Century complementing other new planned investment in the town;
- c. Provide different types and sizes of employment space to meet a range of modern business and sector needs, capable of accommodating indigenous and inward investment requirements;
- d. Deliver new infrastructure to meet the requirements of businesses that can provide wider benefits for the sub-region; and
- e. Need to be developed with consideration and enhancement of landscape character, designated and other habitats protected species, air and water quality.

Strategic Employment Land Allocations are as follows:

Site No.	Location - Enterprise Bognor Regis	Scale / Size (Ha)
1	Salt Box	11.8
2	Rowan Park	3.3
3	Oldland's Farm	23.8
4	Former LEC Airfield and adjoining land	30.5
	Location - Greater Littlehampton	
5	Courtwick	1.0
6	North Littlehampton	2.0
	Location - Angmering	
7	West of A280 - North of Water Lane	8.95
	Total Allocations	81.35

8 Employment & Enterprise

Site No.	Location - Enterprise Bognor Regis	Scale / Size (Ha)

Table 8.1 Locations of employment sites

Policy Outcomes
<ul style="list-style-type: none"> A more self contained labour market
Implementation
<ul style="list-style-type: none"> Through the delivery of strategic employment land allocations in Littlehampton and Angmering and within Enterprise Bognor Regis.

8.6 Employment Land. Development Management

- 8.6.1** National planning policy aims to ensure that the planning system does everything it can to support sustainable economic growth. Protecting and enhancing existing employment sites and premises can make an important contribution to ensure that there is sufficient available floorspace and the opportunity for good quality modern workspace providing employment opportunities in the District. A flexible supply of employment land and premises to meet business needs includes the protection and upgrading of existing sites where these are accessible and there is a good prospect of continued employment use.
- 8.6.2** Arun's Economic Strategy, *Open for Business*, identifies 'Maintaining and improving business infrastructure' as a key objective. The accompanying Action Plan identifies a range of measures to achieve this; including a combination of positive interventions to modernise and enhance employment sites and premises and supporting planning policy to prevent loss of employment sites to other uses.
- 8.6.3** Through its planning and economic development roles, the Council will work with partners to promote improvement and upgrading of employment sites, particularly those which are well located to achieve the objectives set out in the Economic Strategy and other regeneration strategies. This will include measures such as:
- Working with landowners, property management agents and businesses to improve the quality of commercial sites and premises;
 - Promoting effective management of employment areas, including addressing issues such as the length of leases, flexible layouts, parking and travel plans;
 - Developing a Business Crime Reduction Partnership and undertaking measures to design out crime;
 - Improving broadband connectivity; and
 - Developing Local Development Orders as appropriate.

8 Employment & Enterprise

- 8.6.4** The need to protect existing employment sites where these remain viable for future business use is recognised as a key issue both in Arun and elsewhere across Coastal West Sussex. In recent years, there have been strong development pressures for the conversion of employment sites and premises to higher value uses such as housing and retail. This has led to the loss of a number of employment sites, which has accentuated the imbalance between housing and employment provision in the local area. Local authorities in the Coastal West Sussex area are committed to developing policies for the protection of employment land. In accordance with paragraph 51 of the National Planning Policy Framework a change of use from B1 to housing should be approved if there is an identified need for housing in that area, provided there are not strong economic reasons why such development would be inappropriate.
- 8.6.5** Identified housing need may be present in many communities but the change of use from employment may be inappropriate compared to alternatives, including a need to retain or promote economic vitality within communities. Before any change of use from employment is considered, Arun District Council, through the Local Plan, requires it is demonstrated that as site is longer required and is unlikely to be re-used or redeveloped for industrial/commercial purposes. This should include a clear demonstration of marketing,viability appraisal and the suitability of the site to accommodate a new use - using a methodology to be agreed by the Council at pre-application advice stage. An assessment will need,but not exclusively, reference:
- a. Location of the site
 - b. Quality and suitability of buildings
 - c. Site layout
 - d. Accessibility
 - e. Proximity to major transport routes
 - f. Other uses in the neighbourhood
 - g. Cost of demolition or refurbishment set against future value for employment uses:
 - h. Length of time the site has been vacant and the efforts made to market the site in ways to attract different types of employment uses
 - i. Impact of an alternative use upon the amenity and viability of other business uses in the vicinity of the site
- 8.6.6** The Council, through the Local Plan, requires that employment sites will be marketed to address both the re-use of the current premises and the potential for re-development for alternative business uses/premises. In assessing the marketing of sites, the Council will take into account the price or rental values at which the site is marketed, (which should be justified in the context of the local and sub-regional market), how widely the site has been marketed, and for how long, how interest in the site has been objectively dealt with and the conditions/state of the land or premises - including their upkeep before and during marketing and viability. The applicant, their agent or another party to be agreed by Arun District Council will be responsible for fulfilling this requirement.

8 Employment & Enterprise

- 8.6.7** Options for the re-use of sites can include refurbishment, sub-division of premises and re-development of the site for employment purposes. Options could also address requirements for alternative forms of employment use, such as small starter or 'move-on' units. If established as appropriate through this exercise, live/work units or mixed uses on a site may be considered as an option by the Council, before change of use away from employment.
- 8.6.8** To support the Strategic Policies the following Development Management policies focus on locally specific issues affecting the District in relation to employment namely: protection of sites, promoting business led regeneration, protecting against inappropriate business development and giving guidance on the development that supports the rural economy.

8 Employment & Enterprise

Policy EMP DM1

Employment Land:Development Management.

1. Enhancement of employment premises and sites

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

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

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

2. Protection of existing employment premises and sites

Existing employment sites and premises will be protected where there remains a good prospect of employment use. Excepting Permitted Development Rights or Local/Neighbourhood Development Orders, change of use from Business Class (B1-B8) or similar sui generis⁽¹²⁾ uses will not be permitted unless:

- a. It is demonstrated that the site is no longer required and is unlikely to be re-used or re-developed for industrial/commercial purposes. This should include clear demonstration of marketing, viability appraisal and the suitability of the site to accommodate the proposed use - using a methodology to be agreed by the District Council at pre-application advice stage; or
- b. Where acceptable to the Council, alternative land/premises or an equivalent financial contribution will be provided to enable the business uses to relocate or be replaced elsewhere; or
- c. The existing location poses insurmountable environmental harm or amenity which cannot be satisfactorily resolved.

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

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

8 Employment & Enterprise

3. Relocation and expansion of existing businesses

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

4. Office development

The Council will seek to direct office development to the town centres. Enterprise Bognor Regis will also be considered as a suitable location for office development - subject to the Enterprise Bognor Regis and retail policies in this plan.

5. Range of unit sizes

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

6. Economic growth outside the Built-up Area Boundary

Planning permission will be granted to local firms, currently located within the District, proposing development on sites outside the built-up area, provided that the proposal demonstrates:

- a. No acceptable alternative can be identified within existing permitted or allocated floorspace, or within or through redevelopment of existing commercial premises, and which can be delivered in a reasonable timeframe;
- b. That it would not intensify uses at the site to the detriment of existing public access routes and highways;
- c. A high standard of design and layout;
- d. That it is capable of being well served by public transport or otherwise is readily accessible by means other than by private car to a significant residential workforce if employment intensive uses are proposed;
- e. Access arrangements and parking facilities will be provided in accordance with the Council's adopted standards;
- f. A sympathetic relationship to the surrounding areas that shows consideration of the landscape, habitat, built and historic environment contexts, the opportunities to deliver on-site habitats and protect key species;
- g. Suitable landscaping and floorscaping provision where appropriate;
- h. That it is not in a protected area including Gaps Between Settlements;
- i. A satisfactory relationship with neighbouring uses in order that the amenities of nearby residents, in particular, are protected; and
- j. Where appropriate, crime prevention measures are incorporated.

8 Employment & Enterprise

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

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

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

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

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

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

8. New agricultural buildings

Agricultural buildings will be permitted provided that:

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

9. Farm shops

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

8 Employment & Enterprise

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

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

10. Sustainable farm diversification

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

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

Proposals must be accompanied by a comprehensive farm diversification plan, which establishes how the scheme will assist in retaining the viability of the farm and its agricultural enterprise, and how it links with any other short or long term business plans for the farm.

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

8 Employment & Enterprise

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

Policy Outcomes
<ul style="list-style-type: none"> To achieve a prosperous economy
Implementation
<ul style="list-style-type: none"> Through the commercial market and enterprise supported by Neighbourhood Development Plan Allocations and Arun District Council Development Management

8.7 Enterprise Bognor Regis

- 8.7.1** The 2003 Arun District Local Plan promoted new employment development in Bognor Regis through the allocation of land at Oldland's Farm for employment development. Following preparation of the Arun Employment and Economic Land Assessment (EELA), detailed feasibility and viability assessments relating to the Oldland's Farm site were undertaken. This work identified a number of options for taking the site forward.
- 8.7.2** Further work through the Coastal West Sussex Partnership has recognised the importance of Enterprise Bognor Regis for the whole of Coastal West Sussex. An ambition of the council to have enterprise zone status for the site. It's proposed designation has the backing and prioritisation of the Coast to Capital Local Enterprise Partnership. The area identified straddles Bersted, Bognor Regis and Felpham and comprises four component areas: Salt Box, Rowan Park, Oldland's Farm and LEC Airfield with adjoining land. These sites are identified as Strategic Employment Sites 1-4 of this Plan.
- 8.7.3** Development of sites within the Enterprise Bognor Regis area will be phased over the Plan period. The Council is committed to continuing consultation with potential developers and other key stakeholders as individual proposals and planning applications are brought forward. A Local Development Order for Enterprise Bognor Regis will be adopted to simplify planning consents in order to help deliver certainty for growth.
- 8.7.4** A major part of the site at Oldland's Farm (Site 3) has the benefit of planning permission granted in March 2014. The total site area of the planning permission is 18.94Ha which includes a developable area of 12.22 Ha and a flood compensation area of 6.72Ha to the north of the allocated site. It consists of a full planning permission for access and road and flood compensation area together with an outline

8 Employment & Enterprise

planning permission for 33,116 square metres of mixed commercial and industrial uses. The 8082 sq m of retail uses which will be provided are to enable the provision of access roads, servicing, utilities to 25,034 sq m of B1/B2/B8 uses. That is, the retail element helps to deliver the servicing needed to support these uses. The development of the site is conditioned to ensure that no more than 50% of the approved non B1, B2 and B8 class floor space within Phase 1a can be occupied until the infrastructure services and preparatory works to enable/facilitate the development of Phase 1b have been carried out in accordance with the details approved by the Local Planning Authority.

Development principles

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

8 Employment & Enterprise

Policy EMP DM2

Enterprise Bognor Regis

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

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

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

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

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

8 Employment & Enterprise

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

- l. Measures for delivery of the link road between the A259 Felpham Way and the Bognor Regis Relief Road with reference to the safeguarded alignment in Policy T SP3 (Safeguarding the Main Road Network);
- m. Phase 1 proposals to not prejudice the delivery of any Phase 2 infrastructure and must include appropriate layout and design to ensure integration between the phases;
- n. Incorporate routes for cycling and walking which also provide opportunities for wildlife and biodiversity. These routes must link employment to Bognor Regis town centre, the coast and adjoining Felpham-Bognor Regis gap;
- o. Incorporate a high quality landscape buffer alongside the urban fringe of any development in order to conserve the open countryside between settlements;
- p. Include suitable survey in relation to contaminated land and appropriate remediation strategies;
- q. Class C1 - Halls of Residence for workers and students may be considered acceptable within the mix of employment land delivery.

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

Phasing and timescales

8.7.7 It is anticipated that development will be undertaken in planned phases and extend over a number of years. On the basis of the illustrative master plan included in the Delivery Strategy, initial phasing assumptions are summarised in the table below. The research required to inform the Local Development Order has established that the potential site capacity for a mix used development of B Use Classes, at Oldlands Farm, Salt Box and Rowan Park, is more than originally estimated in the Delivery Strategy. Therefore, the indicative gross floorspace, detailed in Table 8.3 below, is shown as a range for each site allocation. Changes in economic, market and business circumstance may mean that sites can be brought forward earlier in the plan period. Successful bids for external resources, for example through the C2C LEP SEP, may also impact on the phasing of development. The scale of development potential, shown in the table below, is based upon the delivery plan, work to prepare the Local Development Order, market interest and the potential role of each part of Enterprise Bognor Regis to provide for a variety of business uses.

Phase	Indicative timescale	Site(s)
1	2014 - 2019	Oldlands Farm (Phase 1) Salt Box (Phase 1)
2	2018 - 2024	Oldlands Farm (Phase 2)

8 Employment & Enterprise

Phase	Indicative timescale	Site(s)
		Salt Box (Phase 2) Former LEC Airfield
3	2024 onwards	Rowan Caravan Park ⁽¹³⁾ Land north west of LEC Airfield

Table 8.2 Indicative phasing of sites

Site	Site size	GFA Sqm	Indicative Use Class
1 – Salt Box	11.8	20,000 to 25,000	B1/B2
2 – Rowan Park	3.3	8,000 to 9,000	B1/B2
3 – Oldlands Farm	23.8	55,000 to 65,000	B1/B2/B8
4 – Former LEC Airfield and adjoining land	30.5	9,000 to 9,500	B1

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

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

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

¹³ This site should only come forward if the Caravan Park can be relocated or the Council decides not to renew its lease.

8 Employment & Enterprise

- 8.7.9** There may be exceptional circumstances, for example, when there is a strong economic development case for proposals to come forward in order to secure a major employment opportunity; here the phasing may be relaxed dependent on evidence of the exceptional circumstances being provided.

Policy Outcomes

- Delivery of sites
- Rebalancing of labour market
- Reduction in out-commuting

Implementation

- Through the Enterprise Bognor Regis Steering Group with commercial developers and landowners

8.8 Littlehampton Harbour

- 8.8.1** Littlehampton Harbour is a valuable asset for Littlehampton and the surrounding area. The Harbour area includes both the East and West Banks. Railway Wharf on the East Bank is safeguarded for the importation of minerals in the adopted West Sussex Minerals Local Plan. However, in partnership with West Sussex County Council and the Harbour Board, Arun District Council has identified Railway Wharf as a key opportunity for regeneration within the Littlehampton Economic Growth Area.
- 8.8.2** The emerging West Sussex Minerals Plan will review the safeguarding policy for Railway Wharf and its protected status. In the meantime, a draft interim policy has been prepared by the County Council which takes into consideration the national, regional and local planning policy context and considers the importance of Railway Wharf for its commercial use and as an opportunity area for leisure use and regeneration. Until the Minerals Local Plan is prepared, the location of all currently safeguarded minerals sites, including Railway Wharf, Littlehampton will be safeguarded.
- 8.8.3** The West Bank area comprises commercial, associated marine engineering and storage, as well as residential communities. In recent years the Port's commercial activities have been in decline with trade diverting to larger deep water harbours. However, the level of recreational boating and facilities, including a marina and a yacht club, has increased and there is unmet demand for additional moorings and associated land based facilities.
- 8.8.4** Much of the West Bank area is at flood risk from the River Arun and from the sea overtopping at Climping Beach. Without significant works to improve flood defences along the river's West Bank and to the rear of the West Bank area, there is a high probability of flood risk to existing business and residential communities as well as

8 Employment & Enterprise

the West Bank as an operational harbour. Climate change projections and the West Sussex County Council Flood Risk Assessment indicates that there will be an increased risk of coastal and tidal flooding that will affect the area without improvements. Any development would need to address issues of flood risk, contamination and nature conservation

- 8.8.5** The potential regeneration opportunities presented by Littlehampton Harbour have been subject to a number of studies since 2004. The Council is working in partnership with the County Council, Littlehampton Town Council, the Environment Agency, local landowners and businesses to identify the infrastructure and environmental and development requirements to optimise the economic regeneration of the Harbour. The Littlehampton Harbour policy (below) provides criteria for the redevelopment of the Harbour. The regeneration opportunities will be dealt with as part of a broader Area Action Plan, as detailed in Section 12 - Housing Delivery.

8 Employment & Enterprise

Policy EMP DM3

Littlehampton Harbour

Development will be encouraged which delivers the comprehensive safeguarding of the harbour including addressing flood risk, contamination, access and nature conservation issues and must also be consistent with other Local Plan policies. Such development will:

- a. Provide for additional or enhanced commercial and leisure activities, including small scale retail, hotel, café, restaurant uses and an exhibition / visitor centre;
- b. Improve and develop marina berthing, including additional moorings, providing that the development is not detrimental to the integrity of tidal defences or the ability to maintain or improve them;
- c. Provide for boat building or other marine related commercial uses;
- d. Acknowledge the historic context of the Rope Walk area;
- e. Provide new linkages between the East and West Bank areas at appropriate locations;
- f. Deliver improved access to the river and town centre;
- g. Provide gate free cycle and pedestrian links along the West Bank to contribute to the Littlehampton to Arundel West Bank cycle path;
- h. Protect and improve the surrounding environment and habitats, in respect of the water and air environments serving them; and
- i. Reduce flood risk to the existing communities.
- j. All developments shall provide improvements to habitats for notable species in the area, in particular the Brent Geese population.

Operations on the East Bank at Railway Wharf that are protected by the National Planning Policy Framework will need to be satisfactorily resolved with operators and land owners and through the emerging Minerals Local Plan in order to secure any transition of uses at Railway Wharf.

The regeneration of Littlehampton Harbour will be taken forward as part of an Area Action Plan .

Developments shall also be consistent with other Local Plan Policies.

8 Employment & Enterprise

Policy Outcomes
<ul style="list-style-type: none"> Safeguarded employment, harbour and residential properties
Implementation
<ul style="list-style-type: none"> Through Arun District Council partnership working with public agencies, landowners, businesses and residents. Development of Littlehampton Harbour will be managed and promoted by the Council and other interested parties to seek opportunities for co-operation and any potential co-investment in its delivery.

8.9 Knowledge and cultural based economic growth

8.9.1 The Economic Growth Areas (EGA) for Littlehampton and Bognor Regis indicate where Arun considers special emphasis on skills development, employment creation, regeneration, cultural, leisure, retail and office development will be prioritised. The boundary for these is shown on the Policies Map.

- Littlehampton EGA includes the Harbour, Town Centre and Seafront
- Bognor Regis EGA includes Hothampton, the Town Centre, Butlins, the University Campus and the Seafront.

8.9.2 This policy provides a focus for economic regeneration in Arun's Economic Growth Areas. It also underpins Arun's District-wide requirements for skill enhancement from developments, as detailed in Policy SKILL SP1 of the Local Plan.

8 Employment & Enterprise

Policy EMP DM4

Knowledge and cultural based economic growth and regeneration

The Council will work with partners to enhance local employment opportunities within the Economic Growth Areas on the Policies Map. Knowledge and cultural based employment including retail, leisure and office developments will be directed to the Economic Growth Areas to promote their vitality, viability and regeneration. The priority centres for the promotion of these sectors are:

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

The Council will support development to an appropriate scale in other settlements in the District to diversify and enhance the knowledge and cultural based opportunities.

The University of Chichester

The Council shall particularly encourage the expansion and improvement of the academic and recreational facilities for the University of Chichester, in an eastwards direction, as shown on the Policies Maps.

Developments considered in accordance with this policy shall also be consistent with all other Local Plan policies.

8.10 Employment and Skills

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

8 Employment & Enterprise

- b. Low Job Density in Arun District compared to West Sussex and the Coast 2 Capital LEP area.
- c. Low residents skills base in Arun District compared to West Sussex and the Coast 2 Capital LEP area.

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

8 Employment & Enterprise

Policy SKILLS SP1

Employment and Skills

Applications for development proposals that include any or all of the following will be welcomed:

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

Development shall also be consistent with all other Local Plan policies

8.11 Telecommunications

- 8.11.1** Governments objective for the planning system is to facilitate the growth of new and modernisation of existing telecommunication systems in order to ensure that people have a choice of providers and services, and equitable access to the latest technology. Advanced, high quality communications infrastructure is essential for economic growth. The development of high speed broadband technology and other communications networks also play a vital role in enhancing the provision of local community facilities and services⁽¹⁴⁾.
- 8.11.2** The Council is committed to providing the highest broadband speeds possible across the District to attract businesses and foster economic growth. Exclusion from access to broadband not only creates a barrier to economic growth but can also reduce access to public services and employment opportunities, cause social isolation and increase the cost of non-web based interactions (discounts for online billing or payments).
- 8.11.3** Recent funding from the government and West Sussex County Council will mean that 90% of the county will have access to superfast broadband by April 2015. This funding will contribute towards the installation of new cabinets or equipment to suit potential other technologies across the District to ensure that existing households

14 National Planning Policy Framework

8 Employment & Enterprise

and businesses can connect to the network. The installation of cabinets introduces the potential for cables to be directly connected up to individual households and businesses. Retrofitting superfast broadband into existing development is a costly and disruptive process, therefore measures to incorporate fibre optic cables directly into new development, as part of the construction process, will be encouraged.

- 8.11.4** The policies set out below aim to support the strategic aim of delivering high quality telecommunications infrastructure to promote economic growth and the development management criteria by which individual proposals will be judged.

Policy TEL SP1

Strategic delivery of telecommunications infrastructure

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

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

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

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

Policy Outcomes

- Improved communications

Implementation

- Through Development Management decisions

8 Employment & Enterprise

Policy TEL DM1

Telecommunications

Permission for telecommunications development will be granted provided that:

- a. There are no satisfactory alternative sites for telecommunications available;
- b. Alternatives have been investigated, including the possibility of mast sharing and mounting the antennae required on existing buildings or other structures
- c. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate;
- d. The proposal will not have an unacceptable impact upon the landscape, sites protected for nature conservation or heritage assets;
- e. The proposal will not have an adverse effect on the amenity of local residents;
- f. Proposals include full details of all new landscaping, screening and of any trees or vegetation to be retained on the site. In addition, details of a satisfactory scheme to return the site to its former or improved condition once operations have ceased are also required;
- g. Proposals include full details of the design and external appearance of the development including siting, colour and materials;
- h. Proposals include full details of associated developments, including access roads and other ancillary buildings to service the development and their likely impact upon the environment;
- i. Proposals have regard to aerodrome safeguarding (Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas);
- j. Communications infrastructure does not cause significant interference with other electrical equipment, air traffic services or instrumentation operated in the national interest.

Applications for telecommunications development (including for prior approval under Part 24 of the General Permitted Development Order) should be supported by the necessary evidence to justify the proposed development. This should include:

- k. The outcome of consultations with organisations with an interest in the proposed development, in particular with the relevant body where a mast is to be installed near a school or college or within a statutory safeguarding zone surrounding an aerodrome or technical site; and
- l. For an addition to an existing mast or base station, a statement that self-certifies that the cumulative exposure, when operational, will not exceed International Commission on non-ionising radiation protection guidelines; or
- m. For a new mast or base station, evidence that the applicant has explored the possibility of erecting antennae on an existing building, mast or other structure and a statement that self-certifies that, when operational, International Commission guidelines will be met

8 Employment & Enterprise

- n. Where prior notification is required, the Council will require developers to demonstrate what attempts have been made to minimise impact through appropriate siting and design.

Mobile phone base stations will be required to meet International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines for public exposure.

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

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

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

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

Policy Outcomes

- Diversified and secured drivers of prosperity

Implementation

- Through the work of Arun District Council's Economic Development Service to promote Economic Growth Areas

8.12 Planning for uncertainty and flexibility

Planning for uncertainty

- 8.12.1** The Arun District Local Plan looks ahead to 2031. During this time period situations, including the economic climate, will inevitably change. This Plan provides flexibility in order to deal with changing circumstances. There is a requirement in the NPPF to regularly review employment land allocations, as detailed in the PPG. This will help the Local Plan to be kept up-to-date. In addition migration patterns will be reviewed and housing strategy reconsidered on both the basis of evidence and progress towards achieving this Local Plan's core goal of local employment growth. Development Plan Documents will be prepared for any new employment allocation. In addition, employment land reviews will help to avoid the long-term protection of employment sites where there is little prospect of them being brought forward for employment uses; instead allowing alternative uses that support sustainable local communities. The employment land reviews will pay special attention to the NPPF aims for a prosperous and sustainable rural and semi urban economy as does this Local Plan by:

8 Employment & Enterprise

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

8.12.2 Above all, development management decisions need to secure jobs and growth by using robust data for informed decision-making, including evidence in employment land reviews. This will help to ensure a whole economy approach and be more responsive to future change and local needs.

Background Studies & Supporting Evidence relating to 'Employment & Enterprise'

- Arun Economic Strategy 'Open for Business' (Sept 2009)
- Coast to Capital Local Economic Partnership - Strategic Economic Plan (March 2014)
- Supporting Economic Growth in West Sussex. West Sussex County Council (2012)
- Coastal West Sussex and Greater Brighton. Local Strategic Statement. October 2013
- Circular 1/03 Safeguarding Aerodromes
- GL Hearn, BACA and Northcroft - West Bank Development Delivery Strategy (June 2012)
- Health Protection Agency Centre for Radiation, Chemicals and Environmental Hazards (CRCE) Guidelines in respect of electromagnetic fields
- International Commission on Non-Ionizing Radiation Protection Guidelines (ICNIRPG) for Public Exposure
- Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026, Hankinson Duckett Associates, 2006
- Nathaniel Litchfield and Partners (2010) Arun Employment and Economic Land Assessment
- Nathaniel Litchfield and Partners (2011) Expression of interest for Enterprise Zone: enterprise@BognorRegis
- Nathaniel Litchfield and Partners (2011) Interim planning guidance on enterprise@Bognor Regis)(consultation draft)
- Nathaniel Litchfield and Partners (2011) Oldlands Farm
- Nathaniel Litchfield and Partners (2012) Advice on delivering enterprise@BognorRegis
- Nathaniel Litchfield and Partners (2012) Angmering Employment Site Assessments

8 Employment & Enterprise

Background Studies & Supporting Evidence relating to 'Employment & Enterprise'

- Nathaniel Litchfield and Partners (2014) Arun Local Plan: Validation Study: Economy & Enterprise.
- Sustainability Appraisal of Interim Development Management policies for enterprise@BognorRegis (September 2012)
- NPPF plus Technical Appendix (March 2013)
- PPG plus Technical Guidance (March 2014)
- Part 24 of the General Permitted Development Order - Development by Telecommunications Code System Operators
- Parsons Brinckerhoff - Developing an Employment and Infrastructure Study. Coastal West Sussex Partnership (February 2012)
- The Digital Britain Report (Department for Culture Media and Sport, June 2009)
- Urban Design and Landscape Appraisal Study, Arun District Council Core Strategy, EDAW, March 2009
- West Sussex Broadband Better Connected

Sustainability Appraisal Objectives relating to 'Employment & Enterprise'

- Objective 3: Ensure a Diverse and Thriving Economic Base to support Arun's growth
- Objective 4: Improve the Vibrancy of Arun's Town Centres
- Objective 6: Enhance Arun's environmental integrity
- Sub-objective 1.2: Potential for development to promote healthy lifestyles and wellbeing, and reduce health inequalities
- Sub-objective 2.7: Deliver good access to existing and/or create new Green Infrastructure
- Sub-objective 3.2: Improve the skill base of people in Arun
- Sub-objective 3.3: Inward Investment
- Sub-objective 4.1: Regeneration
- Sub-objective 4.4: Improve the leisure and cultural offer in Arun's town centres
- Sub-objective 5.4: Provide opportunities for walking and cycling
- Sub-objective relating to access to employment opportunities
- Sub-objective relating to improvement of the skill base of people in Arun
- Sub-objective relating to the improvement of access to locally produced food

8 Employment & Enterprise

12 Housing Delivery

12 Housing Delivery

12.1 Housing allocations

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

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

- 12.1.1** The development strategy is not just about facilitating the provision of homes. It is about shaping places and building sustainable communities. Employment growth is central to this Local Plan area and needs to be encouraged and facilitated together with community, housing and social facilities, such as education, health, retail, leisure and entertainment. Improvements to the District's transport network and other key infrastructure must also be taken into account to improve the quality of life for those who work and live in Arun. In parallel to all of the above, Arun's unique character and environment must continue to be protected and enhanced.
- 12.1.2** Arun District Council has carried out extensive community consultation in order to determine what is the right approach for the District in terms of housing growth. Consultation on 'Issues and Options' took place in 2005 and established the direction of travel for the vision and objectives of the emerging Local Plan. A second consultation, 'Options for Growth', in 2009 took the vision and objectives further and consulted on three options for meeting the South East Plan's emerging housing targets, growth through urban extensions to Arun's coastal settlements and expansion of its inland settlements emerged as the preferred option. A third consultation, 'Housing and Employment Growth' followed at the end of 2010/beginning of 2011. Following analysis of consultation responses, the Council indicated a preferred target of 400 units per annum for the District for the period 2011 – 2028, should the Regional Spatial Strategy (RSS) be revoked. The RSS had set an annual housing target for Arun of 565 units. The preferred annual housing target (400 units) and the RSS target (565 units) provided the basis for the Council's policy approach set out in the draft Arun Local Plan, consulted upon during Summer 2012. Since this time, the RSS has been revoked and Arun and its partner authorities have created the Coastal West Sussex and Greater Brighton Strategic Planning Board to provide the strategic framework for effective sub regional planning and the Duty to Co-operate.
- 12.1.3** Our Coastal West Sussex and Greater Brighton partnership authorities have been recognised by the Royal Town Planning Institute for a Planning Excellence Award in Innovative Practice in Plan Making for our strategic planning boards 'local strategic statement': *Delivering a New Strategic Planning and Investment Framework for Coastal West Sussex and Greater Brighton.*⁽¹⁾ Our collaborative work is also considered best practice by the Planning Advisory Service; our strategic planning

1 Local Strategic Statement - Delivering a New Strategic Planning and Investment Framework for Coastal West Sussex and Greater Brighton October 2013 - Coastal Sussex Authorities

12 Housing Delivery

board has helped us to achieve active, ongoing and outcome focused collaborative planning. This is most recently emphasised through the achievement of our success in securing substantial funds from the Coast to Capital Local enterprise Partnership's, Strategic Economic Plan Growth Fund. The schemes supported in the sub region will help us to secure the regeneration, economic, road and housing infrastructure to underpin our Local Plans. The Strategic Planning Board has overseen much of the evidence gathering for the larger than local issues including work on traveller provision, the Strategic Housing Market Assessment (SHMA) and the follow on Duty to Co-operate - Housing Report and our Planning Policy Guidance compliant Objectively Assessed Housing Needs assessment for the sub region.

Strategic Housing Land Availability Assessment

12.1.4 The National Planning Policy Framework (NPPF) states that local planning authorities 'should prepare a Strategic Housing Land Availability Assessment' (SHLAA) to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the Plan period' ⁽²⁾. In Arun, a SHLAA was prepared following a 'Call for Sites' undertaken in 2008/2009. The SHLAA used criteria established by Government to make recommendations on potentially suitable sites for housing in Arun and was updated by consultants in 2012. This update did not provide for a new 'Call for Sites' as it was considered that the previous call was up to date. The 2012 SHLAA additionally looked at the potential of sites for six units or less for small scale development, to aid Neighbourhood Development Plans. The SHLAA was further updated in 2013 and since then, an open, ongoing call for sites has been set up whereby anyone may suggest sites for consideration at any time. This new approach is in line with Government aspirations for planning, as the information gathered will enable the Council to maintain an up-to-date picture of land availability and provide an invaluable tool for Local Plan contingency planning and for Neighbourhood Development Plan preparation. In line with the national Planning Practice Guidance, the SHLAA has now been merged with sites in the Employment Land Availability Assessment. This now forms one analysis for land within Arun's Local Planning Authority Area. Further development of this Housing and Employment Land Availability Assessment will include the ability for on-line updates and additions.

Housing requirements

Strategic Housing Market Assessment

12.1.5 The NPPF states that local planning authorities should prepare a Strategic Housing Market Assessment (SHMA) to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries ⁽³⁾. SHMAs give an understanding of sub-regional housing markets and the levels and mix of future housing provision that may be required. A robust SHMA is therefore

2 Paragraph 159, National Planning Policy Framework, March 2012

3 Paragraph 159, National Planning Policy Framework, March 2012

12 Housing Delivery

essential to the development of policies to guide change sustainably throughout the District. Arun's local housing market area covers Adur and Chichester Districts, Worthing Borough and that part of the South Downs National Park Authority that lies within this housing market area.

- 12.1.6** As part of the SHMA, projections were prepared to consider different scenarios for population and household growth. These projections test, or vary, assumptions for different levels and ages of migrants, which in turn has implications for future housing requirements. Projecting past population trends forward, including the level and age profile of migration, the SHMA would give rise to a need for between 600 and 755 additional homes each year over the plan period. However, compared with elsewhere in Coastal West Sussex, a disproportionate number of people who move to Arun are older (aged between 55 and 69). This migration profile reflects a relatively weak economic performance in an area that attracts fewer working households. A key aim of Arun's Local Plan is to facilitate the provision of local jobs and encourage more working households to move to or stay in the area. To that end, the SHMA modelled the demographic implications of a migration profile more similar to the profile of migration of people of different ages across Coastal West Sussex. This alternative migration profile assumes migration becomes more focused towards working age, ie younger, households. Under this scenario average household size declines less strongly over time. This gave rise to a housing requirement of around 575 homes a year over the period to 2031.

Plan Preparation Demographic projections

- 12.1.7** A Demographic Projections Report was prepared in March 2013⁽⁴⁾ which established that previous Office for National Statistics population projections for Arun had been significantly over estimated both in the over 45 categories and the under 25 categories and that elder age migration to Arun had also been overestimated - matters which are critical in projecting forward housing requirements. The report provides an update to the demographic projections set out in the 2012 Coastal West Sussex SHMA. The updated demographic modelling takes account of further information available from the 2011 Census regarding the size and structure of the District's population, number of households and how households of different ages occupy homes. The report concluded 'the proposed figure of 580 homes per annum continues to look to be of about the right order'. A further demographic projections report was published in August 2013⁽⁵⁾ - this covers all of the authorities in Coastal Sussex. The August demographic update took account of more recent ONS data. Analysis carried out as part of this work confirmed that net migration to Arun has been less than previously thought. Consequently, 5 and 10 year migration trend projections are lower compared with the SHMA and gave rise to a theoretical dwelling requirement of, respectively, 505 and 705 (compared with the SHMA's 600 and 750) and a Sub National Population Projection requirement for 550 dwellings per annum. In April 2014 an Assessment

4 Demographic Projections Report Arun District Council, March 2013, GLHearn

5 Updated Demographic Projections for Sussex Coast HMA Authorities, August 2013, GLHearn

12 Housing Delivery

of Housing Development Needs report was published⁽⁶⁾ - prepared for compliance with the national Planning Practice Guidance. This established Arun's objectively assessed housing needs starting point as 549 homes per annum with an uplift in the range of 550-650 homes per annum depending on other factors (see below).

Housing Study (Duty to Co-Operate)

- 12.1.8** This study, undertaken on behalf of authorities within the Sussex Coast Housing Market Area (plus Brighton & Hove), considers evidence on housing need and demand, land supply and capacity constraints, including environmental, landscape and infrastructure constraints and builds upon previous work carried out for Coastal West Sussex Authorities. The report concludes that an objective assessment of deliverable development requirements for Arun would fall within the 550-650 range. This equates to a housing growth rate of 0.8-0.9% per annum. These figures are considered to represent achievable rates for development, taking account of the District's weaker housing market relative to other parts of the region and real infrastructure and environmental constraints. The Study also concludes that the maximum number of homes that it would be feasible for the Arun market to deliver is 700 per annum.
- 12.1.9** An important consideration for the Local Plan is the relationship between housing growth and economic development and ensuring these are pursued in a balanced way so that one does not jeopardise the other. Having regard to the available evidence, the Study notes: "There are some notable risks in Arun District, in particular, from over-provision of housing, which (if it ran faster than economic growth) could result in further deterioration in the District's jobs density, growth in out-commuting and a population profile become further skewed towards older age groups."
- 12.1.10** With regard to the wider Housing Market Area, the study concludes that while there is no need for Arun to plan for Chichester's needs the district should consider accommodating some of Worthing's needs. Arun will monitor the examination of Chichester's Local Plan for any implication to this Plan. Worthing Borough Council has undertaken a 'call for sites' as part of Worthing's 'Strategic Housing Land Availability Assessment' and will report on this in 2014. Until such time as Worthing has evidenced what need it can accommodate itself, it is uncertain what level of housing need for Worthing may be required to be considered by other Local Planning Authorities. Arun will work with Worthing and take account of any identified housing need that cannot be met within the Worthing Planning Authority Area, subject to evidence on infrastructure, needs and constraints. Arun's Local Plan should not be delayed for the conclusions of Worthing's studies and decisions, as Arun and Worthing work formally on an on-going basis through the framework of the Coastal West Sussex and Greater Brighton Strategic Planning Board. The normal review period of a Local Plan is an appropriate timescale for any decisions on Worthing's needs given that there is a framework for meaningful and continuous plan

6 Assessment of Housing Development Needs Study - Sussex Coast HMA, 2014, GLHearn

12 Housing Delivery

development. Arun's housing supply will provide for contingency should sites not come forward as planned in its early housing trajectory; this contingency will also enable discussion on strategic co-operation.

12.1.11 The Housing Study notes that there may be a shortfall in provision within the South Downs National Park Authority (SDNPA). Whilst the Arun Local Plan does not make an explicit strategic housing allocation for the SDNPA within the Arun Local Planning Authority, the SHMA provides for SDNPA growth within the Arun Local Planning Authority area and this is taken in to account in the housing requirement for Arun. The past ten years net completions within Arun's part of SDNP is less than 10 units per annum. Arun District Council will work with the South Downs National Park Planning Authority on its Local Plan (expected adoption date of 2017).

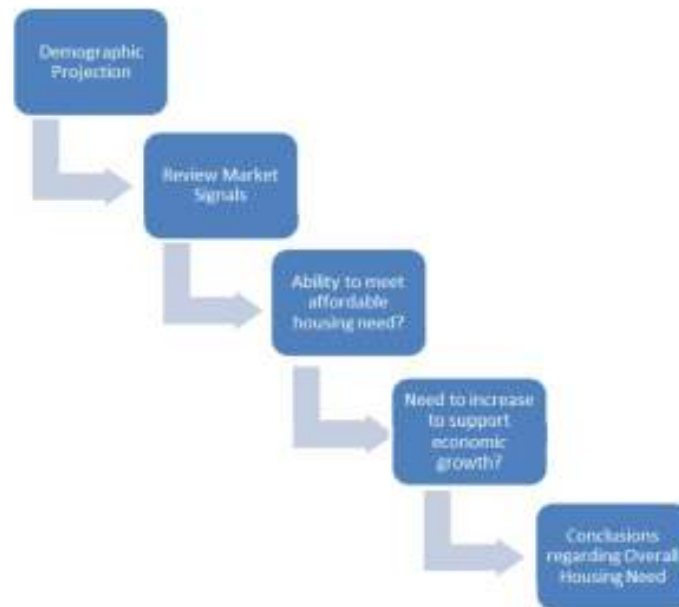
Plan Publication / Submission Objectively Assessed Housing Needs

12.1.12 As illustrated in paragraph 12.1.7, the authorities within the Sussex Coast Housing Market Area (HMA) commissioned GL Hearn⁽⁷⁾ to update demographic projections and draw them together with wider evidence to provide an assessment of housing need to 2031. The commissioning partners included the local authorities of Adur, Arun, Brighton & Hove, Chichester, Lewes and Worthing, which, together with the South Downs National Park Authority, comprise the South Coast HMA. The report was commissioned in the context of the Housing Study (Duty to Cooperate) Report published in May 2013 which drew together a series of existing evidence, including the Coastal West Sussex SHMA 2012, to identify objectively assessed housing need for the various authorities. Since the May 2013 Study, an updated set of demographic projections have been prepared for the authorities in the Sussex Coast HMA taking account of more up-to-date demographic information including the outputs of the 2011-based interim Sub-National Population Projections (SNPP), the 2011 Census as well as consequent revisions to, and rebasing of, Mid-Year Population Estimates (MYEs) and components of change. In addition, the government published the national Planning Practice Guidance in March 2014 which provides guidance to local planning authorities in objectively assessing and evidencing development needs for housing, including providing a methodological approach which should be followed.

12.1.13 The methodology adopted responds to the national Planning Practice Guidance. This process is summarised in the chart below.

7 Assessment of Housing Development Needs Study - Sussex Coast HMA, 2014, GLHearn

12 Housing Delivery



Picture 12.1 Housing - Flow Diagram

- 12.1.14** It seeks to derive an objective assessment of need for housing (OAN) based on a stepped approach which is structured as follows:
- 12.1.15** Step 1: Start with our latest projection of housing need based on past demographic trends. This takes account of the latest demographic evidence issued since publication of 2011-based Household Projections. It also adjusts household formation rates to ensure that household formation is not constrained moving forwards;
- 12.1.16** Step 2: Review what market signals indicate regarding the supply-demand balance for housing and the case for increasing housing supply (relative to the demographic projections) in order to improve affordability;
- 12.1.17** Step 3: Appraise the results of the demographic projections with the identified annual need for affordable housing to 2031, and consider whether there is a case for an upwards adjustment to housing need to meet affordable housing need;
- 12.1.18** Step 4: Assess this against the level of housing provision which might be needed to support forecast employment growth. This is based on an Experian 2013 employment forecast and assumes the commuting ratio remains consistent;
- 12.1.19** Step 5: Draw together the above analysis to consider the level of housing needed. Apply check using percentage growth rates in housing stock to ensure that recommendations be considered deliverable from a market perspective. In drawing conclusions, we have taken no account of local issues such as land availability, infrastructure or other local constraints on levels of development.

12 Housing Delivery

12.1.20 This study therefore revises the assessment of housing need in the Housing Study (May 2013), taking account of the existing evidence listed above alongside the updated demographic projections, analysis of housing market indicators and signals to address the requirements of the Planning Practice Guidance.

12.1.21 In summary the study establishes the starting point for Arun's Objectively Assessed Housing Needs as 549 units per annum. It then considers the three tests to establish if housing supply should be increased to:

- in order to address affordability and/or high demand?
 - and finds: The key indicators and signals for Arun provide a limited case for considering an adjustment to the assessment of housing need based on demographic trends.
- in order to ensure delivery of the required number of affordable homes?
 - and finds: the evidence indicates that there is a limited case for considering increasing housing provision over and above the demographic-based projections in order to ensure affordable housing needs will be met.
- In order to ensure sufficient labour supply to support forecast economic growth?
 - and finds: The economic projections indicate that meeting future employment growth in Arun could provide a basis for considering higher housing provision than shown in the trend-based demographic projections alone. However, these levels of housing provision would represent relatively bullish annual housing growth rates (1.2% to 1.5%) for a lower-value market in the region which is located at some distance from London and other larger economic centres in the South East. We consider that it would be difficult for the market to support these levels of delivery, particularly towards the higher end of the range. Furthermore there is currently a notable degree of net out-commuting from the District to work, and the interaction between employment growth and housing need could be influenced by changes in commuting.

12.1.22 In summary the Study finds that there is only a limited case to increase from the objectively assessed demographic based housing need starting point for both the affordability / high demand test and for the affordable homes tests. For the economy test it says "The evidence suggests that in the past economic growth has not been a particularly stronger driver of housing provision in the District." Taken as whole it would appear logical to increase the starting point in a 'limited' way from the 549 homes per annum. As is recognised by the national Planning Practise Guidance 'Establishing future need for housing is not an exact science. No single approach will provide a definitive answer.' In the context of this study Arun's Local Plan establishes 580 homes on average per year as a reasonable target to maintain an objectively assessed, evidence based housing supply.

12 Housing Delivery

Housing trajectory

12.1.23 The plan period runs from 2011 to 2031, this accommodates the end of the previous plan (March 2011) and projects forward 15 years from 2015/16 as suggested by the National Planning Policy Framework and a further two years to tie in with the current evidence base.

12.1.24 The affordable and market housing trajectories are available in an appendix to this report. The trajectory has been constructed from a number of sources as follows:

Housing supply

12.1.25 Actual/projected completions: Housing supply comprises actual completions for the period 2011-13, estimated completions for 2013-14, and projected completions from 2014-29. The completions data for 2013-2029 includes:

- Sites with planning permission
- A windfall allowance
- Sites considered to be available for development

Town and parish allocations

12.1.26 Policy H SP1 of the plan requires Neighbourhood Plans to bring forward proposals for 1,350 dwellings over the plan period. Some sites that might contribute to these proposals are already included in projected completions. This is more fully explained in the Residual Housing Supply (available separately) which also sets out the consequent potential net contribution to the housing supply from Neighbourhood Plans.

Strategic allocations

12.1.27 Policy H SP1 recognises the contributions for this plan period for the consented urban extensions to Littlehampton (1,860 homes); it also provides strategic locations for housing development at Barnham / Eastergate/ Westergate (2,000 homes) and Angmering (600 homes). In addition it establishes that an Area Action Plan will be produced for the Littlehampton Economic Growth Area which includes Littlehampton Harbour and its West Bank where evidence suggests enabling development of up to 1,000 homes may be needed to be provide flood and regeneration benefits for Littlehampton Harbour's residents and business. Further, Site Specific Allocation Document(s) will be taken forward for potential sustainable growth at Ford and Fontwell.

Five year housing supply

12.1.28 The submitted plan complies with the NPPF in having a sufficient a supply of housing land for the first five year period (2015-2020) to meet housing requirement of 580 homes per year plus a 5% buffer.

12 Housing Delivery

Affordable housing

12.1.29 The Council has an active programme of enabling affordable housing. Data from the programme is monitored and can be viewed as an affordable housing trajectory. The trajectory includes sites with planning permission, projected completions from strategic and neighbourhood sites and projections from a limited number of Housing and Employment Land Availability Sites. Affordable housing provision has been assessed by policy requirements and commitments in planning agreements. The contribution from Town and Parish allocations and strategic locations has been assumed at 30%, as provided for in policy H SP2. Actual delivery of affordable housing will always be subject to discussions for each particular site; taking into account viability and contributory funding. The trajectory appended to the Local Plan shows a total provision of just under 2,200 affordable dwellings over the plan period. This trajectory will be monitored and updated and published with the Authorities Monitoring Report.

The location of future development in Arun

12.1.30 The following areas have been identified as strategic locations for growth in this Local Plan.

- Urban extensions to Littlehampton at Courtwick and North Littlehampton (these have planning application consent);
- A site specific allocation within the Barnham, Eastergate and Westergate areas;
- A site specific allocation in Angmering (part of this allocation has planning consent)
- An Area Action Plan for the Littlehampton Economic Growth Area including its Harbour addressing flood defences at West Bank.
- Site Specific Development Plan Document(s) for Ford and Fontwell

12.1.31 Littlehampton and Bognor Regis are the main focus for economic and infrastructure growth. They are the main population centres in Arun, containing the highest housing need and areas of high deprivation. Compared with other parts of the District, both towns benefit from the widest range of services and facilities and are better served by public transport. Both towns have significant outstanding deliverable planning consents. This includes the 'Site 6' 2003 Local Plan allocation for Bognor Regis, and consented sites which form part of this Local Plan at Courtwick and North Littlehampton.

12.1.32 While the coastal towns will continue to remain the focus for a high proportion of mixed use development during the Plan period, new strategic housing growth will be focused on a site specific allocation within the Barnham, Eastergate and Westergate areas and a site specific allocation at Angmering. Both areas provide a reasonable range of local shops and services, including education, health facilities and mainline rail stations. Growth at these locations will contribute to the delivery of infrastructure, open space and recreation areas, suitable for the needs of a growing population while also helping to maintain the distinctive character of individual villages. Additional growth in both these areas will provide a stimulus for the provision

12 Housing Delivery

of additional and improved services, infrastructure and facilities for the benefit of the local population. These strategic sites will be developed with regard to the natural and built aspects of the Garden City principles, thereby creating a sense of place, health and community.

- 12.1.33** A key opportunity for this Local Plan is to tackle the economic regeneration of Littlehampton's Harbour and Town Centre. The Economic Growth Area (EMP DM4) defines the area for an Area Action Plan (AAP) Development Plan Document. This AAP will address as a minimum: underused land; improvements to travel, flood defence issues at the West Bank; the vibrancy of the town centre; connectivity between the River, Sea and Town Centre; the opportunities from the realigned A284; the effects of climate change; the protection natural and built assets and the realisation of tourism and heritage asset promotion. Evidence prepared for this Plan suggests that regeneration led initiatives could secure the future of Littlehampton. This Plan establishes that up to 1,000 additional homes could be built in Littlehampton to help secure its regeneration including flood defence protection at West Bank. Whilst housing numbers for the economic growth area may not be required in the early part of the Plan period, this does not restrict the ability for work to commence early on the AAP to secure regeneration, bidding for funding resources and for housing supply contingency.
- 12.1.34** Ford and Fontwell have been identified as potential locations for housing growth in the later part of the plan period. Both these areas lack some key services and it is considered by Arun District Council that some growth would enable the creation of settlements that are more sustainable. There is currently insufficient evidence to allocate areas for housing growth in Ford or Fontwell and therefore Site Specific Development Plan Document(s) will be prepared for the Local Plan to establish if sites can be allocated to improve the sustainability of these settlements.
- 12.1.35** Town and Parish allocations (see Policy H SP1 below) have been set which have informed the preparation of Neighbourhood Development Plans. These figures have been determined having regard to consultations which took place during Summer 2011 and 2012, housing register information and Strategic Housing Land Availability Assessment data. All Neighbourhood Development Plans will be expected to identify appropriate sites to accommodate at least the levels of growth as set out in Policy H SP1. Parishes not listed in the table below have no formal allocation; however, this is not to say that additional development of an appropriate scale will not occur over the Plan period. Future planning applications will be determined according to policies set out in this Local Plan.
- 12.1.36** Whilst a large proportion of the infrastructure requirements for the first five years of the Local Plan period have been agreed and dealt with through extant planning permissions at Littlehampton (Courtwick and North Littlehampton), Bognor Regis (Site 6), it is important to set out that the infrastructure requirements for the new site specific allocations are deliverable. The preparation of an Infrastructure Delivery Plan has identified what infrastructure is required, who will fund and provide it and how it relates to the anticipated rate and phasing of the planned development within

12 Housing Delivery

the strategic site allocations. The paragraphs below provide a summary of the infrastructure requirements and how they are likely to affect the phasing of the allocations in order to inform the supporting policy HSP1. It should also be noted that detailed masterplanning work has been undertaken with respect to the Angmering strategic housing allocation and is currently underway for the allocation at Barnham / Eastergate / Westergate. This work will add further detail regarding the phasing, associated land uses, deliverability and viability of the allocation. The opportunities within the Littlehampton Economic Growth Area, including Littlehampton Harbour will also be subject to more detailed infrastructure analysis through an Area Action Plan Development Plan Document and both Ford and Fontwell will be further analysed and brought forward through Site Specific Allocation Development Plan Document (s).

Barnham / Eastergate / Westergate

Transport measures

12.1.37 The allocation will need to be designed to deliver a package of sustainable transport measures including Smarter Choices measures (which include behaviour change initiatives such as Travel Plans, journey planning tools and promotional activities), and a number of engineered measures (including improvements to pedestrian and cycle facilities and public transport infrastructure) to mitigate the impact of development traffic upon key junctions. The delivery of Smarter Choices measures, can be delivered through the use of Community Infrastructure Levy receipts, whilst the engineered measures and improvements will need to be delivered through a mixture of on-site planning contributions and other funding sources.

12.1.38 There are a number of harder transport measures that will also need to be developed in order to facilitate the delivery of the site. These measures will form part of the development proposal and will be funded by a mixture of planning obligations and potential funding sources:

- A29 realignment to include a bridge over the railway and potential stopping up of Woodgate crossing;
- Improvements to Barnham Road;
- Internal access routes including east-west route linking Westergate with Barnham Station; and
- Potential signalisation scheme at the Western Fontwell Roundabout to mitigate the impact of traffic upon the A27.

12.1.39 The phasing of the proposed highway schemes and mitigation measures will be coordinated as part of the phasing of the overall development.

12.1.40 The A29 realignment, which will also act as the access route through the strategic site has been assessed as part of an iterative process of evidence gathering and is promoted through the West Sussex Local Transport Plan (2011 – 2026) and the Coast to Capital (C2C) Local Enterprise Partnership (LEP) Strategic Economic Plan

12 Housing Delivery

(SEP). The SEP highlights the importance of the route for removing the problems associated with traffic delays caused by the Woodgate Level crossing and for allowing housing and employment development opportunities to be realised within the district. Subsequently, a proportion of the total cost of the route has been granted funding as part of the Government's Growth Deal with the C2C LEP. It is anticipated that the remainder of the funding required to deliver the route will be sought through planning obligations.

12.1.41 To further inform the delivery of the A29 realignment, evidence has been prepared to identify northern and southern tie-ins to the existing highway network, to allow for the most effective north-south route. A feasibility study has identified the route and costs of delivering the scheme including the tie-ins to the north and south. The Policies Map shows the indicative route and Policy T SP3 provides further detail. The IDP states that the A29 realignment could be delivered between 2016 and 2029.

Drainage and utilities

12.1.42 An adequate drainage scheme will be critical for the delivery of this site as the Barnham area experiences regular surface water flood events. Further details regarding these measures are anticipated to be available following the completion of a Surface Water Management Plan (SWMP) which is being undertaken by Southern Water and WSCC. However, prior to the completion of the SWMP, it has been identified that a comprehensive Sustainable Urban Drainage System (SUDS) will be required to be delivered on the site. This will include a range of measures including water harvesting and the use of permeable paving.

12.1.43 In order to deliver the site, comprehensive improvements to the drainage system in the area would be required to increase the capacity of the existing system. This would need to be undertaken on site by the developer and completed prior to occupation of the site.

12.1.44 It will also be critical as part of the delivery of the site to upgrade the Lidsey Waste Water Treatment Works (WWTW). This will be a complex and costly exercise which would be largely funded by Southern Water with contributions anticipated from planning obligations.

12.1.45 Finally, Portsmouth Water will need to ensure that water mains are properly connected to the site prior to occupation. This infrastructure will be critical to the delivery of the site and will be funded by the developer.

Education

12.1.46 The IDP identifies that education provision will be essential to the delivery of the allocation. The need may vary over the Plan period; therefore the indicative figures below will need to be updated by West Sussex County Council at planning application stage.

- Provision of one 2 Form Entry primary & integrated 60 place nursery.

12 Housing Delivery

- Expansion of existing secondary provision by approximately 360 pupils.
- Expansion of existing 6th Form provision by approximately 140 pupils

12.1.47 Education provision will need to be delivered in time to provide residents with adequate facilities and appropriate school / pupil care services. The IDP identifies that facilities could be delivered in the short to medium term through a S106 agreement. Due to the requirement to deliver this education provision alongside the development, it is considered necessary to require that provision is made by the developer through a Section 106 agreement.

Healthcare

12.1.48 The IDP identifies that the expansion to the existing GP surgery and a new dentist surgery to support the delivery of the strategic site would be critical. The facilities will need to be partly funded by the developer through a Section 106 agreement. The delivery of these facilities would be coordinated as part of the overall phasing of the development.

Social infrastructure

12.1.49 The site would require a new community centre which would be phased to be delivered in line with the new development. It will be important to consider whether the new centre could incorporate facilities for Community Transport and Library Services. Delivery of the Community Centre will therefore need to be coordinated as part of the overall phasing of the site.

Open Space

12.1.50 The IDP and Visioning Study identifies critical open space provision that will need to be delivered on the site and includes:

- A green ring for recreation and village separation
- Country Park
- Generous Gardens
- Natural and Semi-Natural Green Space
- Amenity Green Space
- Children's Space
- Young Person's Space
- Allotments
- Contributions sport and leisure provision

12.1.51 This infrastructure would be paid for by the developer through a Section 106 agreement and would be phased in line with the construction of the site.

12 Housing Delivery

Angmering

Transport measures

12.1.52 Smarter Choices transport measures will need to be implemented on the site, just as at the Barnham / Eastergate / Westergate site, to encourage sustainable modes of transport and reduce the impact of growth on the road network. Measures to be delivered on site will be funded through a S.106 agreement whilst a range of Smarter Choices measures could be funded by Community Infrastructure Levy receipts.

12.1.53 The Arun Transport Study (March 2013) identifies that improvements to the A259 would help to mitigate the impact of new development in Angmering. The Transport Study built upon the work undertaken as part of the A259 Route Improvement Study (November, 2012) which proposes a package of improvements to provide journey time savings for the eastern section of the route. The total package of improvement works has been identified within the Arun IDP and will be part funded through a Section 106 agreement with the remainder funded as part of the Government's Growth Deal with the C2C LEP.

Education

12.1.54 The IDP has identified that the following education facilities would be required to support delivery of the allocation:

- Expansion of existing primary schools by approximately 126 pupils.
- Expansion of secondary school provision by approximately 90 places.
- Expansion of 6th form provision by approximately 15 pupils.
- Expansion of pre-school provision

12.1.55 The IDP identifies that the strategic allocation at Angmering would require a significant level of education provision; including approximately £5 million for a potential new 1 form entry primary school. The delivery of the school may be dependent upon the delivery and phasing of the housing and the agreement of a S106.

12.1.56 An additional primary school could have the effect of reducing travel distances and increasing travel safety issues for residents if built in the south of Angmering.

Healthcare

12.1.57 The delivery of the site would require a contribution to the Angmering Medical Centre through a S106 agreement.

Open Space

12.1.58 The IDP and visioning study identifies critical open space provision that will need to be delivered on and off site and includes:

- A green lung through the site

12 Housing Delivery

- Generous Gardens.
- Natural and Semi-Natural green Space
- Amenity Green Space
- Children's Space
- Young Person's Space
- Off site open space and contributions sport and leisure provision

12.1.59 This infrastructure would be paid for by the developer through S106 agreements and would be phased in line with the construction of the site.

Utilities

12.1.60 The developer will need to provide off site sewerage and water mains infrastructure prior to the occupation of development. The cost of this work will need to be funded by the developer. Southern Water has stated that provision could be delivered between 2014-2018.

Littlehampton Economic Growth Area, Ford and Fontwell

12.1.61 The detailed requirements will be set out in the relevant Development Plan Documents which will be prepared following the adoption of this Plan

12 Housing Delivery

Policy H SP1

Strategic housing, parish and town council allocations

Strategic housing shall be accommodated as follows:

1. Sustainable urban extensions adjoining Littlehampton from existing planning consents
2. Site specific allocation at Barnham / Eastergate / Westergate
3. Site specific allocation at Angmering
4. Area Action Plan Development Plan Document for the Littlehampton Economic Growth Area including West Bank
5. Site Specific Allocations Development Plan Document for Ford and Fontwell and
6. Parish and Town allocations.

Barnham / Eastergate / Westergate

This site specific allocation for development is identified on the Key Diagram and Policies Maps. The Council requires a well-designed development that avoids a continuous urban form with existing communities. A modern approach to principles of the Garden City movement will be employed, with reference to evidence in the Three Villages 'Visioning Study'.

The following specifics must be addressed as part of any planning proposal at this location:

- Provision of at least 2,000 homes
- A coherent masterplan covering the site as a whole
- A green ring around the allocation for recreation and retention of village separation
- High quality imaginative design including a permeable layout for pedestrians, cyclists, equestrians and vehicles with visually robust outdoor spaces - giving sense of place and sense of orientation
- Mixed tenure
- Tree lined streets with a generous ratio of green space to hard-surfacing
- Generous green spaces linked to the wider countryside;
- Well-managed, high quality gardens provision and open spaces
- Access to local community, recreational and shopping facilities, jobs and accessible transport
- Assessment for the demand for employment space in the locality over and above that provided for at Enterprise Bognor Regis
- Assessment of the potential for a new community hub within the development including its relationships with existing facilities within the six villages area
- Larger street blocks to reduce the need for tarmac
- Local Areas for Play, Locally Equipped Areas for Play and Neighbourhood Equipped Areas for Play

12 Housing Delivery

Transport and movement

- Efficient and well connected permeable road and Public Right of Way layouts that provides a choice of safe and convenient routes for car users and non-motorised mode users (NMUs). They should also be easy to find your way around (avoidance of cul-de-sacs). New and diverted routes must be designed to a standard agreed with the County Council to ensure ongoing responsibilities. Routes should be designed to ensure users feel safe and comfortable, such as wide green corridors. A choice of different routes must be delivered to meet the needs of different users.
- Provision of a new A29 route through the Barnham/ Eastergate/ Westergate site allocation, which considers all necessary linkages and routing between the A259 (Bognor Regis Relief Road) to the south and A27 to the north and includes a bridge over the railway to the east of the current Woodgate crossing.
- Development proposals must facilitate the needs of pedestrians, cyclists and vehicular users in the overall design concept. Routes must also be provided with the aim to link the site to other local settlements and the South Downs National Park.
- The construction of a footbridge over the railway line and enhancements of the main street in Westergate
- Any necessary improvements to the B2233 and contributions to improving the environment of Barnham village centre
- Provision of an east-west route that will join the existing A29 route to the new A29 route and continue eastwards to Barnham Railway Station. This route will provide access to Barnham village centre and railway station for pedestrians and cyclists.
- Residential development shall be linked to local employment (existing and proposed) along with local services and facilities (existing and proposed)
- Access to Barnham railway station shall be maximised through the provision of direct and attractive routes to facilitate bus, cycle and pedestrian movement. An assessment shall be undertaken as to the impact of additional development on the parking facilities in Barnham's centre including the railway station car park, it will include methods to improve traffic flow and assess if additional parking spaces need to be delivered and proposals for such spaces to be provided as part of the overall development scheme.
- Mitigation measures for western Fontwell roundabout, to address the impact of traffic arising from the overall development of Barnham/ Eastergate/ Westergate.

Water and drainage

12 Housing Delivery

- A comprehensive Sustainable Urban Drainage System (SUDS) will be required which shall include a range of measures including water harvesting and the use of permeable paving. The management of surface water shall be creatively considered in the overall design concept of these lands.
- To upgrade the Lidsey Waste Water Treatment Works (WWTW). The Lidsey catchment area is subject to a Surface Water Management Plan (SWMP). Arun District Council is committed to working with partners to implement measures to improve surface water drainage and reduce the risk of flooding. Development shall be phased in line with the recommendations of the SWMP. It shall connect to the sewerage system at the nearest point of adequate capacity, as defined by Southern Water, and be constructed to minimise surface and groundwater inundation. Where possible, existing foul water drains shall also be connected to the sewerage system. Only foul water will be permitted to discharge to the sewerage system. No surface or groundwater will be permitted to discharge to the foul sewerage system, whether by direct connection, underground leakage or inundation from the surface. The Council will work with Southern Water and impose planning conditions to achieve this objective. Additional wastewater treatment capacity will be required at Lidsey Wastewater Treatment Works, which could be delivered in parallel with development through the water industry's five yearly investment planning process. The Council will work with Southern Water to support delivery of necessary capacity.
- Water mains must be properly connected to the site prior to occupation.
- A flood risk assessment shall be undertaken and mitigation measures incorporated into any development scheme in line with the approach as set out in the Water Section of this Plan.

Community, health, education and retail facilities

- A new local centre shall be provided, subject to assessment, at the junction of the new A29 route and the proposed east west route north of the railway line. This local centre shall comprise, but not be limited to, a new community centre which shall be phased to be delivered in line with the new development. It could incorporate facilities for Community Transport and Library Services, if demonstrated to be required. A foodstore may also be included at this location to serve the wider area, however any proposal shall be assessed in the context of retail policies in this Plan and on the impact upon existing centres in the area.
- Provision of one 2 Form Entry Key Stage 1 and 2 School with expansion of existing key stage 3, 4 and 5 provision.
- Expansion of the existing GP surgery provision and the provision of a new dentist surgery, if demonstrated to be required.
- Contributions sport and leisure provision

Landscaping and open space

12 Housing Delivery

- Provision of open space throughout the overall development site to include parks and gardens, natural and semi-natural green space, amenity green space, children's space, young person's space and allotments. This would, in particular, include an area of informal parkland and water bodies focused around the Lidsey Rife river valley which could include a country park, orchards, allotments and attractive walking and cycling facilities. A green-ring (an undeveloped corridor of formal and informal open spaces) for pedestrians and cyclists shall be provided around the entire development to create a healthy environment and improve access to facilities. This infrastructure shall be phased in line with construction of the overall site.
- A landscape visual impact study shall be undertaken and the design of any proposed scheme shall have regard to this study. Capacity for development varies throughout this broad development area with typically low to medium capacity in the south, medium capacity in the north and medium to high capacity in the west.
- Each of the three villages has a unique character and the separation of these settlements shall be conserved as part of any proposed development scheme. Eastergate and Barnham should be protected from a continuous urban form / coalescence along the north and south aspects of the B2233.
- Existing mature vegetation shall be retained, where possible, and complement and enhance development proposals. Landscape enhancements around the villages and particularly on their approaches shall be incorporated into the overall proposed development scheme.
- A mix of semi-mature and mature trees shall be incorporated into the overall proposed development scheme. In particular, the management of any existing woodland shall be promoted. Significant views of the South Downs and local features shall be incorporated into the overall design proposal.

Noise

- An noise report, in line with Policy QE DM1 and Annex 1 of the Sussex Planning Noise Advice Document, will be required taking account of the First Priority Location at the railway line that runs through Barnham; and
- Where applicable, a scheme of adequate mitigation measures, including provision of suitable and adequate external amenity space, is agreed with the Local Authority.

Ecology

- An ecological survey of the site shall be carried out and an Environmental Impact Assessment shall be prepared. TPO 1/04 shall be suitably incorporated into the design proposal for these lands.
- Any development scheme would be expected to deliver biodiversity enhancements, including those associated with the provision of new green infrastructure.

Heritage

12 Housing Delivery

- Proposed development schemes shall have regard to the sensitive nature of the Conservation Area to the north of the site.
- Where any developments are proposed on or in close proximity to any of the scheduled ancient monuments listed in Table 16.1 *Scheduled Ancient Monuments* or where any development is proposed on a site which has the potential to include heritage assets with archaeological interest (having consulted the Historic Environment Record), an archaeological assessment must accompany planning applications that are submitted. Reference should be made to Section 16.7 of this Local Plan in order to determine the form of assessment that may be undertaken. Where archaeological evidence is found, the design of the proposed development shall take account of this and measures shall be put in place to preserve either in situ or record the area(s) of archaeological importance.

Angmering

The site specific allocation for development is identified on the Key Diagram and Policies Maps. The Council requires a well-designed development employing a modern approach to principles of the Garden City movement, with reference to evidence in the Angmering 'Visioning Study'. At the heart of this approach is the idea that there should be larger blocks for residential development with generous green space and an efficient, permeable layout.

The following specifics must be addressed as part of any planning proposal at this location:

- Provision of at least 600 new homes.
- A coherent masterplan covering the site as a whole
- Relocation of the Rugby Club prior to redevelopment of this community asset
- Funding for a potential third KS1&2 school east of Station Road / south of Water Lane
- High quality imaginative design including a permeable layout for pedestrians, cyclists, equestrians and vehicles with visually robust outdoor spaces - giving sense of place and sense of orientation
- Mixed tenure
- Tree lined streets with a generous ratio of green space to hardsurfacing
- Generous green space linked to the wider countryside; well managed, high quality gardens and open spaces
- Access to local community, recreational and shopping facilities, jobs and accessible transport
- Larger residential blocks
- Retention / improvement of bridleways
- Framing of open spaces, creation of Local Areas for Play, Locally Equipped Areas for Play and Neighbourhood Equipped Areas for Play

Transport and movement

12 Housing Delivery

- An efficient, permeable road layout that provides a choice of routes and is easy to find your way around (avoidance of cul-de-sacs)
- Tree lined streets with verges utilising existing tree lines
- Retention and enhancement of Bridleways
- Road improvements to the A259 in Angmering
- Development proposals that consider the needs of pedestrians, cyclists and vehicular users in the overall design concept with developments connected to the existing pedestrian and cycle network to provide links to the village centre, Angmering rail station, the South Downs National Park and other local services.
- Connect Roundstone Lane to Bridleway; Verges to Roundstone Lane with new walkway

Water and drainage

- Provide off site sewerage and water mains infrastructure prior to the occupation of development.

12 Housing Delivery

Community facilities and services

- A commercial unit, potentially for retail shall be provided towards the south of Roundstone Lane.
- Funding for a potential new Key Stage 1 and 2 school east of Station Road and south of Water Lane; expansion of Key Stage 3, 4 and 5.
- Funding for the Angmering Medical Centre
- Contributions sport and leisure provision

Landscaping and open space

- An attractive environment with a central green spine connecting two areas of open space.
- Provision of open space to include parks and gardens, natural and semi-natural green space, amenity green space, children's space, young person's space and allotments. This infrastructure shall be phased in line with the construction of the overall site.

Heritage

- Proposed development is designed to take account of the sensitive nature of Listed Buildings and the Conservation Area.
- Provision of a buffer strip along the eastern and northern boundaries to suitably screen this area when viewed from the South Downs National Park.
- Where any developments are proposed on or in close proximity to any of the Scheduled Ancient Monuments listed in Table 16.1 *Scheduled Ancient Monuments* or where any development is proposed on a site which has the potential to include heritage assets with archaeological interest (having consulted the Historic Environment Record), an archaeological assessment must accompany planning applications that are submitted. Reference should be made to Section 16.7 of this Local Plan in order to determine the form of assessment that may be undertaken. Where archaeological evidence is found, the design of the proposed development shall take account of this and measures shall be put in place to preserve either in situ or record the area(s) of archaeological importance.

12 Housing Delivery

Littlehampton Economic Growth Area including West Bank

- A key opportunity for this Local Plan is to tackle the economic regeneration of Littlehampton's Harbour and Town Centre. The Economic Growth Area (Policy EMP DM4) defines the area for an Area Action Plan (AAP) Development Plan Document. This AAP will address as a minimum: underused land; improvements to travel, flood defence issues at the West Bank; the vibrancy of the town centre; connectivity between the River, Sea and Town Centre; the opportunities from the realigned A284; the effects of climate change; the protection natural and built assets and the realisation of tourism and heritage asset promotion. Evidence prepared for this Plan suggests that regeneration led initiatives could secure the future of Littlehampton. This Plan establishes that up to 1,000 additional homes could be built in Littlehampton to help secure its regeneration including flood defence protection at West Bank. Whilst housing numbers for the economic growth area may not be required in the early part of the Plan period, this does not restrict the ability for work to commence early on the AAP to secure regeneration, bidding for funding resources and for housing supply contingency.

Ford and Fontwell

- Ford and Fontwell have been identified as potential locations for housing growth in the later part of the plan period. Both these areas lack some key services and growth may enable the creation of settlements that are more sustainable. There is currently insufficient evidence to establish a quantum of housing growth in Ford and Fontwell, therefore Site Specific Development Plan Document(s) will be prepared for the Local Plan to establish if sites can be allocated to improve the sustainability of these settlements.

In all of the above cases

- Developers are advised to consult the Infrastructure Delivery Plan (as amended) as well as the relevant service provider.
- Smarter Choices measures shall be considered as part of any development proposal. Such measures shall be aimed at improving the sustainable transport mode share and reducing the need to travel.
- Developments shall be consistent with all other Local Plan policies.

12 Housing Delivery

Parish and town council housing allocations

The Table below sets out the total Council's allocated housing units for Parishes and Towns over the life of the Plan. All Neighbourhood Development Plans shall provide for the stated number of housing units with respect to their Parish and Town Council areas. It should be noted that these are minimum allocations. Developments within parishes can count against the Parish Targets from April 2013. However, it is expected that the positive planning carried out by Neighbourhood Planning Groups will bring forward their own allocations. Parish and town council allocations are in addition to the strategic allocations.

Parish/Town	Total allocation
Aldingbourne	30
Aldwick	30
Angmering	100
Arundel	50
Barnham	100
Bersted	50
Bognor Regis	300
Eastergate	100
East Preston	30
Ferring	50
Littlehampton	200
Middleton-on-Sea	30
Pagham (see related policies in 'Natural Environment' section)	100
Rustington	30
Walberton	50
Yapton	100
Total	1350

Table 12.1 Parish & town council allocations

12 Housing Delivery

12.1.62 Parishes not listed in the above table have no specific allocation. These are Climping, Felpham, Ford, Kingston, Lyminster and Poling.

12 Housing Delivery

Policy Outcomes

- To facilitate the provision of sufficient housing in Arun and to ensure a continuous five year housing supply in line with the National Planning Policy Framework.

Implementation

- Arun District Council will continue to work in partnership with developers and will encourage pre-application discussions with developers interested in promoting housing sites for delivery, in order to ensure that housing need figures are met during the life of this Plan.
- To a certain extent, the Strategic Housing Land Availability Assessment (SHLAA) already provides an assessment of risks associated with potential constraints to site delivery. Identified risks (for example, policy constraints, infrastructure requirements, ownership constraints and/or marketing constraints) are reflected in the potential phasing of development in relation to site delivery. In accordance with SHLAA good practice guidance, sites are evaluated in terms of suitability, availability and achievability. Sites that are severely constrained which offer no reasonable development potential do not form part of the overall housing land supply. The SHLAA is a dynamic process and will, through regular monitoring, be reviewed at least annually to ensure the most up-to-date and relevant site information is incorporated for each identified site and followed through into an updated housing trajectory. The main identified risk to housing delivery in Arun is the delayed recovery of economic conditions and how this continues to impact upon the construction industry and housing market. Site viability, being linked to economic conditions, has been a factor in preventing development schemes coming forward in Arun. Where viability has proven to be an issue, some developers have sought to renegotiate terms of Section 106 agreements and the Council will continue to consider renegotiation as a tool to ensure that development sites are being delivered.
- Arun District Council will prepare Site Allocations Development Plan Document(s) for Ford and Fontwell and an Area Action Plan for the Littlehampton Economic Growth Area to increase certainty to developers and residents on sites progressing through the planning process. The Infrastructure Delivery Plan will inform the DPD's.
- Pre-application discussions with developers, landowners and their agents for the strategic locations at Angmering, Barnham / Eastergate / Westergate and Littlehampton are taking place to increase certainty in the development management process. A flexible application of policy and Section 106 requirements will be applied where scheme viability issues have been clearly and robustly demonstrated. A renegotiation of Section 106 requirements may be considered where market conditions have demonstrably affected scheme viability since planning permission was given and where this has been proven by the developer.

12 Housing Delivery

Planning for uncertainty

12.1.63 The Arun District Local Plan looks ahead to 2031. During this time situations, including the economic climate, will inevitably change. This Plan includes an element of flexibility in order to deal with changing circumstances.

12.1.64 The success of this Plan relies on the delivery of sites outlined in Policy H SP1 for housing, together with the provision of significant new transport and other infrastructure. Some policies already have flexibility built into them, such as the affordable homes policy in relation to the economic viability of development proposals. However, to ensure that the overall strategy can be achieved the following risks have been considered and contingency actions identified.

12.1.65 Should the economic climate result in the expected amount of development not coming forward the Council will:

- Work with landowners and developers to bring sites forward
- Continue to promote the District and particular sites to investors
- Use Compulsory Purchase powers if necessary
- Review the Strategic Housing and Employment Land Availability Assessment to determine if there are any additional sites or if any could be developed earlier than estimated, and
- Use the Annual Monitoring Report to assess house building completions against trajectories

12.1.66 Should funding for infrastructure not be forthcoming the Council will:

- Monitor the provision of infrastructure through the Infrastructure Delivery Plan and the Council's monitoring reports in order to help phase development
- Review the local priorities for spending the Community Infrastructure Levy (CIL) in order to enable infrastructure to be brought forward
- Seek additional funding streams, and
- Use Compulsory Purchase Powers

12.1.67 A significant amount of housing in Arun is expected to be delivered through the preparation of Neighbourhood Development Plans (NDP). While this method is particularly supportive of the principles of localism and is actively encouraged by the Council, it is accepted that there is a risk that not all NDPs will be prepared in order to deliver the necessary quantum of housing required during the period of the Plan. The Council will monitor annually each Town and Parish's progress with the preparation of their NDPs. The Strategic Housing and Employment Land Availability Assessment will also be monitored annually in order to ascertain if there is a difficulty with the availability of land or if there are other issues to consider.

12.1.68 In instances where those 'frontrunners' who have signed legal agreements have not prepared a NDP within three years of signing the agreement, or had their plan agreed by referendum within three years of the adoption of the Arun District Local Plan or

12 Housing Delivery

the relevant Town/Parish NDP being 'made' (whichever is the later), the Council will may prepare a Site Allocations DPD for those Town and Parish areas. For all other Town and Parish Council areas, the Council will review progress on NDPs on an annual basis. In cases where it is considered that NDPs are not being adequately progressed, the reasons why NDPs are not coming forward shall be identified. Notwithstanding the fact that the preparation of NDPs is not compulsory, the Council shall work with these Towns and Parishes to determine any ways in which the Council can provide assistance to move the preparation of the NDPs forward. In cases where the Council considers that NDPs will not be progressed, the Council will prepare a Site Allocations Development Plan Document for those Town and Parish areas.

12.1.69 As previously stated, to assess possible housing requirements arising through the Duty to Co-operate, the Council will review the Arun District Local Plan by 2020 so that any housing that Arun is expected to provide for other areas may be considered in such a Local Plan review.

12.2 Housing mix

12.3 Affordable housing

12.4 Rural housing & exception sites

12.5 Houses in multiple occupation

12.6 Independent living & care homes

12.7 Traveller accommodation

12.8 Agricultural, forestry & horticultural workers' dwellings

12 Housing Delivery

15 Transport

15 Transport

15.1 Transport

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

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

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

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

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

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

15.1.1 The West Sussex Transport Plan 2011-2026 identifies key transport issues in the District including⁽¹⁾:

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

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

15 Transport

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

15 Transport

Policy T SP1

Transport and Development

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

The Council will support development which:

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

15 Transport

Policy Outcomes

- To promote sustainable transport
- To promote the efficient use of the existing transport network and reduce congestion on highway
- To promote the use of low-carbon energy
- To promote healthy lifestyles and reduce social isolation

Implementation

- Through Arun District Council working in partnership with the Highways Authority to promote public transport services and identify opportunities to improve existing transport networks

15.2 Sustainable travel & Public Rights of Way

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

Public transport and community transport services

15.2.2 The Arun Transport Study for Strategic Development was prepared in 2013 to assess the impact of proposed development in Arun on the highway network. The study tested a package of mitigation measures including a trip reduction rate of 7.5% achieved by reduced parking standards, improvements to sustainable modes of transport and Smarter Choices measures for all Strategic Development Locations. Smarter Choices measures include travel planning (workplace, school and personalised), training and promotional activities aimed at improving the sustainable transport mode share and reducing the need to travel. The measures resulted in a significant level of trip reduction and offered real benefits to the highway network.

15.2.3 The majority of public transport services, particularly in urban areas, are operated on an entirely commercial basis. They provide access to employment, healthcare, education, retail and leisure opportunities. However, in some cases bus services are unable to operate on a commercial basis at a reasonable cost for bus users. Taking into consideration the District's ageing population and levels of social isolation, particularly in rural parts of the District, the need for community transport services is rising and is likely to rise further in future.

15.2.4 Community Transport services ensure that those that are less mobile and are experiencing social isolation can access vital services such as healthcare and food shopping facilities. The services cater for increasing numbers of people and also

15 Transport

provide volunteering opportunities. The Council will promote opportunities to incorporate community transport services into the function of mixed use community facilities in order to provide a joined up community service for the District's residents.

Cycling and Walking

- 15.2.5** Research undertaken for the Arun Leisure Strategy 2012 identifies that opportunities for walking and cycling in the South Downs was rated highly by residents. The draft strategy also identifies off road cycling facilities as one of the main services that residents would like to see upgraded, and one of the strategic priorities of the draft strategy is "to make the District exceptionally good for cycling and other activities that are best off road like horse riding, running and cycling". As well as being a highly popular leisure activity, the promotion of cycling and walking, as an alternative mode of transport, can play a significant role in reducing the number of cars on the road and therefore can reduce congestion on the District's roads.
- 15.2.6** There are currently approximately 66km of cycle provision constructed in Arun. The cycle paths include signed routes on carriageway, shared use or segregated paths – both on pavements or traffic free sections and on road cycle lanes. There is also an 'aspirational' cycle route (including the Sustrans National Cycle Network (NCN) Route 2) which has largely been included on the Policies Map.
- 15.2.7** The aim of the 'aspirational' route is to connect up key locations, in particular to provide links between coastal settlements. The Marine and Coastal Access Act 2009 gives the right of access around the entire open coast of England, including, where appropriate, 'spreading room' along the way where visitors can rest, relax or admire the view. However, parts of Arun's existing Public Rights of Way (PROW) and cycle network are disjointed⁽²⁾. The Arun Leisure Strategy identifies that there are opportunities within the district to improve off road cycling facilities and to make the waterfronts of Littlehampton and Bognor Regis exceptionally good for cycling. There are gaps in cycle provision along the coast where private landownership currently restricts access and means that routes are diverted, However, the Council has resolved to work with West Sussex County Council, parish and town councils and other stakeholders to join up and improve cycling opportunities across the District, especially along the seafront within any new development sites.
- 15.2.8** As well as identifying routes along the coast, it is important to develop clear routes between the coast and the South Downs National Park. Arun's Green Infrastructure Study has identified that there are opportunities to create and improve such routes. A number of cycle schemes have been identified in the IDP and it is intended that these will be delivered in partnership with the County Council and South Downs National Park Authority.

15 Transport

- 15.2.9** Improvements to existing links between public transport services and the PROW and cycle network, would act to reduce congestion and benefit both residents and visitors to the District. It is important that these routes are convenient, easily accessible, safe, comfortable and attractive to users⁽³⁾.
- 15.2.10** The Council also supports the promotion of cycling as a mode of transport by ensuring that new development is designed to include facilities such as secure, convenient parking cycle storage with good surveillance at a range of key destinations such as town centres, workplaces and schools along with adequate changing facilities within places of work.

3 Department for Transport Local Transport Note 2/08, October 2008

15 Transport

Policy T DM1

Sustainable Travel and Public Rights of Way

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

Proposals for all new development must:

- a. Be located within easy access of established public transport service(s), existing pedestrian and cycle networks, the committed and aspirational cycle networks as identified on the Policies Map and the green infrastructure network which links the development with key destinations including places of work, education, leisure and town centres;
- b. Where applicable, contribute to the extension of public transport services to serve the development and community transport services to ensure that a wide range of transport services are available to all residents;
- c. Make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking in association with retail and educational uses and sufficient secure parking and changing/showering facilities at places of work;
- d. Contribute towards the provision of a joined up cycle network and Public Rights of Way network, taking into account the aspirational cycle network, which provides convenient, accessible, safe, comfortable and attractive routes for pedestrians and cyclists and; where appropriate, horse riders, both within the development and in the form of links between the development and:
 - i. Places of work, education, leisure and food retail;
 - ii. The South Downs National Park;
 - iii. Along the coast particularly between Bognor Regis and Littlehampton;
 - iv. Along the coast to Chichester;
 - v. Bognor Regis to Arundel and;
 - vi. Littlehampton to Goring

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

15 Transport

Policy Outcomes

- Ensure development enables access to sustainable modes of transport for all members of the community

Implementation

- Through Arun District Council Development Management

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

Policy T SP2

Littlehampton to Arundel Green Link

A new strategic Green Link is proposed between Littlehampton and Arundel, along the River Arun which is shown on the Policies Map. The main aim of the route is improved access between Littlehampton and Arundel and access to the River Arun which links the coast and the National Park.

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

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

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

15 Transport

Policy Outcomes
<ul style="list-style-type: none"> To enhance biodiversity and recreational access in the District
Implementation
<ul style="list-style-type: none"> Through working in partnership with landowners and partners including the Environment Agency, Natural England and the South Downs National Park Through a range of funding mechanisms including Local Sustainable Transport Fund and developer contributions

15.3 Safeguarding the main road network

- 15.3.1** In order to encourage residents and visitors to Arun to use a wide range of transport modes, the needs of all road users must be considered. In order to achieve this, the most efficient use of the existing road network is necessary. The County Council has identified a number of road schemes which aim to improve the existing transport network and open up opportunities for increased public transport and cycling. Some of these schemes are due to be brought forward in the short term, such as junction improvements at Comet Corner, Middleton-on-Sea (which is programmed to be constructed 2016/17) and the Bognor Regis Relief Road, which is currently under construction and is scheduled for completion by the end of 2014.
- 15.3.2** The District's road network will need to be upgraded to support increased use as a result of future growth. Furthermore, economic growth and employment sites planned for Bognor Regis and Littlehampton will also need to be supported by good north-south linkages which will improve the District's connectivity to the A27.
- 15.3.3** The Arun Transport Study of Strategic Development (March, 2013) tested a number of highway improvement measures to support future levels of car use resulting from the strategic development within this plan. In addition to the committed schemes as listed above, these included indicative routes such as the A259 improvements; the realignment of the A29 which would include a bridge over the railway at Woodgate; a bypass at Lyminster, which would improve links between Littlehampton and the A27 and a link between the A259 Felpham Way and the Bognor Regis Relief Road.
- 15.3.4** The indicative highway improvement schemes, which are safeguarded in the policy below, are to be delivered alongside strategic development proposed in this Plan as part of a mitigation and development facilitation package. These improvements add greater potential for increasing economic activity and job density in Arun. These schemes include the following:
- A259 Felpham Way and Northern Relief Road - This scheme would enable the delivery of the LEC airfield site, which makes up part of the Enterprise Bognor Regis Strategic Employment Land Allocation (Policy EMP SP2). It would also play a key role in connecting the site with the main road network. Evidence, currently being gathered, has indicated that the most feasible route would connect

15 Transport

- to the Bognor Regis Relief Road at a point to the east of the railway line (based on landscape and traffic impact and financial viability). However, the exact route that the link road will take is yet to be determined. Therefore, the route on the Policies Map shows a line to the LEC site and includes an arrow to indicate that the remainder of the route is yet to be determined. The delivery of the Enterprise Bognor Regis is a priority for the Council and has also been identified within the Coast to Capital Local Enterprise Partnership Strategic Economic Plan as an opportunity area for the creation of employment growth. Given the significant economic improvements that the link road would bring, there is a strong case for funding the route and it has been identified as a "pipeline scheme" by the Strategic Economic Plan. A potential source of funding will be through Tax Incremental Finance (TIF), subject to Enterprise Zone status being secured for the Enterprise Bognor Regis site.
- A259 Roundstone Bypass Improvement and the A259 Fitzalan Link - Body Shop roundabout improvement - These schemes, which propose the dualling of the A259 between Station Road and the A280 roundabout; and between the Fitzalan Link and Body Shop roundabout were identified through the A259 Route Improvement Study (2013). It has recently been announced that funding has been made available from the Coast to Capital Regional Growth Fund for the delivery of these schemes.
 - A259 Bognor Regis - Chichester Improvements (Stage 2) - Further work is required in the form of design, consultation and approval for this scheme and there is no current commitment to deliver the scheme.
 - A284 Lyminster Bypass - The proposed Lyminster Bypass will connect to the committed southern section which will run between Toddington Nurseries and the A259 and the Fitzalan Link. The bypass will improve north-south access from the A27 to Littlehampton by reducing the delays associated with the existing A284 Lyminster Road and the Wick level crossing. This scheme is expected to make the A284 Lyminster Road quieter and encourage walking and cycling on the route. The route will be funded through a mixture of planning obligations, the Regional Growth Fund and potential contributions from Network Rail.
 - A29 realignment through the Barnham/Eastergate/Westergate strategic site allocation - The potential to realign the A29 has long been documented by West Sussex County Council as a scheme to reduce congestion and to provide better north-south links between the A27 and the A259. The Council has worked with WSCC to develop an evidence base to support a realigned A29 route which includes bridging the railway line. The indicative scheme will also run through the strategic housing allocation, acting as an access route for the proposed development, as detailed in policy H SP1. This strategic priority ties in with the aim of the West Sussex Local Transport Plan (2011 - 2026) to "develop opportunities through new development that will improve the access along the A29, including the potential to bridge the railway level crossing at Woodgate". The delivery of this route will be through planning obligations from the strategic

15 Transport

allocation and funding has recently been announced for the scheme as part of the Coast to Capital Regional Growth Fund.

- A29 realignment (southern tie-in) and the A29 realignment (northern tie-in)⁽⁴⁾ - Evidence indicates that the A29 realignment would have wider benefits if it included both of the tie-in routes. As a comprehensive route, including tie-ins, the realignment would become more attractive to users and transfer more traffic away from the existing A29 and surrounding villages. Furthermore, the northern tie-in route would reduce traffic approaching the A29/B2233 War Memorial Junction and would resolve existing congestion problems. As indicative routes, these schemes are subject to further design, consultation and approval. Further detail regarding the delivery of these routes will be facilitated through working with local landowners as part of the overall masterplanning work for the strategic housing allocation at Barnham/Eastergate/Westergate. Given the strategic importance of the realignment, as identified by the Local Enterprise Partnership Coast to Capital Strategic Economic Plan, there will be a strong argument to support funding for the route as part of a combination of funding sources.

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

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

15.3.7 Evidence gathered as part of the A27 Arundel Bypass Wider Economic Impact Study (2013) reports that a by-pass at Arundel could bring significant improvements to the economy and the environment by reducing the length of traffic delays and reducing congestion. Furthermore, an A27 Corridor Feasibility Study has been commissioned by the Government to investigate potential solutions for addressing the congestion problems along the A27 corridor, including at Arundel, Chichester and Worthing. The Council will work with the Department for Transport, Highways Agency, West Sussex County Council, the South Downs National Park Authority and the Local Transport Body, to encourage the consideration of a bypass route which takes into account the South Down's National Park's purpose of conserving and enhancing the natural beauty, wildlife, and cultural heritage of the national park area, whilst ensuring the earliest delivery of this scheme.

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

15 Transport

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

Policy T SP3

Safeguarding the Main Road Network

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

Protect the lines of the following committed schemes:

- a. A259 Comet Corner (Middleton)
- b. A259 Bognor Regis Relief Road
- c. A284 Lyminster By-pass (Southern Section)
- d. Fitzalan Link

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

- e. A259 Felpham Way and Northern Relief Road Link
- f. A259 Roundstone Bypass Improvement
- g. A259 Chichester - Bognor Regis Improvements (Stage 2)
- h. A259 Fitzalan Link - Body Shop roundabout Improvement
- i. A284 Lyminster By-pass (Northern Section)
- j. A29 realignment and access route through the Barnham/Eastergate/Westergate site allocation
- k. A29 realignment (southern tie-in)
- l. A29 realignment (northern tie-in)

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

- m. Pink/Blue Route A27 Arundel By-pass

15 Transport

Policy Outcomes
<ul style="list-style-type: none"> Ensure strategic transport routes are safeguarded from development
Implementation
<ul style="list-style-type: none"> Through the commercial market and the delivery of strategic employment, housing, Parish and Town Council allocations and through Arun District Council partnership working with the Highways Authority and Highways Agency

15.4 Parking

Public car parks

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

15 Transport

Policy T DM2

Public car parks

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

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

Where parking charges are introduced, they must be set at appropriate levels to ensure that the vitality of the town centre is not undermined.

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

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

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

15 Transport

Implementation

- Through the consideration of regeneration projects and an objective car park strategy

Background Studies & Supporting Evidence relating to "Transport"

- Arun Transport Study for Strategic Development (WSP, 2013)
- A259 Route Improvement Study (Parsons Brinkerhoff, 2013)
- A27 Arundel Bypass Wider Economic Impact Study (Parsons Brinkerhoff, 2013)
- A27 Junction Capacity Modelling (Mott Macdonald, 2010)
- A29 Realignment Viability Study (MVA, 2013)
- A29 Woodgate Study (Parsons Brinkerhoff, 2012)
- Draft A29 Realignment Feasibility Study (Systra, 2014)
- Arundel Strategy Development Plan South Coast Corridor Multi-Modal Study Prepared for Government Office for the South East (2002)
- Bognor Regis Parking Strategy (2009)
- Car Parking: What Works Where (Homes and Communities Agency, 2006)
- Department for Transport Local Transport Note 2/08 (October 2008)
- Arun District Leisure Strategy (2012)
- Draft Enterprise Bognor Regis Highway Infrastructure Viability Study (Systra, 2014)
- Green Infrastructure Study (Land Use Consultants, 2012)
- Guidance on Transport Assessment (2007)
- Guidelines and Resources for the Safer Parking Scheme can be found online: <http://britishparking.co.uk/Guidelines-and-resources>
- Lyminster Bypass - Feasibility Study (WSP and Parsons Brinkerhoff, March 2012)
- Manual for Streets 2 (Department for Transport, 2010)
- Marine and Coastal Access Act (2009)
- National Planning Policy Framework (DCLG, 2012)
- Planning for Transport in the South East (South East England Councils, 2010)
- Revised County Parking Standards and Transport Contributions Methodology (WSCC, 2010)
- South Coast Multi Modal Study (2002)
- Strategic Transport Modelling Study (MVA, 2009)
- West Sussex County Council Guidance for Parking in New Residential Developments (2010)
- West Sussex County Transport Model Core Strategy Revised Options Final Report (2009)
- West Sussex Guidance on Transport Assessments (2007)

15 Transport

Background Studies & Supporting Evidence relating to "Transport"

- West Sussex Transport Plan 2011-2026
- A route strategy and action plan for the A27 for West Sussex County Council. ATKINS (July 2013)

Sustainability Appraisal Objectives relating to "Transport"

- Objective 1: Achieve Successful and Inclusive Communities
- Objective 2: Ensure Arun Delivers High Quality Housing and Provides Excellence Social Infrastructure
- Objective 3: Ensure a Diverse and Thriving Economic Base to support Arun's Growth
- Objective 4: Improve the Vibrancy of Arun's Town Centres
- Objective 5: Ensure efficient and sustainable movement within and beyond Arun
- Objective 6: Enhance Arun's Environmental Integrity and all sub-objectives
- Objective 7: Maximise Natural Resource Efficiency and all sub-objectives
- Sub-objective 1.1: Healthy Lifestyle
- Sub-objective 1.2: Healthy Lifestyles
- Sub-objective 1.7: Social Isolation
- Sub-objective 2.8: Access to Green Infrastructure
- Sub-objective 3.5: Visitor economy
- Sub-objective 4.1: Regeneration
- Sub-objective 5.1: Traffic Congestion
- Sub-objective 5.1: Relating to the net effect of potential development on the capacity of the highway network
- Sub-objective 5.2: Road Safety
- Sub-objective 5.3: Public Transport
- Sub-objective 5.4: Walking & Cycling
- Sub-objective 6.7: Air Quality

Key Indicators for Monitoring Purposes for "Transport"

Key Indicators	Source and frequency of reporting
<ul style="list-style-type: none"> • Reduce use of the car - travel modes change/trends • Efficient use of the existing transport network and reduction in congestion on the highway • Minimise demands on the transport network and improve quality of access • Development enables access to sustainable modes of transport for all members of the community - cycle route lengths, travel plans for major developments 	<ul style="list-style-type: none"> • ADC • WSCC • Wellbeing partners • Environment Agency • Natural England • SDNP • Highways Agency

15 Transport

Key Indicators for Monitoring Purposes for "Transport"

- | | |
|---|---|
| <ul style="list-style-type: none"> • Deliver Littlehampton to Arundel Green Link • Strategic transport routes are safeguarded from development - strategic road investment • Provide necessary and timely infrastructure for developments and deliver schemes of District wide value - improvements to network achieved and secured from planning permissions • Ensure sufficient provision of parking spaces within residential and non-residential developments • To ensure parking is incorporated into the overall design of new development • Special financial contributions received and spent. • Infrastructure provided on site for development, or site specific contributions received and spent. • Percentage of planning applications determined in compliance with West Sussex County Council guidance on parking provision | <ul style="list-style-type: none"> • ADC planning obligations data • Monitored through the Authorities Monitoring Report. |
|---|---|

22 Infrastructure provision & implementation

22 Infrastructure provision & implementation

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

"Deliver all Local Plan Strategic Objectives."

Infrastructure, Developers' Contributions and Viability

- 22.0.1** The maintenance and enhancement of existing infrastructure and the provision of new infrastructure is required to support Arun's vision for growth and the changes set out in this Local Plan. Ensuring that both existing and new residents and visitors are able to access the services that they require without undue inconvenience or needing to travel long distances. In turn meeting both the sustainability appraisal and strategic objectives of the Plan.
- 22.0.2** The types of infrastructure needed will cover a wide range of local facilities and services and should include facilitation to ensure establishment of the following:
- Transport, including public and community transport
 - Education provision
 - Health facilities
 - Social infrastructure including community centres
 - Open space provision
 - Green infrastructure and Public Rights of Way improvements; including green links connecting communities together and with the South Downs National Park
 - Measures necessary to protect, avoid or mitigate harm to areas designated for their local, national, or international importance
 - Flood defences
 - Public services
 - Utilities including communications
- 22.0.3** This Local Plan identifies strategic housing and employment sites to deliver the bulk of the District's housing and employment requirements up to 2031. Large developments require a significant amount of early planning and preparation through community consultation, technical studies and masterplanning to assess impact and identify mitigation measures. The District Council and its partners, where relevant, will work with the developers to ensure that the best outcomes for the District and local communities are achieved. The strategic sites, in particular, will necessitate the delivery of specific items of infrastructure as identified in Local Plan's Policies and the Infrastructure Delivery Plan. The Council will seek to ensure that consultation arrangements are put in place for infrastructure schemes promoted and delivered by other agencies.
- 22.0.4** An Infrastructure Delivery Plan (IDP) has been prepared to support the Local Plan and sets out the infrastructure requirements that will need to be delivered over the Plan period to support growth. The IDP was informed through consultation with infrastructure providers and parish and town councils. The IDP will be a "living"

22 Infrastructure provision & implementation

document to facilitate an on-going partnership approach with infrastructure providers, throughout the plan period. In particular it makes clear what infrastructure is required, who is going to fund and provide it and how it relates to the anticipated phasing of development. Details of infrastructure requirements identified by Neighbourhood Development Plans will also be included within the IDP which will be regularly monitored and updated. The IDP will be used as a key document for identifying priority projects and will be an important tool for preparing a Regulation 123 list of spending priorities, to be drawn up alongside the Community Infrastructure Levy (CIL) charging schedule. It should also be noted that West Sussex County Council is preparing a Strategic Infrastructure Package to enable the provision of County Council services to meet the needs of new strategic development.

- 22.0.5** On site provision, or where this is not possible, financial contributions will be sought from developers, to combine with public funding to deliver the necessary facilities and infrastructure identified through the IDP. The infrastructure requirements and contributions will vary depending on the scale, nature and location of the development. References in this Plan to ‘developer contributions’ are intended to cover physical provision of infrastructure (on or off-site) or financial contributions. These may be secured by planning obligations or agreements (known as Section 106 obligations), agreements under Section 278 of the Highways Act 1980 or CIL receipts, subject to the adoption of a CIL charging schedule.
- 22.0.6** The District Council plans to use a mixture of planning obligations and planning conditions to secure the required improvements or funding. This approach will be informed by the IDP which draws on strategies and investment plans of the local authority and other organisations. Contribution levels will be based on the overall costs of provision, but will take into account the availability of other sources of funding.
- 22.0.7** Infrastructure will need to be provided at the right time to support development. However, this is not always in advance of development, therefore, phasing and trigger mechanisms will be needed to ensure that the right facilities come forward at the right time. The Council will work with the service and infrastructure providers to ensure that relevant infrastructure is provided in a timely way, in conjunction with development.
- 22.0.8** There are particular infrastructure issues, as set out in the IDP, relating to the District as a whole. The District Council plans to address these issues through a mixture of financial contributions from CIL and external funding sources. Further details regarding these issues are set out in more detail in Local Plan policies, including transport, water, and green infrastructure.

22.1 The Community Infrastructure Levy

- 22.1.1** There is a package of district-wide measures which will need to be delivered on a strategic scale to ensure the provision of community benefits and provision of measures to mitigate the impact of strategic development sites. The council will aim to deliver these with its partners from a range of funding streams. It is intended that

22 Infrastructure provision & implementation

one funding source will be the Community Infrastructure Levy (CIL), subject to the council adopting a charging schedule. CIL receipts will need to be used to deliver the schemes identified on the Council's Regulation 123 list which will identify infrastructure projects which can only be funded by CIL. The following section sets out District wide infrastructure requirements that will be critical to support growth. This section should be read alongside the IDP.

Social infrastructure

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

Public services

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

Green infrastructure

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

Healthcare

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

22 Infrastructure provision & implementation

a basis for similar significant improvements where required but particularly in areas where the greatest pressure results from new housing development. the Council will work in partnership with the NHS to identify priorities for CIL spending.

Drainage and flood mitigation

- 22.1.6** The Lower Tidal River Arun Strategy outlines recommendations for managing flood risk on the lower River Arun from Pallingham Weir to Littlehampton and Ford. The strategy provides details of the works that are required and how much they will cost. Part of the cost of delivering these schemes will be met by Central Government. However, a greater proportion of funding needs to be found locally. The strategy identifies flood defence schemes that could be prioritised by the Council as well as Town and Parish Councils and potentially funded by CIL receipts.
- 22.1.7** The River Arun to Pagham Flood and Coastal Erosion Risk Management Strategy (FERMS) has been produced by the Environment Agency in partnership with Arun District Council. The study will inform the flood risk works required in Arun's coastal communities, including costs, timetables and how much of the works will be funded by Central Government. Further detail will need to be incorporated into the IDP as the FERMS is progressed. Partnership working with local communities and the Environment Agency will also be required to identify local funding sources, including CIL and delivery timescales for defence work.
- 22.1.8** The Aldingbourne Rife Integrated Flood Risk Management Plan & Works (ARIFRM) will deliver a package of schemes and flood alleviation works to reduce flood risk to people and properties in the Aldingbourne Rife catchment. The Environment Agency want to look at a holistic, catchment wide approach to flood risk management, as well as deliver environmental benefits and enhancements. Further detail will need to be incorporated into the IDP as the programme is progressed. Partnership working with local communities and the Environment Agency will also be required to identify local funding sources, including CIL, and delivery timescales for any new works proposed by this plan.

Transport

- 22.1.9** The Arun Transport Study identifies a package of mitigation measures to reduce congestion on the District's highway network. A number of the measures identified in the Study relate directly to strategic development locations and will be delivered through Section 106 agreements (Policy T SP3). However, a proportion of these measures relate to the cumulative impact of strategic growth upon the network. The following improvement measures could be funded and delivered through a mixture of CIL receipts, planning obligations and other funding sources in order to mitigate the impacts of housing and economic growth in the District:
- Sustainable transport package of measures for Arundel to reduce congestion at Ford Roundabout.
 - Ford Roundabout: Widening of the A27 Chichester Road exit.

22 Infrastructure provision & implementation

- A27 Crossbush junction improvements.
- Junction improvements to the A27/B2233 Nyton Road.
- Expansion and growth of Community Transport Services.

22.1.10 Owing to the complexity and cost of delivering transport schemes, a number of these projects may not be delivered until the second half of the Plan period (ie. In the next 6-10 years). The IDP identifies that the improvements at Crossbush should be phased to be delivered between 2020 and 2025.

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

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

22 Infrastructure provision & implementation

Policy INF SP1

Infrastructure provision and implementation

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

- Testing the capacity of existing infrastructure and where there is insufficient infrastructure capacity to support new development, mitigate the impacts of the development, provision should be secured and must be operational no later than the completion of the development or phase of development for which it is needed.
- Infrastructure provision or improvements should be provided on-site as an integral part of a development, wherever possible and appropriate;
- Off-site measures will require planning obligations or financial contributions, to secure the necessary provision
- Where a contribution towards other, district wide, infrastructure improvements or provision is needed and viable this will be achieved through planning obligations, or the Community Infrastructure Levy when it is introduced

Any on-site provision or financial contribution should:

- Meet the reasonable costs of provision to support the development or offset its impact;
- Be related to the size and type of each development and the nature of the improvements required; and
- Take account of the cumulative impact of requirements on the viability of development, especially where the development meets a particular local need or provides particular benefits

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

Policy Outcomes

- To ensure the infrastructure is delivered to accommodate growth in the District

Implementation

22 Infrastructure provision & implementation

Policy Outcomes

- To deliver development, notably the delivery of strategic residential and employment allocations, through market mechanisms, effective use of the development management system informed by the the Local Plan policies, Infrastructure Delivery Plan and the Community Infrastructure Levy charging schedule when it is introduced. To work in partnership with infrastructure providers, local and strategic partners to ensure the co-ordinated delivery of infrastructure, secured with sufficient resources from private, public and community sectors.

Background Studies & Supporting Evidence relating to "Infrastructure Provision & Implementation"

- Infrastructure Delivery Plan (April, 2013)
- Community Infrastructure Levy Regulations (2010)
- Community Infrastructure Levy (Amendment) Regulations (2011)
- Community Infrastructure Levy (Amendment) Regulations (2014)
- National Planning Policy Framework (2012)
- Infrastructure Funding Study, (2009)

Sustainability Appraisal Objective(s) relating to "Infrastructure Provision & Implementation"

- All overall Sustainability Appraisal objectives

23 Monitoring

23 Monitoring

Monitoring Framework

- 23.0.1** The monitoring framework for the Local Plan is set out as a Technical Appendix : Monitoring Framework Appendix. It focuses on measuring the effectiveness and implementation of Local Plan policies. The framework identifies indicators for the Plan to be measured against to illustrate whether the strategic objectives of the Local Plan are being delivered and in the event that they are not, which appropriate measures shall be undertaken to address those matters.
- 23.0.2** The monitoring framework is intended to deliver flexibility within the Local Plan and enable a change in approach in development management to be made in response to changing circumstances in the Local Planning Authority District.
- 23.0.3** Monitoring of the Local Plan will primarily be achieved through the collection of information about the effectiveness of key Local Plan policies. Information on the effectiveness of key Local Plan policies can be used to identify when a change in the approach to development management decision making is necessary to ensure that the objectives underpinning planning policies are achieved.
- 23.0.4** Key monitoring indicators have been selected to:
- provide information about whether policy outcomes identified in Local Plan policies that are key to the delivery of strategic objectives are being achieved
 - track trends in land use and development and other factors that may be influenced by Local Plan policies
 - identify and record the deliverables derived from the implementation of Local Plan policies
 - track progress in planning policy development
- 23.0.5** Decisions made as part of the development management process on planning applications submitted will be monitored. Information on decisions taken contrary to planning policy will be captured and analysed.
- 23.0.6** It is through decision making as part of the development management process that planning policies are implemented.
- 23.0.7** Monitoring of development management decision making will provide information which will enable an assessment to be made as to whether Local Plan policies are effective and whether the strategic objectives of the Local Plan are being delivered.
- 23.0.8** The Sustainability Appraisal of the Local Plan also provides for monitoring of the significant environmental effects of implementing the Local Plan. The Council's monitoring reports will incorporate any significant environmental effects identified through Sustainability Appraisal monitoring.

23 Monitoring

23.0.9 With regard to the preparation of Neighbourhood Development Plans, the onus shall be on those preparing such plans to devise and publish a policy monitoring framework. Appropriate Neighbourhood Development Plan policies for this Council to monitor will be considered during the general conformity check of the Neighbourhood Development Plan against the Local Plan.

Monitoring Reports

23.0.10 Key monitoring indicator data will be reported at least annually in the Council's Authority Monitoring Reports (AMR). The Council's AMRs will report on both the significant effects of and the effectiveness of planning policies in a specified period, on any action required to secure the implementation of policies and on trends over previous years of the Local Plan period. Supplementary information that can help give an indication as to whether Local Plan policies are effective in delivering strategic objectives will also be made available. The AMRs will also provide information on the development of planning policy and the evidence base underpinning planning policy. Furthermore, the AMRs will enable the identification of any shortfalls or unintended consequences or inconsistencies with national policy which may require an update of the Plan itself.

23.0.11 Key indicators for monitoring purposes are set out at the end of each section of this Local Plan. For policies where a key monitoring indicator is not proposed, monitoring of development management decision making will provide information on whether these policies are being implemented. This approach followed in the Technical Appendix: Monitoring Framework Appendix. The information to complete the AMRs will come from a variety of sources and will require the active support of partner organisations, as part of the duty to co-operate.

23 Monitoring

Appendix 3 – An Indicative Housing Trajectory

	Arun Indicative Housing Trajectory	Year		Residual Housing Requirement
How much is needed	Requirement	2011-14	2320	-
	Requirement	2015-29	8700	-
	Total Requirement	2011-29	11020	11020
How much is done	Completed	2011-12	(1198)	9822
How we plan to meet the rest	Net Projected Completion Large Sites with PP	2013-29	(3859)	5963
	Net Planning permission subject to agreeing S106	2015-29	(384)	5579
	Net Neighbourhood Plan Sites	2015-29	(334)	5245
	Net HELAA (SHLAA) Large Sites	2015-29	(451)	4794
	Small Sites	2013-29	(283)	4511
	Windfall	2015-29	(1079)	3432
	Future Neighbourhood Plan Sites	2018-29	(424)	3008
	Strategic Allocation Angmering	2018-29	(240)	2768
	Strategic Allocation Barnham/Eastergate/Westergate	2019-29	(2000)	768
	Littlehampton AAP/Ford and Fontwell DPD's	2028-2029	(1000)	-232

Indicative Affordable Housing Supply	
Completions from Permitted Sites	966
SHLAA Sites	125
Neighbourhood Sites	127
Strategic Housing Sites	972
Total	2190 (approx. 20% of market housing)

Notes:

(brackets) – Indicate a reduction

HELLA – Housing and Economic Land Availability Assessment

SHLAA – Strategic Housing Land Availability Assessment

Appendix 4

Arun Local Plan.

Monitoring Framework Technical Appendix

Appendix 4.**Arun Local Plan.****Monitoring Framework Technical Appendix**Introduction

Local planning authorities must publish information at least annually that shows progress with Local Plan preparation, reports any activity relating to the duty to cooperate and shows how the implementation of policies in the Local Plan is progressing and are encouraged to report as frequently as possible on planning matters to communities. This is important to enable communities and interested parties to be aware of progress. Local planning authorities can also use the Authority Monitoring Report to provide up-to-date information on the implementation of any neighbourhood plans that have been made, and to determine whether there is a need to undertake a partial or full review of the Local Plan.

The framework is set out in a series of tables, organised according to the Chapters of the Local Plan. It references the relevant strategic objectives, outcomes expected, sustainability objectives, and the policies (both strategic and development management). For each policy there is a reference to the targets or direction intended by the policy, indicators and data sources (by organisation and dataset where relevant).

Chapter: Sustainable Place			
Sustainable Development, Settlement Structure & Green Infrastructure			
Spatial Objectives: To protect and enhance Arun's outstanding landscape, coastline and historic built environment so reinforcing local character and identity. To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity.			
Outcomes: <ul style="list-style-type: none"> • Protection of the countryside as an important resource in its own right. • To meet the aim of sustainability by locating development in areas with existing services, infrastructure and facilities. • To protect and enhance the District's Green Infrastructure Network • To protect the settlement structure of the District and to protect the undeveloped coastline. • To conserve and enhance the landscape character of the District and its contribution to sense of place and enjoyment by both residents and visitors. • To protect the setting of historic Arundel which is of national and local importance 		SA Objectives <ul style="list-style-type: none"> • Objective 1: Achieve Successful and Inclusive Communities • Objective 2: Ensure Arun Delivers High Quality Housing and Provides Excellence Social Infrastructure • Objective 3: Ensure a Diverse and Thriving Economic Base to support Arun's Growth • Objective 5: Ensure efficient and sustainable movement within and beyond Arun • Objective 6: Enhance Arun's Environmental Integrity and all sub-objectives • Objective 7: Maximise Natural Resource Efficiency and all sub-objectives • Sub-objective 1.1: Health Lifestyle • Sub-objective 1.7: Social Isolation • Sub-objective 2.8: Access to Green Infrastructure • Sub-objective 3.5: Visitor Economy • Sub-objective 5.4: Cycling and Walking • Sub-objective 6.1: Relating to the potential of development in the area to maintain/ enhance the distinctive character of Arun's settlements, built environment and landscapes • Sub-objective 6.2 relating to Historic Environment • Sub-objective 6.3 relating to the potential impact of development in the area on designated environmental sites • Sub-objective 6.4 relating to the potential impact of development in the area in terms of biodiversity 	
Policy	Target/Direction	Indicator	Source
SD SP1	Contribute to sustainable development as defined in NPPF, increase in employment density in the District. Approve planning applications that increase employment density and which accord with the policies in this Local Plan	Development Management monitoring. Planning commitments and completions data: Business Floorspace/Dwellings. Employment Density in Arun District	ADC/WSCC: Annual Completions Data. ONS/Arun Housing Market Assessment

SD SP2	<p>Built up area boundaries held/not reduced.</p> <p>No loss of countryside, except in regard to Strategic and Broad development allocations plus any changes agreed through Neighbourhood Plans</p>	<p>Development Management: Planning permission achieved as an exception to SD SP2 by ADC and on appeal to SoS. Number, Scale, Location</p> <p>How many permissions/refusals based on this policy - How many appeals have been granted against this policy</p> <p>Neighbourhood Plans: changes agreed/area lost.</p>	<p>ADC/WSCC: Annual completions data by brownfield/greenfield/outside built up area.</p> <p>ADC Development Management records</p> <p>ADC/Parish Planning Groups.</p>
C SP1	No loss of countryside value through inappropriate development.	As per SD SP2	<p>ADC/WSCC</p> <p>Annual completions data by brownfield/greenfield/outside built up area.</p>
GI SP1	No loss of existing Green Infrastructure/ Additions in quantity/quality of Green Infrastructure.	<p>As per SD SP2.</p> <p>Planning obligations/Section 106/CIL: Enhancement schemes agreed through development permissions and investment.</p> <p>Baseline: Green Infrastructure Study 2012.</p>	<p>ADC/WSCC</p> <p>Countryside, Health and Well Being Partners</p>
SD SP3	No loss of gaps between settlements, except in regard to Strategic and Broad development allocations plus any changes agreed through Neighbourhood Plans	<p>As per SD SP2</p> <p>Neighbourhood Plans: changes agreed/area lost.</p> <p>Baseline: Green Infrastructure Study 2012.</p>	<p>ADC/WSCC</p> <p>ADC/Parish Planning Groups</p>

LAN DM1	Landscape character maintained.	As per SD SP2 Baseline: SDNP Landscape Character Assessments. ADC/partner Landscape Assessments	ADC/WSCC ADC/SDNP
LAN DM2	Setting of Arundel	As per SD SP2 Outside that defined in LAN DM2	ADC/WSCC

Chapter: Prosperous Place	
Employment Land Provision, Retail, Tourism, Soils, horticultural and equine developments.	
Spatial Objectives:	
<ul style="list-style-type: none"> • Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, quality affordable accommodation and the development of business support and partnerships. • Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities. • To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity. • To protect and enhance Arun's outstanding landscape, coastline and historic built environment so reinforcing local character and identity. • To reduce the need to travel and promote sustainable forms of transport. • Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population 	
Outcomes:	SA Objectives
<ul style="list-style-type: none"> • A more self-contained labour market • To achieve a prosperous economy • Delivery of sites • Rebalancing of labour market • Reduction in out-commuting • Safeguarded employment, harbour and residential properties (Littlehampton Harbour) • Improved communications • Attraction, retention and improvement of retail centres • Promotion of economic growth and safeguarded environments • Attraction, retention and improvement of visitor attractions, facilities and accommodation • Security of growing food • To support the horticultural industry in Arun • To ensure the development of new garden centres is in the right place, to protect the viability of existing retailing and in the interests of the character of the rural areas • To maintain environmental quality and the character of the countryside • To support and diversify the rural economy 	<ul style="list-style-type: none"> • Objective 3: Ensure a Diverse and Thriving Economic Base to support Arun's growth • Objective 4: Improve the Vibrancy of Arun's Town Centres • Objective 6: Enhance Arun's environmental integrity • Sub-objective 1.2: Potential for development to promote healthy lifestyles and wellbeing, and reduce health inequalities • Sub-objective 2.7: Deliver good access to existing and/or create new Green Infrastructure • Sub-objective 3.2: Improve the skill base of people in Arun • Sub-objective 3.3: Inward Investment • Sub-objective 4.1: Regeneration • Sub-objective 4.4: Improve the leisure and cultural offer in Arun's town centres • Sub-objective 5.4: Provide opportunities for walking and cycling • Sub-objective relating to access to employment opportunities • Sub-objective relating to improvement of the skill base of people in Arun • Sub-objective relating to the improvement of access to locally produced food

Policy	Target/Direction	Indicator	Source
EMP SP1	<p>A more self-contained labour market in Arun:</p> <p>Adequate land to meet identified needs</p> <p>New employment floorspace delivered</p> <p>Growth in businesses</p> <p>Growth in local employment</p> <p>Key sector growth</p> <p>Growth in self-employment/home working</p>	<p>Completions on land allocated/committed for business development on Strategic Employment Sites</p> <p>New employment floorspace committed by type</p> <p>Floorspace/Land lost to commercial sector. Number, Scale, Type, Location.</p> <p>Business : growth by unit and sector</p> <p>Employment: growth by unit and sector</p> <p>Self-employed/home working: growth</p> <p>Change in employment density/worklessness</p> <p>Economic Growth: GVA measure</p>	<p>WSCC/ADC</p> <p>Commercial floorspace completions, under construction, with planning permission.</p> <p>ONS/WSCC/C2C LEP</p>
EMP SP2	<p>Delivery of strategic employment sites against trajectory.</p>	<p>Completions on land allocated/committed for business development on Strategic Employment Sites</p>	<p>WSCC/ADC</p> <p>Commercial floorspace completions, under construction, with planning permission.</p>
EMP DM1	<p>Existing employment sites protected/enhanced.</p> <p>Rural Economy sustained.</p> <p>Growth in businesses</p> <p>Local firms retained.</p> <p>Market attractiveness improved.</p>	<p>Commercial ("A & B") site losses to other uses. Number, Scale, Location</p> <p>New floorspace approved outside built up area boundary by type/use</p> <p>Business : Change by unit and sector</p> <p>Recorded losses/retentions</p> <p>New investment recorded/vacancies</p>	<p>WSCC/ADC monitoring.</p> <p>Commercial floorspace completions, under construction, with planning permission.</p> <p>ONS/ADC/C2C</p> <p>ONS/ADC/C2C</p> <p>ADC/C2C</p>

EMP DM2	Progress in delivery of strategic employment sites against trajectory	Completions on land allocated/committed for business development on Strategic Employment Sites	WSCC/ADC monitoring Commercial floorspace completions, under construction, with planning permission.
EMP DM3	Regeneration of Littlehampton Harbour	West Bank Area Action Plan adopted. Investment package delivered. Business/Employment generation.	ADC/Partners
EMP DM4	Knowledge/Cultural based sector growth achieved.	Business/Employment growth in knowledge/cultural based sector	ONS/ADC/C2C/University of Chichester.
SKILLS SP1	Quality/Quantity of Arun Workforce Skills enhanced.	Change in Quality/Quantity of Arun Workforce skills. Strategic Housing/Employment sites: Number/Value/Output of Skills Agreements. Reduction in worklessness Childcare: number and proximity to employment areas.	ONS/WSCC ADC Development Management Records/C2C LEP ONS/WSCC WSCC
TEL SP1	100% high quality communications, including superfast broadband achieved across Arun District.	Communications infrastructure/superfast broadband penetration across Arun District. Development Management: Positive/Negative outcomes for TEL SP1 in regard to new development.	OFCOM/C2C LEP ADC Development Management records
TEL DM1	TEL DM1 delivered	Development Management: Planning permission achieved as an exception to TEL DM1 by ADC and on appeal to SoS. Number, Scale, Location	ADC Development Management records
RET SP1	Retail Hierarchy maintained and vitality	Development Management: New	WSCC/ADC

	improved.	<p>retail floorspace permitted. Balance between out of town and that within the hierarchy of centres.</p> <p>Floorspace/Land lost to retail sector. Number, Scale, Type, Location.</p> <p>Percentage of retail & leisure development within town centres.</p> <p>Vacancies levels</p> <p>Regeneration programme progress.</p>	<p>Commercial floorspace completions, under construction, with planning permission.</p> <p>ADC/Partners</p>
RET DM1	RET DM1 delivered	<p>Development Management: Planning permission achieved as an exception to RET DM1 by ADC and on appeal to SoS. Number, Scale, Location</p>	<p>WSCC/ADC</p> <p>Commercial floorspace completions, under construction, with planning permission.</p> <p>ADC Development Management records</p>
TOU SP1	Create vibrant, attractive, safe and accessible places for a quality visitor experience.	<p>New floorspace/change of use to provide tourism/visitor facilities. Number, Scale, Type, Location.</p> <p>Tourism sector value to local economy: GVA, Jobs, Businesses</p>	<p>WSCC/ADC</p> <p>Commercial floorspace completions, under construction, with planning permission.</p> <p>ADC/C2C LEP/Partners</p>
TOU DM1	Attract, retain, and improve visitor attractions, facilities & accommodation.	<p>New floorspace/change of use to provide tourism/visitor facilities. Number, Scale, Type, Location.</p> <p>Development Management: Planning permission achieved as an exception to TOU DM1 by ADC and on appeal to SoS. Number, Scale, Location</p>	<p>WSCC/ADC</p> <p>Commercial floorspace completions, under construction, with planning permission</p> <p>ADC Development Management records</p>
SO DM1	Security of growing food.	<p>Development Management: Planning permission achieved</p>	<p>WSCC/ADC</p> <p>Commercial floorspace</p>

		as an exception to SO DM1 ADC and on appeal to SoS. Number, Scale, Location Change in agricultural land: Scale/Quality indices	completions, under construction, with planning permission ADC Development Management records DEFRA
HOR DM1	Local Horticulture Industry Supported.	New floorspace/change of use/ to enable success of local horticulture sector. Number, Scale, Type, Location. Floorspace/Land lost to horticulture sector. Number, Scale, Type, Location. Development Management: Planning permission achieved as an exception to HOR DM1 by ADC and on appeal to SoS. Number, Scale, Location Business/Employment growth in horticulture sector	WSCC/ADC Commercial floorspace completions, under construction, with planning permission ADC Development Management records ADC/WSCC/C2C LEP/Horticulture Industry/Partners
RET DM2	New garden centres are in the right place, protect existing retailing viability and the character of the rural areas	New floorspace/change of use/ for garden centre .Number, Scale, Type, Location. Development Management: Planning permission achieved as an exception to RET DM2 by ADC and on appeal to SoS. Number, Scale, Location	WSCC/ADC Commercial floorspace completions, under construction, with planning permission ADC ADC Development Management records
EQU DM1	Equine Development granted subject to compliance with EQU DM1	New floorspace/change of use/ to equine uses. Number, Scale, Type,	WSCC/ADC Commercial floorspace completions, under

		Location. Development Management: Planning permission achieved as an exception to EQU DM1 by ADC and on appeal to SoS. Number, Scale, Location	construction, with planning permission ADC Development Management records
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Chapter: Living Place	
Housing Delivery, Design, Health, Recreation & Leisure	
Spatial Objectives:	
<ul style="list-style-type: none"> Plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District's housing requirements and the needs of Arun's residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity. To create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities. To plan and deliver a range of housing mix and types in locations with good access to employment, services and facilities to meet the District's housing requirements and the needs of Arun's residents and communities both urban and rural, ensuring that issues of affordability and the provision of appropriate levels of affordable housing are addressed while supporting the creation of integrated communities Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population 	
Outcomes:	SA Objectives
Housing	Housing:
<ul style="list-style-type: none"> To facilitate the provision of sufficient housing in Arun and to ensure a continuous five year housing supply To provide an appropriate housing mix in all developments to cater for a variety of housing needs To meet the needs of the District for affordable housing To meet the housing needs of the District To avoid concentrations of houses in multiple occupation To provide for the needs of the elderly throughout the District To provide for adequate Traveller accommodation at appropriate locations throughout the District To allow for the appropriate provision of dwellings for those engaged in agricultural and forestry activities, whilst also ensuring the protection of the countryside. To provide adequate accommodation for seasonal workers 	<ul style="list-style-type: none"> Objective 1: Achieve Successful and Inclusive Communities Objective 2: Ensure Arun delivers high quality housing and provides excellent social infrastructure Sub-objective 1.7: Relating to the reduction of social isolation Sub-objective 2.1: Relating to how far development in the area will contribute to meeting the housing requirement over the Local Plan period Sub-objective 2.2: Relating to the potential of development in the area to deliver affordable housing that meets Arun's identified housing needs Sub-objective 3.6: Relating to the potential of development in the area to encourage and support business start-ups and assist SMEs
Design	Design
	<ul style="list-style-type: none"> Crime levels of new development Objective 2: Ensure Arun Delivers High Quality Housing and Provides Excellence Social Infrastructure Objective 2: Ensure Arun delivers high Quality housing and excellent social infrastructure Objective 6: Enhance Arun's Environmental Integrity Objective 7: Maximise natural resource

<ul style="list-style-type: none"> • Design: Inclusive Places, Attractive Places and Buildings, Legible Places, Original and Innovative Design, Locally distinctive sustainable development • Form/Design Quality: Safer Places, Inclusive Places, Accessible and Pedestrian/Cycle Friendly Places, Green Spaces for the Public and Conservation, Attractive Places and Buildings, Legible Places, Original and Innovative Design, Adaptable Places and Buildings • Space Standards: Adequate internal space, Adequate internal storage, To provide adequate external private space for all residential development • Attractive Places and Buildings • Ensuring developments are designed to incorporate climate change adaptation measures • Ensure development is designed to promote energy efficiency • Ensure development in the District contributes to a reduction in greenhouse gas emissions • Ensure a proportion of energy generated in the District is generated from renewable and low carbon sources • Ensure renewable energy proposals are appropriately designed and located to minimise adverse environmental, social and economic impacts <p>Health Recreation & Leisure</p> <ul style="list-style-type: none"> • To improve the health and wellbeing of Arun's residents • To meet the needs of the District for recreation, leisure and cultural facilities • To provide for a more self-sufficient community • To promote well-being 	<p>efficiency</p> <ul style="list-style-type: none"> • Percentage of applications that are determined and that are not in compliance with this policy and/or the design guide (when it becomes available) • Sub-objective 2.3: Relating to whether the development in the area provides a balanced mix of housing which will contribute to meeting: • identified housing needs within the local authority area • b) identified housing demand within the local area and the wider housing market • Sub-objective 2.4: High Quality housing • Sub-objective 2.4: relating to the provision of high quality homes • Sub-objective 2.8: relating to whether the development will improve access to green infrastructure • Sub-objective 6.2: Historic Environment • Sub-objective 6.4: Biodiversity • Sub-objective 6.5: Water Quality • Sub-objective 6.6: Flood risk • Sub-objective 6.7: Air Quality • Sub-objective 7.1: Energy Supply and Demand • Sub-objective 7.3: Water resources • Sub-objective 7.5: Embodied impact of materials • Sub-objective 7.4: Relating to the potential of development in the area to achieve efficient use of land <p>Health, Recreation & Leisure</p> <ul style="list-style-type: none"> • Objective 1: Achieve Successful and Inclusive Communities • Objective 2: Ensure Arun delivers high quality housing and excellent social infrastructure • Objective 6: Relating to the enhancement of Arun's environmental integrity • Sub-objective 1.2: Relating to the potential of development in the area to promote healthy lifestyles and wellbeing, and reduce health inequalities • Sub-objective 1.7: Relating to the reduction in social isolation • Sub-objective 2.6: Relating to the potential of the area to deliver good access to existing and/or to create new health care facilities • Sub-objective 2.7: Relating to the delivery of good access to existing and/or the potential to provide new Community Centres • Sub-objective 2.8: Relating to the potential of the area to deliver good access to existing and/or to create new Green Infrastructure • Sub-objective 4.4: Relating to the improvement of the leisure and cultural offer in Arun's town centres • Sub-objective 7.6: Relating to the opportunities
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		to buy locally produced food or grow food	
Policy	Target/Direction	Indicator	Source
H SP1	To deliver sufficient housing in Arun and a continuous five year housing supply. Reference point: The Housing Trajectory Technical Appendix to the Local Plan. Enabling infrastructure, community facilities and green infrastructure delivered alongside housing development.	Net additional new dwellings in Arun. Monitored in relation to trajectory in Appendix xx to the Local Plan. Development Management: Adoption of negotiated agreements, Section 106 and CIL items delivered.	ADC/WSCC: Annual Completions Data. ADC Development Management records
H SP1 DETAIL	To deliver sufficient housing in Arun and a continuous five year housing supply. Progress in delivery from: <ul style="list-style-type: none"> - existing commitments - strategic allocations - area action plans and site specific development documents - neighbourhood plans Reference point: The Housing Trajectory Technical Appendix to the Local Plan.	Net additional new dwellings in Arun. Monitored in relation to trajectory in Appendix xx to the Local Plan.	ADC/WSCC: Annual Completions Data.
H DM1	An appropriate housing mix in all developments to cater for a variety of housing needs	Net additional dwellings by number of bedrooms. Net additional dwellings by tenure.	ADC/WSCC Strategic Housing Market updates.
H SP2	The affordable housings needs of the District are met.	Net additional dwellings: Number and percentage of new affordable dwellings delivered in total. Monitored in relation to trajectory in Appendix xx to the Local Plan	ADC/WSCC/SHMA/Objectively Assessed Housing Needs Studies.
H SP3	Rural/Exception Sites: to meet the housing needs of the district.	Net additional new dwellings in Arun. Monitored in relation to trajectory in Appendix xx to the Local Plan.	ADC/WSCC/SHMA/Objectively Assessed Housing Needs Studies.
H SP4	Manage proposals for , and avoid the concentrations of houses in multiple occupation	Development Management: Planning permission achieved as an	ADC/WSCC/SHMA/Objectively Assessed Housing Needs Studies.

		exception to H SP4 by ADC and on appeal to SoS. Number, Scale, Location	ADC Development Management records
H DM2	Provide for the needs of the elderly throughout the District	Net additional new dwellings in Arun. Development Management: Planning permission achieved as an exception to H DM2 by ADC and on appeal to SoS. Number, Scale, Location	ADC/WSCC/SHMA/Objectively Assessed Housing Needs Studies. ADC Development Management records
H SP5	Provide for adequate Traveller accommodation at appropriate locations throughout the District. Reference Table 12.2 in the Local Plan.	Allocation of sites (number of pitches) following needs assessment. Permissions granted for adequate sites (pitches). Losses: Change of use/redevelopment of existing permanent authorised sites.	ADC/WSCC/SHMA/Objectively Assessed Housing Needs Studies. ADC Development Management records
H DM3	Appropriate provision of dwellings for those engaged in agricultural and forestry activities, whilst also ensuring the protection of the countryside. To provide adequate accommodation for seasonal workers	Net additional new dwellings in Arun. Permissions granted for dwellings as accommodation that meet criteria of H DM3. Development Management: Planning permission achieved as an exception to H DM3 by ADC and on appeal to SoS. Number, Scale, Location. Cross reference to H SP3	ADC/WSCC/SHMA/Objectively Assessed Housing Needs Studies. ADC Development Management records
D SP1	To deliver: a) Inclusive Places, Attractive Places and Buildings, Legible Places, Original and Innovative Design b) Locally distinctive sustainable development	Development Management: Planning permission achieved as an exception to D SP1 by ADC and on appeal to SoS. Number. Scale. Location.	ADC Development Management records
D DM1	To deliver: <ul style="list-style-type: none"> • Safer Places • Inclusive Places • Accessible and Pedestrian/Cycle 	As for D SP1	ADC Development Management records

	<p>Friendly Places</p> <ul style="list-style-type: none"> • Green Spaces for the Public and Conservation • Attractive Places and Buildings • Legible Places • Original and Innovative Design • Adaptable Places and Buildings 		
D DM2	To deliver: Attractive Places and Buildings	As for D SP1	ADC Development Management records
D DM3	To deliver standards defined in table to D DM2. Planning applications that use the WSCC guidance on parking provision successfully.	As for D SP1	ADC Development Management records.
D DM4	To deliver: Attractive Places and Buildings	As for D SP1	ADC Development Management records
ECC SP1	To deliver climate change adaption measures in developments/buildings.	Number of schemes incorporating climate change adaption measures. Number. Scale. Location. Development Management: Planning permission achieved as an exception to ECC SP1 by ADC and on appeal to SoS. Number. Scale. Location.	ADC Development Management records
ECC SP2	To deliver energy efficiency, reduce greenhouse emissions and promote renewable energy sources in developments/buildings	Renewable energy developments. Number, Scale, Location. Smart Travel schemes in place. Development Management: Planning permission achieved as an exception to ECC SP2 by ADC and on appeal to SoS.	ADC Development Management records. OFGEM
ECC DM1	Renewable energy proposals are appropriately designed and located to minimise adverse environmental, social and economic impacts	Renewable energy developments. Number, Scale, Location.	ADC Development Management records

		Development Management: Planning permission achieved as an exception to ECC DM1 by ADC and on appeal to SoS.	
HWB SP1	To improve the health and wellbeing of Arun's residents	Health, recreation, leisure infrastructure and green infrastructure delivered. Wellbeing indices. POS/LEAP/NEAP delivered	ADC/Well Being Partners ADC Development Management records
OSR DM1	To improve the health and wellbeing of Arun's residents: open space, sport & recreation.	Health, recreation, leisure infrastructure and green infrastructure delivered/maintained. POS/LEAP/NEAP delivered Development Management: Planning permission achieved as an exception to OSRDM1 by ADC and on appeal to SoS.	ADC/ Well Being Partners ADC Development Management records
OSR SP1	To improve the health and wellbeing of Arun's residents: allotments	Gain/Losses of allotments.	ADC/Parish Councils/Wellbeing partners.

Chapter: Connected Place	
Transport, Sustainable Travel & Public Rights of Way, Safeguarding of the main road network, Parking	
Spatial Objectives:	
<ul style="list-style-type: none"> • Reduce the need to travel and promote sustainable forms of transport." • Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity". • Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities." • Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population." • Strengthen Arun's economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure, including road and rail access, quality affordable accommodation and the development of business support and partnerships. 	
Outcomes:	SA Objectives:
<ul style="list-style-type: none"> • To promote sustainable transport • To promote the efficient use of the existing transport network and reduce congestion on highway • To promote the use of low-carbon energy • To promote healthy lifestyles and reduce social isolation • Ensure development enables access to sustainable modes of transport for all members of the community • To enhance biodiversity and recreational access in the District • Ensure strategic transport routes are safeguarded from development 	<ul style="list-style-type: none"> • Objective 1: Achieve Successful and Inclusive Communities • Objective 2: Ensure Arun Delivers High Quality Housing and Provides Excellence Social Infrastructure • Objective 3: Ensure a Diverse and Thriving Economic Base to support Arun's Growth • Objective 4: Improve the Vibrancy of Arun's Town Centres • Objective 5: Ensure efficient and sustainable movement within and beyond Arun • Objective 6: Enhance Arun's Environmental Integrity and all sub-objectives • Objective 7: Maximise Natural Resource Efficiency and all sub-objectives • Sub-objective 1.1: Healthy Lifestyle • Sub-objective 1.2: Healthy Lifestyles • Sub-objective 1.7: Social Isolation • Sub-objective 2.8: Access to Green Infrastructure • Sub-objective 3.5: Visitor economy • Sub-objective 4.1: Regeneration • Sub-objective 5.1: Traffic Congestion • Sub-objective 5.1: Relating to the net effect of potential development on the capacity of the highway network • Sub-objective 5.2: Road Safety • Sub-objective 5.3: Public Transport • Sub-objective 5.4: Walking & Cycling • Sub-objective 6.7: Air Quality

Policy	Target/Direction	Indicator	Source
T SP1	Reduced use of the car. Efficient use of the existing transport network and reduction in congestion on highway. Minimise demands on the transport network and improve quality of access. Wellbeing improved.	Trends in the proportions of each travel mode. Change/trends, Measures of congestion across the road network, Cycle route lengths, Strategic Road Investment. Travel Plans for major developments. Improvements to network achieved secured from planning permissions.	ADC/WSCC/Transport/Well Being partners. ADC planning obligations data.
T DM1	Reduced use of the car. Development enables access to sustainable modes of transport for all members of the community	Trends in the proportions of each travel mode. Congestion, Cycle route lengths, Smart Travel Plans adopted. Improvements to network achieved secured from planning permissions.	ADC/WSCC ADC planning obligations data.
T SP2	Create the Littlehampton – Arundel Green Link.	Littlehampton – Arundel Green Link. Scheme Progress Improvements to network secured from planning permissions.	ADC/EA/NE/SDNP/ ADC planning obligations data.
T SP3	Strategic transport routes are safeguarded from development. Provide necessary and timely infrastructure for developments and deliver schemes of District wide value.	Strategic Road Investment/ Trends in the proportions of each travel mode. Measures of congestion across the road network. Infrastructure provided on site for development, or site specific financial contributions received and spent.	ADC/WSCC/Highways Agency. ADC planning obligations monitoring.
T DM2	District wide car park strategy defined. Parking standards met in new/regeneration development schemes. Development that uses the WSCC	Car park strategy – programme delivery. Infrastructure provided on site for development, or site specific financial contributions received and spent.	ADC/WSCC/ ADC planning obligations monitoring.

	guidance on parking provision successfully.		
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Chapter: Protected Place.	
Building Conservation & Archaeological Heritage, Natural Environment, Water, Natural Resources and Minerals Safeguarding, Waste Management, Quality of the Environment.	
Spatial Objectives:	
<p>Protect and enhance Arun's outstanding landscape, coastline, historic, built and archaeological environment thereby reinforcing local character and identity.</p> <p>To plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity.</p> <p>Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all. This includes meeting the needs of a growing elderly population.</p>	
Outcomes	SA Objectives
<p>Conservation & Archaeological Heritage</p> <ul style="list-style-type: none"> To reduce the number of heritage assets on the 'Heritage at Risk Register Preserve and enhance the Listed Buildings within the District in accordance with the Planning (Listed Building and Conservation Areas) Act 1990 Recognition of the many non-Statutorily Listed properties in the District that enhance the locality Protection and enhancement of the District's Conservation Areas To protect those areas which are important for their character and the contribution they make to the local environment To conserve and enhance the route of the former Portsmouth and Arundel canal To preserve Arun's archaeological heritage <p>Natural Environment:</p> <ul style="list-style-type: none"> To promote the conservation and enhancement of biodiversity and the natural environment To enhance the site's nature conservation interest and to 	<p>Conservation & Archaeological Heritage:</p> <ul style="list-style-type: none"> Sub-objective 6.1: Relating to the potential of development in the area to maintain/ enhance the distinctive character of Arun's settlements, built environment and landscapes Sub-objective 6.2: Relating to the potential impact of development on the historic environment Objective 6: Enhance Arun's Environmental Integrity Sub-objective 6.3: Relating to the potential impact of development in the area on designated sites Sub-objective 6.4: Relating to the potential impact of development in the area in terms of biodiversity <p>Natural Environment:</p> <ul style="list-style-type: none"> Objective 6: Enhance Arun's Environmental Integrity Sub-objective 6.3: Relating to the potential impact of development in the area on designated sites Sub-objective 6.4: Relating to the potential impact of development in the area in terms of biodiversity <p>Water:</p> <ul style="list-style-type: none"> Objective 6: Enhance Arun's Environmental Integrity Objective 7: Maximise natural resource efficiency Sub-objective 6.10: Relating to the potential impact of development in the area on the quality of local beaches Sub-objective 6.5: Water Quality Sub-objective 6.6: Flood Risk Sub-objective 6.9: Relating to the development in the area have a positive/negative impact on the coastal protection standard in the area Sub-objective 7.3 Relating to the potential of the area for water recycling and maximising the efficient use of water resources?

<p>secure any compensatory or mitigation measures and appropriate management that may be required</p> <ul style="list-style-type: none"> • Pagham Harbour: In the interests of protecting and enhancing the integrity of Natura 2000 sites • In order to increase the levels of biodiversity throughout the District • To prevent the loss of trees and woodland to development in order to preserve this important amenity contribution to the District <p>Water:</p> <ul style="list-style-type: none"> • To protect and enhance the water quality in the District • To reduce the risk of surface water flooding • Protecting Arun District against the impacts of flooding • Enhanced water quality • Enhanced landscaping and natural environment • To protect Arun's coastline <p>Natural Resources and Mineral Safeguarding</p> <ul style="list-style-type: none"> • To ensure development in the District does not result in the loss of economically viable minerals reserves • To ensure primary material is used efficiently <p>Waste Management</p> <ul style="list-style-type: none"> • To ensure development in Arun is safeguarded from the impacts of existing waste facilities • To ensure development uses resources efficiently and achieves high levels of recycling <p>Quality of the environment</p> <ul style="list-style-type: none"> • To enhance the quality of the District's environment 	<p>Natural Resources and Mineral Safeguarding</p> <ul style="list-style-type: none"> • Objective 7: Maximise natural resource efficiency • Sub-objective 7.4: Relating to the potential of development in the area to achieve efficient use/re-use of land • Sub-objective 7.5: Relating to the potential of development in the area to re-use existing building and/or source manufactured and/or recycled materials locally <p>Waste Management</p> <ul style="list-style-type: none"> • Objective 7: Maximise natural resource efficiency • Sub-objective 7.2: Relating to the infrastructure opportunities for waste reduction. Will this minimise waste disposal? <p>Quality of the environment</p> <ul style="list-style-type: none"> • Objective 6: Enhance Arun's environmental integrity • Sub-objective 6.1: Local Distinctiveness • Sub-objective 6.11: Relating to development in the area giving rise to remediation of land contamination • Sub-objective 6.7: Air quality • Sub-objective 6.8: Noise Pollution • Sub-objective 7.4: Relating to the potential of development in the area to achieve efficient use/reuse of land
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<ul style="list-style-type: none"> • To protect residents from noise • To protect existing industrial and commercial uses from noise sensitive uses which may prohibit continuation of use • To protect the District's tranquillity • To protect residents from light pollution • To protect the dark skies across the District and of the South Downs National Park • To protect the District's tranquillity • To minimise the impact of light pollution upon the skies across the District including those which would affect the area of the South Downs National Park. • To protect air quality in the District • To make best use of previously used land • To enhance biodiversity within the District 			
Policy	Target/Direction	Indicator	Source
HER SP1	Heritage Assets retained, improved, enhanced.	Number of permissions refused on heritage impact grounds. Planning permission achieved as an exception to HER SP1 by ADC and on appeal to SoS.	ADC Development Management records
HER DM1	Listed Buildings: Heritage Assets retained, improved, enhanced	Number of permissions refused on heritage impact grounds. Planning permission achieved as an exception to HER DM1 by ADC and on appeal to SoS. Reduction in number of buildings at risk.	ADC Development Management records
HER DM2	Locally Listed Buildings/Structures of character: Heritage Assets retained, improved, enhanced. Register kept up to date.	Number of permissions refused on heritage impact grounds. Planning permission achieved as an exception to HER DM2 by ADC and on appeal to SoS. Reduction in number of buildings at risk.	ADC Development Management records
HER DM3	Conservation Areas: Heritage Assets retained, improved,	Number of permissions refused on heritage impact grounds. Planning permission achieved as	ADC Development Management records

		Planning permission achieved as an exception to ENV SP1 by ADC and on appeal to SoS.	
ENV DM1	No loss in areas of biodiversity/geological importance. Improved biodiversity.	As for ENV SP1. Mitigation measures/improvements secured through planning obligations/investment.	ADC/Natural England/Local Partners.
ENV DM2	Pagham Harbour: Protect/Enhance Nature 2000 sites.	As for ENV SP1. Mitigation measures/improvements secured through planning obligations/investment	ADC Development Management records ADC/Natural England/Local Partners.
ENV DM3	Biodiversity Opportunity Areas: No loss in areas of biodiversity/geological importance. Improved biodiversity.	As for ENV SP1 Mitigation measures/improvements secured through planning obligations/investment	ADC Development Management records ADC/Natural England/Local Partners.
ENV DM4	Trees/Woodlands: Prevent loss local amenity/character	Number of permissions refused on tree/woodland protection grounds. Planning permission achieved as an exception to ENV DM4 by ADC and on appeal to SoS. Mitigation measures/improvements secured through planning obligations/investment	ADC Development Management records
ENV DM5	No loss in areas of biodiversity/geological importance. Improved biodiversity.	Number of permissions refused on biodiversity/natural environment impact grounds. Planning permission achieved as an exception to ENV DM5 by ADC and on appeal to SoS. Mitigation measures/improvements secured through planning obligations/investment	ADC Development Management records ADC/Natural England.
W SP1	Maintain/Enhance water quality, improve water efficiency and reduce flooding risk.	Number of planning applications objected to by the Environment Agency due to the impact on water quality/flood risk. Water companies WRMP progress/efficiency measures	ADC/WSCC/Environment Agency/Water companies.

		<p>achieved in new developments.</p> <p>Planning permission achieved as an exception to ENV W SP1 by ADC and on appeal to SoS.</p> <p>Mitigation measures/ improvements secured through planning obligations/investment</p>	ADC Development Management records
W DM1	<p>Maintain/Enhance water quality, improve water efficiency and reduce flooding risk.</p> <p>Effective measures adopted in the Lidsey Wastewater Treatment Works Catchment Area.</p>	As for W SP1	<p>ADC/WSCC/Environment Agency/Water companies.</p> <p>ADC Development Management records</p>
W DM2	Reduce flooding risk	<p>As for W SP1</p> <p>Plans and strategies reviewed/updated/targets met:</p> <p>Surface Water Management</p> <p>Catchment Flood Management</p> <p>Flood Defence Plans</p> <p>Lower Tidal River Arun Strategy</p> <p>SFRA: assessment reports</p>	<p>ADC/WSCC/Environment Agency</p> <p>ADC Development Management records</p>
W DM3	Deliver Sustainable Urban Drainage Systems.	<p>As for W SP1</p> <p>Number/Scale/Impact SUDS schemes delivered</p>	<p>ADC/WSCC/Environment Agency/Natural England</p> <p>ADC Development Management records</p>
W DM4	Arun coastline protected/managed to positive effect for biodiversity/landscape value.	<p>As for W SP1</p> <p>Coastal Protection/Management Plan: assessment reports.</p>	ADC/Environment Agency/Natural England/WSCC
NR DM1	<p>No loss of economically viable mineral reserves.</p> <p>Efficient use of secondary/recycled materials in new development.</p>	<p>Planning permission achieved as an exception to NR DM1 by ADC and on appeal to SoS.</p> <p>Mitigation measures/ improvements secured through planning obligations/investment</p>	<p>ADC Development Management records</p> <p>ADC/WSCC</p>
WM DM1	No impact on waste/landfill sites at	Number of planning applications objected to by the Waste	ADC Development

	<p>Ford and Climping (West Sussex Waste Plan).</p> <p>Site Waste Management Plans agreed on all sites where they are required.</p> <p>New development facilitates sustainable waste management.</p>	<p>Management Authority.</p> <p>Planning permission achieved as an exception to WM DM1 by ADC and on appeal to SoS.</p> <p>Mitigation measures/improvements secured through planning obligations/investment</p>	<p>Management records</p> <p>ADC/WSCC</p>
QE SP1	<p>Positive improvement in environmental quality. Reduce negative impact of development upon residents and visitors. Maintain value of existing uses, notably business, by deterring incompatible new uses as neighbouring development.</p>	<p>Number of planning applications refused with this policy.</p> <p>Planning permission achieved as an exception to QE SP1 by ADC and on appeal to SoS.</p> <p>Mitigation measures/improvements secured through planning obligations/investment</p>	ADC Development Management records
QE DM1	<p>Noise: District tranquillity maintained/improved. Resident and businesses protected from negative impacts of new development.</p>	<p>Number of planning applications that require formal noise assessments and mitigation measures.</p> <p>Then: as for QE SP1</p>	ADC Development Management records
QE DM2	<p>Light pollution: District tranquillity maintained/improved. Resident and businesses protected from negative impacts of new development. Dark skies protected in Arun District and SDNP</p>	<p>Change in Dark Sky index for Arun District and SDNP</p> <p>Then: as for QE SP1</p>	<p>ADC/SDNP</p> <p>ADC Development Management records</p>
QE DM3	<p>Air pollution: Resident and businesses protected from negative impacts of new development</p>	<p>Change in air pollution index/critical hot spot monitoring/Air Quality Management Area reports.</p> <p>Number of planning applications that require an Air Quality Action Plan.</p> <p>Then: as for QE SP1</p> <p>Cross reference monitoring requirement for Connected Place.</p>	<p>ADC/WSCC/SDNP</p> <p>ADC Development Management records</p>
QE DM4	<p>Contaminated Land: brownfield land recycled into new</p>	<p>Contaminated land area. Contaminated land remediated.</p>	ADC

	uses, remediation of land for new uses/enhanced biodiversity.	Then as for QE SP1	ADC Development Management records
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Chapter: Deliverable Place			
Infrastructure Provision & Implementation, The Community Infrastructure Levy, Monitoring			
Strategic Objective: Deliver all Local Plan Strategic Objectives			
Outcomes:		SA Objectives:	
<ul style="list-style-type: none"> Local Plan Strategic Objectives Delivered To ensure the infrastructure is delivered to accommodate growth in the District 		All:	
Policy	Target/Direction	Indicator	Source
INF SP1: Infrastructure provision and implementation.	Local Plan targets achieved as set out in individual policies and site allocations.	<p>Number of permissions refused as unable to meet requirements of INF SP1.</p> <p>Planning permission achieved as an exception to whole or part of INF SP1.</p> <p>Mitigation measures/ improvements/investment secured through planning obligations/investment</p> <p>Infrastructure delivery plan reviewed/updated on an annual basis.</p>	ADC Development Management records
<p>To include:</p> <ul style="list-style-type: none"> Transport, including public and community transport Education provision Health facilities Social infrastructure including community centres Open space provision Green infrastructure including green links connecting communities with the South Downs National Park Measures necessary to protect, avoid or mitigate harm to areas designated for their local, national, or international importance Flood defences Public services Utilities including communications 			
Community Infrastructure Levy.			
	Target/Direction	Indicator	Source
CIL programme delivered.	<p>CIL targets achieved.</p> <p>CIL agreed by Council.</p> <p>CIL applied</p> <p>CIL income</p>	<p>CIL income per annum.</p> <p>CIL income outstanding future years.</p> <p>CIL income/outstanding by Town/Parish</p> <p>CIL income spent by total/parish/scheme type</p>	<p>ADC/Parishes/Neighbourhood Planning Groups.</p> <p>ADC Development Management records</p>

	achieved		
	CIL funds spent on agreed schemes.		
To include:			
<ul style="list-style-type: none"> • Social Infrastructure • Public Services • Green Infrastructure • Healthcare • Drainage & flood mitigation • Transport 			
Monitoring Framework			
	Target/Direction	Indicator	Source
Monitoring Framework produced as per timetable.	Annual Report achieved.	Report produced, reported and fed back into Local Plan programme review as necessary	ADC
<ul style="list-style-type: none"> • provide information about whether policy outcomes identified in Local Plan policies that are key to the delivery of strategic objectives are being achieved • track trends in land use and development and other factors that may be influenced by Local Plan policies • identify and record the deliverables derived from the implementation of Local Plan policies • track progress in planning policy development 			

SUSTAINABILITY APPRAISAL

Intended Full Report

APRIL 2014



This Sustainability Appraisal Report has been issued for consultation alongside the Proposed Submission Local Plan. In line with the consultation period on the Local Plan, comments on this Sustainability Appraisal Report should be made between **xx Month 2014 to xx Month 2014**

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Contents

Contents

Contents.....	2
Abbreviations.....	4
1. Non-Technical Summary.....	5
1.1 Introduction.....	5
1.2 Methodology.....	5
1.3 Plans Programmes and Policies.....	7
1.4 Baseline Situation.....	8
1.5 Sustainability Issues affecting Arun District.....	12
1.6 The Sustainability Framework.....	15
1.7 Appraising the Strategic Objectives.....	24
1.8 Appraising the Spatial Options.....	25
1.9 Appraising the Policies.....	51
Sustainable Place.....	52
Prosperous Place.....	53
Living Place.....	55
Connected Place.....	56
Protected Place.....	57
Deliverable Place.....	59
1.10 Monitoring.....	61
2. Introduction.....	62
3. Methodology.....	70
The background to SA process to date.....	72
The purpose of this SA Report.....	73
Meeting the Requirements of the SEA Directive.....	73
4. Plans, Programmes and Policies.....	76
Changes to the Planning System.....	77
South Downs National Park Authority.....	78
5. The baseline situation: A portrait of Arun District.....	78
6. Predicted future without the Local Plan.....	83
Sustainability issues affecting Arun District.....	84

Difficulties in Collecting Data/Data Limitations	86
7. The Sustainability Framework.....	87
8. Appraising the Strategic Objectives	97
9. Appraising the Spatial Options.....	99
10. Appraising the Policies	178
Sustainable Place	179
Prosperous Place.....	181
Living Place.....	184
Connected Place	188
Protected Place	189
Deliverable Place.....	194
11. Monitoring Framework.....	196
12. Future Steps	198
Appendices.....	201
Appendix 1: Relevant Plans and Programmes	201
Appendix 2: List of Local Plan Objectives?	201
Appendix 3: Sustainability Framework against SEA criteria.....	201
Appendix 4: Appraisal Table of Policy Options	201
Appendix 5: Appraisal Table of Policies	201
Appendix 6: Monitoring Framework.....	201

Abbreviations

ADC	Arun District Council
BAP	Biodiversity Action Plan
CCCG	Clinical Care Commissioning Group
CFMP	Catchment Flood Management Plan
CIL	Community Infrastructure Levy
DCLG	Department for Communities and Local Government
EA	Environment Agency
WSCC	West Sussex County Council
EU	European Union
Habitats Directive	Council Directive 92/43/EEC on the Conservation of Natural Habitats and of wild fauna and flora
IMD	Index of Multiple Deprivation
LDF	Local Development Framework
LNR	Local Nature Reserve
NPPF	National Planning Policy Framework
ONS	Office of National Statistics
PAS	Planning Advisory Service
PDL	Previously Developed Land
PPG	Planning Policy Guidance
PPP	Plans, Programmes and Policies
PPS	Planning Policy Statement
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SxBRC	Sussex Biodiversity Records Centre
SCI	Statement of Community Involvement.
SDNPA	South Downs National Park Authority
SEA	Strategic Environmental Assessment
SEERA	South East England Regional Assembly
SEP	South East Plan
SF	Sustainability Framework
SHLAA*	Strategic Housing Land Availability Assessment
SHMA	Strategic Housing Market Assessment
SME	Small and Medium sized Enterprise
SNCI	Site of Nature Conservation Importance
SOA	Super Output Area
SPA	Special Protection Area
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems
WSCC	West Sussex County Council

*This document along with the Employment and Economic Land Assessment will now be combined together as recommended within the Planning Policy Guidance, but for the purposes of evidence production and work available for this appraisal, have been used separately.

1. Non-Technical Summary

1.1 Introduction

Arun District Council (ADC) has prepared the publication version of its Local Plan. Once adopted, the Arun District Local Plan will contain the planning policies which will be used to implement the vision and strategic objectives for future development in the District.

The Local Plan, as a Local Development Document (LDD), establishes a framework for future development. Therefore, in accordance with European and national legislation, it triggers the requirement for a Sustainability Appraisal (SA), incorporating a Strategic Environmental Assessment (SEA), to ensure that the plan delivers sustainable development. In order to clearly highlight how SEA requirements have been complied with, this SA signposts where requirements have been met.

This SA fully incorporates the SEA requirements as set out by European Directive 2001/42/EC and has been prepared to accompany the publication version of the Arun District Local Plan. This SA builds upon the SA Scoping Report and Initial Sustainability Commentary that supported the Core Strategy Issues and Options (see Table under 1.2).

The Strategic Assessment (SEA) aims to predict and assess the significant environmental effects that are likely to arise from plans, policies and strategies. It is a process for assessing, and where appropriate, mitigating negative environmental impacts of specific plans and programmes. The Sustainability Appraisal (SA) process is wider to ensure that the social and economic benefits can be considered on the same basis as the environmental.

The SA process is designed to test the Local Plan and is a means for identifying and mitigating any potential adverse effects that the Local Plan might otherwise have. By doing so, it can help make sure that the proposals in the plan are the most appropriate given the reasonable alternatives. The SA process helps test the Local Plan through the use and application of evidence and therefore helps with developing options. It is an iterative process, which is integrated into the different stages of forming a Local Plan.

1.2 Methodology

The SA process is completed to work in tandem with the production processes of the Local Plan. The processes are completed together at the different stages as shown in the flow chart below (Figure 3.1).

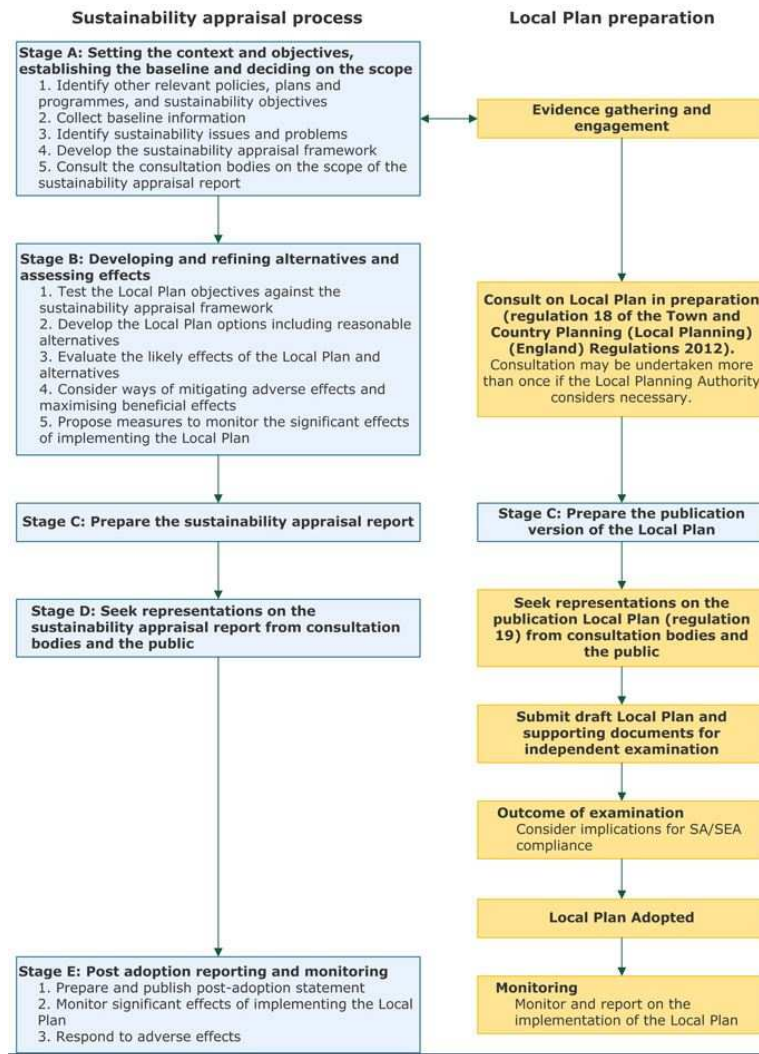


Figure 3.1

The key stages of the ADC Sustainability Appraisal, against the preparation of the Local Plan has been summarised in the table on the following page.

SEA/SA Stage	Sustainability Appraisal	Local Plan (LDF)	Consultation
Stage A	Sustainability Appraisal Scoping Report (2005) produced by ADC	The Core Strategy Issues and Options (2005)	Public 29 th September 10 th November 2005
Stage A	The ADC Core Strategy Sustainability Appraisal Scoping Report, (March 2009) by EDAW (AECOM)		Statutory 21 st November 2008 to 9 th January 2009
Stage A-B	Options for Growth Sustainability Appraisal Commentary (March 2009) by EDAW (AECOM)	The Core Strategy Options for Growth (2009)	Public 19 th February to 2 nd April 2009
		Arun District Council Housing and Employment Growth Options 2011	Public 15 th November to 28 th February 2011
Stage A-C	Interim Sustainability Appraisal (2012) by ADC	Local Plan 2013 - 2028 Version Regulation 18 (2012)	Public 19 th July 2012 to 10 th Sept 2012
Stage A-D	Intended Sustainability Appraisal (this document) by ADC	Publication Version of the Local Plan Regulation 19 (2014)	Autumn 2014
Stage A-D	Final Sustainability Appraisal Report	Submission Version of the Local Plan Regulation 22 (2015)	Public Consultation to be arranged

1.3 Plans Programmes and Policies

In order to establish a clear scope for the SA it is necessary to systematically review and develop an understanding of baseline data, and plans, programmes and policies (PPP's) that are of relevance to informing the Local Plan. These are set out in a table forming Appendix 1.

A key plan or programme of relevance to this appraisal is the Conservation of Habitats and Species Regulations 2010¹. This requires that a Habitats Regulations Assessment (HRA) is applied to all statutory land use plans in England and Wales. The aim of the HRA process is to assess the potential effects arising from a plan against the nature conservation objectives of any site designated for its nature conservation importance.

Detailed baseline information for ADC was gathered as part of the baseline analysis in the original 2005 Scoping Report (see 1.4). As part of the process of producing each SA, the baseline information has been utilised, updated and added to through a review of the National, County and ADC's strategies, action plans and monitoring reports. Additionally evidence based studies, commissioned by both ADC and WSCC to inform the emerging Local Plan have been incorporated in the appraisal process, specifically in updating indicators, and building on trends. As part of the baseline data review process the following principles are systematically considered:

- a. Relevance - is the data helpful?
- b. Current in the data as up to date as possible?
- c. Availability - the data easily accessible?
- d. Interpretation - is it easy to understand?

The Local Plan has been influenced by a wealth of PPPs. Additionally the content of the PPP's have also been used to inform some of the key sustainability issues facing the District and in turn, the sustainability objectives of this SA Report.

1.4 Baseline Situation

General characteristics

Arun District is located on the South Coast and is one of seven Districts within West Sussex. The District is bordered by Chichester District to the west and Worthing Borough and Adur District to the east. The northern half of Arun District is within the planning jurisdiction of South Downs National Park Authority (SDNPA) and the district of Horsham.

The Arun Local Planning Authority (LPA) covers an area of 12,090 hectares (46 square miles) and has an estimated population of approximately 146,000.² The northern part of the LPA is predominantly rural. The southern part of the LPA falls within the West Sussex coastal plain. The River Arun divides the District approximately in half. Over 77% of Arun's population (nearly 113,000) live in coastal urban areas centred on the two main towns of Bognor Regis and Littlehampton.

¹ Conservation of Habitat and Species Regulations 2010

<http://www.legislation.gov.uk/ukxi/2010/490/contents/made> transposed the requirements of the European Birds Directive into national law and consolidated amendments to the Conservation (Natural Habitats, &c) Regulations 1994.

² Estimate based on the 2011 Census (release 2.1) population for the Arun District, reduced by the estimated population for parishes which fall within the South Downs National Park Planning Authority Area.

These towns are separated from each other by an area of open countryside, the 'Climping Gap', which is important in landscape terms as well as providing an important part of the District's green infrastructure and one of the few remaining stretches of open, undeveloped coastline.

Bognor Regis and Littlehampton have merged with their neighbouring settlements to form larger built-up areas but the Parish identities remain and there are distinguishable village identities.

The coastal towns are the main service, employment, retail and social centres. Both centres have concentrations of manufacturing and warehousing premises which are located on their outskirts that play an important role in the overall employment of the District. Bognor Regis is the District's largest retail centre and also encompasses the Butlins Holiday Centre and a campus of the University of Chichester. Littlehampton is a smaller centre, located at the mouth of the River Arun and has a harbour with low density industrial units and an expanding marine leisure centre. Large numbers of Arun residents travel to larger centres outside the District for employment, shopping and entertainment, particularly to Chichester and Worthing.

The town of Arundel, dominated by its cathedral and castle, lies inland from the coast, at the foot of the Downs. It is an important visitor destination and many of the facilities, services and employment opportunities reflect this attribute. Arundel has historical and environmental designations and its future growth has to meet the challenge of its special historic and landscape character.

In the west of the District are the 'Six Villages' of Aldingbourne, Barnham, Eastergate, Westergate, Fontwell, Walberton and Yapton. Barnham, Eastergate and Westergate are located close together and although physically separate, share many facilities. Considered together the three villages provide a range of shops and local services, whilst Barnham benefits from a mainline railway station. The combination of these three villages, their services, the open land between them and the District wide priority to realign the A29 for improved access to employment land at Bognor Regis to the south, make this area a particularly sustainable location for criteria based growth. Fontwell, Walberton and Yapton are more clearly physically separate. Walberton and Yapton have a more restricted range of facilities and services than the three villages. Fontwell shares services and facilities with its neighbours, although there is focused employment in the equestrian sector linked to the racecourse, and due to its position in relation to the A27 it is highly accessible. However, social isolation can be an issue due to the lack of public transport services.

The largest inland settlement in the east of the District is Angmering. Angmering has experienced considerable new residential development in recent years but retains a village character. With improvements to the A280 now completed, improvements to the A259, the proximity of a main line railway station and the securing of additional primary school places, Angmering is considered a sustainable place for additional housing and employment growth.

The District also has some smaller villages and hamlets which have very limited services and facilities such as Poling, Clymping and Ford. Most of the coastal plain is high quality agricultural land with a number of horticultural businesses and glasshouses. The Ford area has a range of industrial estates and an open prison.

However this central area across the middle of the District generally corresponds to being the most tranquil part.

Transport links are dominated by east-west routes along the Sussex Coast, linking Arun with Worthing and Brighton to the east and Chichester and Portsmouth to the west. The main road links are the A27 trunk road and the A259, both of which suffer from congestion during peak times. The north-south road links provided by the A29, A284 and A280 are generally not as good as the roads for the east-west routes. The rail line known as 'Coastline' connects the main towns along the South coast, although both Bognor Regis and Littlehampton are served by branch lines. The Arun Valley line provides a direct rail link to London, Central Sussex and Gatwick Airport.

Environmental characteristics

In Arun, there are four Sites of Special Scientific Interest (SSSIs): Bognor Reef, Clymping Beach, Felpham and Pagham Harbour. There are five Sites of Nature Conservation Importance (SNCIs): Littlehampton Golf Course and Atherington Beach, Elmer Rocks, Middleton Shingle and Fontwell Park Racecourse. In addition, there are three local nature reserves at Bersted Brooks, Pagham Harbour and West Beach, Littlehampton. Pagham Harbour has also been designated as a Special Protection Area (SPA) under the EC Wild Birds Directive and is a Ramsar site. The environmental potential of the district extends beyond its boundaries, with the Arun Valley (which lies in the National Park) close to the northern boundary and Pagham Harbour which extends into Chichester District. Importantly, within the District there is scope and opportunities for habitat creation and restoration.

Arun District is affected to varying degrees by all sources of flooding, although the major sources are fluvial (rivers), tidal (sea) and groundwater. A significant proportion of Arun that is in Flood Zone 1 is towards or lies within the South Downs National Park Planning Authority Area. A large proportion of developable land in Arun also suffers from surface water flooding.

Water quality issues in Arun relate to organic pollution and eutrophication. Problems are frequently most acute in areas where there is less capacity for dilution. This becomes particularly evident during drought periods when discharge from treatment works can contribute to a significant proportion of river flow. This is known to occur in the Aldingbourne Rife, where it is downstream of the Tangmere Wastewater Treatment Works.

Arun is rich in historical assets, with designated assets comprising 723 statutorily listed buildings, 28 Conservation Areas and 5 Scheduled Monuments. In addition, Arun has a large number of undesignated features of historic and cultural interest and value including features of heritage, archaeological and landscape interest. Of note are 14 locally designated Areas of Special Character and 1,242 locally important buildings (Building or Structures of Character). Arundel in particular is renowned for its historic and cultural character.

Social characteristics

Arun has one of the UK's highest populations of elderly people, with 26% of residents being over the age of 65, compared to 16% nationally. Both national and local forecasts indicate that the largest growth in the future will be in people aged 85 and over. This brings its own challenges regarding health and housing issues. By contrast, parts of Bognor Regis and Littlehampton have a significantly younger age profile, with above average proportions of families and young people. Since 2004, the population has become more diverse, with people from other European Union countries now making up approximately 5% of the population.

Average life expectancy in Arun (80.2 years) is close to the average for West Sussex, and above average for England. However, this disguises wide variations across the District, where average life expectancy by Ward, ranges from 83 years to just 73 years.

Arun falls within the wider Coastal West Sussex housing market which stretches from Hove in the east to beyond Chichester in the west. Average house prices in Arun's coastal towns are generally relatively low compared to neighbouring areas, but prices are significantly higher in Arundel and some inland villages. Approximately 80% of housing in Arun is owner occupied, which is much higher than both the national and West Sussex average. Around 9% is social rented, with a similar proportion privately rented. Private renting is concentrated in the town centres, where it rises to over 35% of total housing in Marine Ward, Bognor Regis.

The 2010 Index of Multiple Deprivation (IMD) indicates that parts of rural Arun³ fall within the 10% most deprived areas in England in terms of barriers to housing and services. Across the District, there are wide differences in standards of living, with some of the most affluent neighbourhoods alongside some of the most deprived. Almost 17% of Arun's children live in low income households – just under 4,000 children, which was a small fall. Over 13% of people aged 60 or over live in low income households – just over 6,000 and this number is on the increase.

Educational achievement in the District is relatively low, with the percentage of those with a degree or higher (23%) falling below the national average (40%). In general, Arun is a relatively safe place with a low incidence of crime, although fear of crime remains a significant issue.

Economic characteristics

In economic terms, Arun is relatively prosperous when compared to the national average, but performs below average for the South East region. The largest employment sectors within the District are distribution, hotels and restaurants providing around 30% of jobs, followed by public administration, education, care and health at around 27%. Around 12% of jobs are in manufacturing which is above the South East average. Also significant is the commercial horticulture industry, which is a major employer in the Barnham and Angmering areas. Arun is dominated by small and medium enterprises (SMEs) with less than 11 employees, which account for 86% of the District's business establishments.

³ Super Output Areas for this domain are Arundel, Walberton and Yapton (2010 IMD)

Lack of employment ('worklessness') is a particular problem in parts of Bognor Regis and Littlehampton. Part of River Ward, Littlehampton falls within the worst 10% areas in England in terms of employment deprivation, and other parts of Littlehampton and Bognor Regis fall within the worst 20%.

Arun experiences high levels of out-commuting partly because employment opportunities in 2001 were limited within the District. Over 37% of residents in employment commute elsewhere to work. By 2011 the average distance travelled to work by Arun residents had increased in percentage terms above the UK and South East averages. Chichester acts as an important employment centre for the west of the District and is also a significant draw for shopping and entertainment. Worthing fulfils a similar role for the east of the District. Further afield, the larger centres of Brighton and Portsmouth exert an influence and there is also some commuting northwards towards Horsham, Crawley, Gatwick and London. The outflow of many Arun residents reduces the amount of money spent in local shops and facilities. It is a factor in reducing the competitiveness of Arun's coastal towns as retail and service centres.

Overall in terms of economic indicators, Arun ranks as the second most deprived local authority within West Sussex, but is among the least 50% deprived nationally. Across the District, there are large variations, with many of the rural villages, and parts of the coastal urban fringe residents have higher educational attainment and incomes. However, in the 2010 IMD Arundel, Walberton and Yapton Wards were identified as being the three most deprived super output areas and sections of the coastal strip also remain in deprivation, such as the Victoria Drive area of Bognor Regis also identified in the 2010 IMD.

1.5 Sustainability Issues affecting Arun District

The identification of sustainability issues is an opportunity to define key challenges and develop the objectives and criteria that create the sustainability objectives. This is a crucial component of the Sustainability Framework used to assess the Local Plan during its development (see 1.7 below). The review of relevant plans and policies (Stage A1) and the baseline investigations (Stage A2) have acted to provide a solid background against which the key sustainability issues for Arun's Local Plan can be established, as summarized in the table below:

Growth
Requirement for 11,600 dwellings to be delivered before or by 2029. Due to Arun's environmental and infrastructure constraints, options for locating growth become limited. Growth options should seek to improve inequalities where possible and explore the possibility of delivering physical infrastructure, plus improved facilities and services.
Diversifying local economy
The main sectors of employment in Arun are within wholesale retailing, repair of motor vehicles and public administration and services. Agriculture also plays an important role in the rural economy. By diversifying and increasing the range of employment sectors, Arun's economic base will be strengthened, and in turn will result in stronger resistance to future economic downturns. Diversifying the local economy can also assist in upskilling the workforce and creating a more balanced population through attracting

younger skilled people to relocate to Arun and encourage more of Arun's younger qualified residents to stay.

Low Wage Economy and Low Educational Achievement

GSCE attainment is lower than the national average. There is also a fair degree of variation between the educational institutions within Arun. Wages in Arun are also significantly lower at an average comparison to regional figures, due to the higher proportion being in the lower skilled sectors. This makes it hard to retain young professionals and improve the aspirations of the young. Employment needs to be key to delivering growth and should be more diversified, as well as contributing to improvement of educational attainments and skills.

Regeneration of Town Centres

Economic regeneration and the vitality of town centres is a key priority in Arun. At the heart of the regeneration plans is to create vibrant town centres that reposition Bognor Regis and Littlehampton as first class coastal destinations. Regeneration of the Town Centres should assist in addressing issues of social and economic deprivation without having a detrimental impact on the environment that is key to visitor attraction.

Local Distinctiveness

Arun is characterised by a range of open and diverse land and townscapes, with a number of historic assets and settings to the villages and towns. This distinctiveness is critical to Arun's identity and therefore needs to be protected and enhanced where possible.

Housing Delivery and Affordability

The existing housing delivery has on occasion been below previous expected targets and the economic cycle is likely to continue to put pressure on housing delivery in the District. Affordability is a concern in Arun but less so than other districts in West Sussex. The Strategic Housing Market Assessment indicates there may be hidden housing need. However the Demographic Needs Study (GL Hearn, 2014) also identifies that only a modest degree of this is from suppressed need. Barriers to Housing remain an issue.

Creating more balanced communities

The age profile in Arun is particularly unbalanced with significant number of younger people located in the town centres and an increase in the proportion of older people. This age structure imbalance has a range of implications in terms of the provision and delivery of services as well as the future supply of local labour and hence the strength of the economic base.

Quality of Life

Although generally Arun is not particularly deprived, there are certain concentrated pockets where people experience a range of inequalities relating to health, education, crime and income. Reducing inequalities needs to be key to ensuring future sustainability.

Isolation

Problems around isolation and loneliness were identified in the Community Strategy as key concerns. These problems may intensify in the more rural areas where a lack of public transport further exacerbates these feelings of isolation, particularly for the elderly or less mobile.

Lack of Community Cohesion

A lack of community spirit was highlighted as a key concern in the Community Strategy. Increasing number of migrants, a high number of second residences, coupled with existing issues around isolation and loneliness has increased feelings of tension and lack of community cohesion.

Protection and Enhancement of Environmental Assets and Biodiversity

Arun is rich in environmental assets both in terms of landscape and biodiversity features. Approximately 50% of the District is included in the South Downs National Park. There are 4 SSSIs, 16 SNCI, and 1 SPA and Ramsar site. These assets form an important feature of Arun's distinctiveness and need to be protected and enhanced where possible. Increased pressure and impacts resulting from increases in local residents and visitors need to be appropriately managed and mitigated against.

Fluvial and Tidal Flood Risk

Arun is at risk from all types of flooding, but the main risks are associated with fluvial and tidal flooding. Significant areas along the coast and the River Arun are within zones 2 and 3, most at risk from flooding. Climate change and pressures for development will increase the risk of flooding across the District if not managed and mitigated against.

Water Quality and Resources

Currently, one location along the Aldingbourne Rife is failing national water quality standards. Maintaining and improving water quality should be a key concern. Water as a resource also needs to be managed more effectively. Water demand will increase further through greater development pressures if consumption rates are not reduced.

Access to Sustainable Transport

The District suffers from heavy road congestion due to high levels of out-commuting of the workforce, high car ownership rates and a lack of public transport infrastructure. Therefore there is a need to increase sustainable modes of transport and the provision and coverage of public transport services.

Difficulties in Collecting Data/Data Limitations

The purpose and use of indicators is to provide objective information in order to inform the appraisal process. However, they do not explain why particular trends are occurring and the wider effects of any changes.

The indicators in the Scoping Report have been chosen to monitor particular sustainability objectives and thus provide measurable components. The risk with using indicators is that it is necessary to make judgments where there is not full information and therefore a particular issue either overlooked or underestimated. However, given the resources available to the Council and the number of issues to be assessed and appraised, it is considered that the use of measurable indicators is the most efficient and effective method of monitoring available.

There are several gaps in the data collected due to significant changes that have occurred in terms of information reported since 2010. Much of the data is collected or collated by external bodies and therefore Arun District Council has little control over the temporal and spatial scope of the data collected. In addition, it is necessary to be aware of the possibility that data collection methods often change, causing issues in terms of reliable comparisons. The most up to date and reflective information has been used to inform the appraisal and this issue has been key to the work on the monitoring framework.

It is important to recognise that such limitations exist and that focusing solely on quantified indicators as a measure of progress could lead to misrepresentation and distortion of trends. This being the case it will also be necessary, in some

circumstances, to utilise qualitative information, along with expert judgments, to assist with the appraisal of predicted effects. It should also be borne in mind that when considering plans at such a strategic level, it is not always possible to accurately predict sustainability effects. Impacts on biodiversity and cultural heritage, for example will often depend on more detailed information and studies at a site-level. Similarly some aspect of judgment has to be made when considering synergistic impacts of climate change, as though the wealth of and science of climate change has significantly increased, there is no firm evidence on this subject.

1.6 The Sustainability Framework

It is necessary to develop a Sustainability Framework (SF) to systematically assess contribution of the Local Plan objectives and policies to delivering sustainable development. The fifteen key sustainability issues identified in 1.5 above define the key challenges facing the District and informed the Sustainability Objectives. These are:

Sustainability Appraisal Objectives

1. Achieve successful and Inclusive Communities.
2. Ensure that Arun delivers high quality housing and provides excellent social infrastructure.
3. Ensure a diverse and thriving economic base to support Arun's growth.
4. Improve the vibrancy of Arun's Town centres.
5. Ensure efficient and sustainable movement within and beyond Arun.
6. Enhance Arun's Environmental integrity
7. Maximise Natural Resource efficiency.

The development of the SA objectives into a sustainability framework is a recognised way in which sustainability effects can be described, analysed and compared. The SA framework was first devised in the Scoping Report (March 2009), to assess the options of the Core Strategy. The SF is split into two sets of questions relating either to:

- 1). The assessment of spatial growth options i.e. where large scale development should be located, or
- 2). The assessment of the policies which will deliver the spatial strategy.

In order to fully indicate the scope of each objective, key criteria, questions and indicators have also been developed to accompany the objectives. The criteria were also developed to ensure consistency with the criteria applied for eco towns and wider recognised sustainability criteria. Not all of the criteria are affected by locational influences and therefore only the ones with locational implications are used in the assessment for the growth options

The table below shows the sustainability framework.

SA Objective 1: Achieve Successful and Inclusive Communities			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Social Cohesion	What is the potential of development in the area to create a self-sufficient integrated community or able to connect to existing integrated communities?	Will this assist better Community Integration?	<ul style="list-style-type: none"> • Census data - age, ethnic diversity • NI1 Percentage of people who believe people from different backgrounds get on well together in their local area (LAA2) • QOL12. The percentage of the population living in the most deprived SOAs in the country (IMD) • QOL 13a The percentage of children (0 - 16 years) living in households that are income deprived (IMD) • QOL 13b The percentage of older people aged 60+ living in households that are income deprived • QOL 14 Number of children and young people living in child poverty (IMD)
Healthy Lifestyle	What is the potential of development in the area to promote healthy lifestyles and wellbeing, and reduce health inequalities?	Will this promote healthy lifestyles and wellbeing, and/or reduce health inequalities?	<ul style="list-style-type: none"> • Access to high quality green space • NI 8 Adult participation in sport and active recreation • Access to Health Services • NI 120 All-age all-cause mortality rate • Cycle facilities provided/funded through development • Rate of hospital admissions per 100,00 for alcohol-related harm (LAA2) • NI 123 smoking rate for 16+ • Mortality rate from cancer (NI 122 for U75s), circulatory disease (NI 121 for U75s, accidents, suicides) • NHS 01 - Reduce levels of obesity in primary school children • NHS 02 - Percentage of infants breastfed at 6 - 8 weeks
Balanced Communities		Does this create a more balanced community?	<ul style="list-style-type: none"> • Proportion of population that is of working age • Number of 2nd homes • Age Profile • NI1 Percentage of people who believe people from different backgrounds get on well together in their local area (LAA2)
Community Engagement		Will this promote engagement and empowerment of local communities?	<ul style="list-style-type: none"> • Proportion of population in voting in local elections • NI 4 – percentage of people who feel they can influence decisions in their locality (LAA2) • QOL 4 Percentage of people who have been involved in formal

			<p>or informal volunteering in the past 12 months – no data (NI 6 similar)</p> <ul style="list-style-type: none"> • QOL 5 The percentage of people surveyed who say that Arun is “their kind of place”.
Crime		Will actual crime and fear of crime reduced?	<ul style="list-style-type: none"> • QOL 25 – Number of violent crimes committed per 1000 population (NI 15 is the same) • QOL 26a &b Percentage of residents surveyed saying they feel “fairly safe” or “very safe” outside during the day/after dark
Educational Achievement		Will this improve educational achievement?	<ul style="list-style-type: none"> • Index of Deprivation (Education) • Number of schools below national Average NI 75 Achievement of 5 or more A*-C grades at GCSE or equivalent including English and Maths (LAA2) • NI 117 – 16-18 year olds who are not in education, training or employment • NI 73 Achievement at level 4 or above in both English and maths at Key Stage 2 (LAA2)
Social Isolation		Will this reduce social isolation?	<ul style="list-style-type: none"> • Distance travelled to key services • Index Multiple Deprivation Housing and Barriers to Service Domain • Access to Public Transport in rural areas • NI 142 Number of vulnerable people who are supported to maintain independent living (LAA2) (partly replaces QOL 18 – remaining in own home – no data) • NI 7 – Environment for a thriving third sector (LAA2) • QOL 3 The percentage of people surveyed who feel that, for their area, over the last three years, community activities have got better or stayed the same
Objective 2: Ensure Delivers High Quality Housing and Provides Excellent Social Infrastructure			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Housing Supply	How far will development in the area contribute to meeting the housing requirement set out in the South East Plan over the Core Strategy period?	Will this assist in the delivery of housing in the District?	<ul style="list-style-type: none"> • CLG H1 Plan period and housing targets • NI 154 – net additional homes provided (LAA2)
Affordable Housing	What is the potential of development in the area to deliver affordable housing that meets Arun’s identified housing needs?	Will this improve the delivery of affordable homes to meet housing need in the District?	<ul style="list-style-type: none"> • Index of Deprivation (Barriers to Housing) • NI 155 – Number of Affordable homes delivered gross (LAA2) (similar to QOL 34) • Number of households in housing need • NI 158 – percentage of non-

			decent council homes (LAA2) • QOL 36 Average house price to income ratio
Mix of Housing	Will development in the area provide a balance mix of housing which will contribute to meeting: a) identified housing needs within the local authority area? b) identified housing demand within the local area and the wider housing market?	Will this provide a balanced mix of housing which will contribute towards meeting local housing needs and identified housing market requirements?	• Type of Housing (Flats, Terraces, Detached) • Number of Bedrooms • Number of 'lifetime homes'
High Quality Housing		Will this provide high quality homes?	• CLG H6 Housing Quality – Building for Life Assessments Sustainable Design and Construction Standards (Code for Sustainable Homes, BREEAM)
Access to Employment Opportunities	What is the potential of the area to provide good access to a range of employment opportunities?	Will this improve access to employment opportunities?	• Employment density (jobs per 1000 working age pop) • Distance/ travel time to • Major employment areas (e.g industrial estates) • Town centres
Access to Education	What is the potential of the area to provide good access to existing and/or to create new education facilities?	Will this improve access to education facilities?	Distance/ travel time to education • Primary school • Secondary school • Tertiary education
Access to Health Care	What is the potential of the area to deliver good access to existing and/or to create new health care facilities?	Will this improve the access to health care?	Distance/ travel time to health care facilities with spare capacity • GPs • A&E departments • Other hospitals • Clinics • Dentists
Access to Community Facilities	Will the area deliver good access to existing and/or the potential to provide new Community Centres?	Will this improve the access to community facilities?	Distance/ travel time to community facilities with spare capacity • Community halls • Libraries • Places of worship • Leisure centres
Access to Green Infrastructure	What is the potential of the area to deliver good access to existing and/or to create new Green Infrastructure?	Will this improve the access to green infrastructure?	Distance/ travel time to open space/green infrastructure : • parks and gardens • natural and semi natural open space • amenity green space • outdoor sports facilities • provision for children and teenagers • allotments and community gardens • the beach/coastal areas • green corridors • churchyards and cemeteries • civic spaces Areas with greenspace

			deficiencies
Access to Emergency Services	What is the potential of the area to deliver good access to existing and/or to create new Emergency and Essential Services: Police	Will this improve the access to emergency and essential services?	<ul style="list-style-type: none"> • Emergency and essential services within required emergency response time • Police • Fire • Ambulance
Access to local retail	What is the potential of the area to deliver good access to existing and/or to create new local retail facilities?	Will this improve the access to local retail facilities?	<ul style="list-style-type: none"> • Distance/ travel time to key local retail facilities • Foodstore • Post office • Pharmacy • Bank • Higher order retail centre
Access to leisure, entertainment and cultural facilities	What is the potential of the area to deliver good access to existing and/or to create new leisure, entertainment and cultural facilities?	Will this improve the access to leisure and cultural facilities?	<ul style="list-style-type: none"> • Distance/ travel time to • Cinema • Arts centre/ theatre • Swimming pool • Town centre
Objective 3: Ensure a Diverse and Thriving Economic Base to support Arun's Growth			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Employment Opportunities	What is the potential of the area to deliver new employment opportunities?	Will this improve employment opportunities?	<ul style="list-style-type: none"> • Index of Deprivation (Employment, Skills and Training) • Employment Rates (Nomis) • Proportion of employment by Occupation (Nomis) • Proportion of Jobs by Industry (Nomis) VAT Registrations (ABI) • Business Start Ups and Closures (ABI) Commuting patterns (eg levels of outcommuting from the District) • CLG BD1 Total amount of additional employment floorspace – by type • Quality of business premises • Proportion of people of working age in the most deprived areas who are in employment • CLG BD3 Employment land available – by type CLG BD4 Total amount of floorspace for 'town centre uses'
Skills		Will this improve the skill base of people in Arun?	<ul style="list-style-type: none"> • Index of Deprivation (Employment, Skills and Training) • NI 150 – Adults in contact with secondary mental health services in employment (LAA2) • NI 152 – Working age people on out of work benefits (LAA2) • NI 162 – learners achieving an Entry level 3 qualification in numeracy (LAA2) • NI 164 – Proportion of working age population (aged 19-64 for males and 19-59 for females qualified to at least Level 3 or

			<ul style="list-style-type: none"> higher (LAA2) • QOL 11 – percentage of working age population in employment (also NI 151) • QOL 31 – Average earnings per week for people resident in Arun)
Income		Will this provide better paid local jobs and reduce inequalities in income levels?	<ul style="list-style-type: none"> • Index of Deprivation (Income) • Gross weekly pay
Inward Investment	What is the potential of the area to attract inward investment?	Will this encourage greater inward investment in Arun?	<ul style="list-style-type: none"> • Proportion of Jobs by Industry (Nomis) • VAT Registrations (ABI) • Business Start Ups and Closures (ABI)
Visitor Economy		Will this strengthen the visitor economy in Arun?	<ul style="list-style-type: none"> • Percentage of Tourist related Jobs • Number of Visitors Staying overnight /day Visitors • Average Visitor Spend • Number of Tourist Attractions
Local Business Enterprise	What is the potential of development in the area to encourage and support business start-ups and assist SMEs?	Will this improve opportunities for new business start-ups and SME?	<ul style="list-style-type: none"> • VAT Registrations (ABI) • Number of employees per business • Number of businesses per 1000 population aged 16+ (LAA2) • Floorspace provided for start-ups /SMEs (e.g managed workspace, starter/incubator units, enterprise centres).
Objective 4: Improve the Vibrancy of Arun's Town Centres			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Regeneration	What is the potential of the area to contribute to the regeneration objectives identified in Bognor Regis and Littlehampton's Town Centres?	Will this assist the regeneration of Bognor Regis and /or Littlehampton?	<ul style="list-style-type: none"> • Number of Visitors • Number of units and type of retail in Bognor and Littlehampton • Satisfaction Surveys • Number of new business start ups • Number of new jobs • Amount of reclaimed brownfield land
Night time economy in town centres		Will this create a more balanced night-time economy in Arun's town centres?	<ul style="list-style-type: none"> • Net Change in A3, A4, A5, D2 • Satisfaction Surveys
Town centre retail		Will this improve retail offer in Arun's Town Centres?	<ul style="list-style-type: none"> • Net Change in A1, A2, A3, A4 and A5 • Type of retailers • Percentage of Vacant units • Comparative town centre performance (e.g rents/yields) (from Town centre health check surveys)
Leisure, entertainment and Culture		Will this improve the leisure and cultural offer in Arun's Town Centres?	<ul style="list-style-type: none"> • Number of Leisure, entertainment and Cultural Facilities (e.g cinemas, arts centres/theatres, museums/galleries, swimming pool/ leisure centres etc).

Objective 5: Ensuring efficient and sustainable movement within and beyond Arun			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Traffic Congestion	What will be the net effect of potential development on the capacity of the highway network?	Will this reduce traffic congestion?	<ul style="list-style-type: none"> • Ratio between highway network flow and capacity QOL 28b The level of traffic congestion has got better or stayed the same (NI 167 about morning peak journey time) • Number of current and planned car-free developments
Road Safety		Will this improve road safety?	<ul style="list-style-type: none"> • Number of road accidents by type
Public Transport	What is the potential of development in the area to provide good access to frequent public transport?	Will this improve access to public transport?	<ul style="list-style-type: none"> • Sustainable modal share • Frequency of bus and train services • NI 198 – Children travelling to school mode of travel usually used (LAA2) (similar to QOL 29 – schools with a Travel Plan)
Walking and Cycling	What is the potential of development in the area to provide opportunities for walking and cycling?	Will this improve opportunities for walking and cycling?	<ul style="list-style-type: none"> • Provision of pedestrian and cycle friendly infrastructure that offers safe and convenient access to key services and facilities • Mode share by walking • Mode share by cycling
Objective 6: Enhance Arun's Environmental Integrity			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Local Distinctiveness	6.1 What is the potential of development in the area to maintain/ enhance the distinctive character of Arun's settlements, built environment and landscapes?	Will this protect and enhance the distinctive character of Arun's settlements, built environment and landscapes?	<ul style="list-style-type: none"> • Number of Conservation Areas • Number of Conservation Areas covered by Character Assessments • Number of Areas of Special Character • Number of Locally Listed Buildings • Protected Landscape Views
Historic Environment	What will be the potential impact of development on the historic environment?	Will this protect and enhance the historic environment?	<ul style="list-style-type: none"> • Listed Buildings at risk • Number of Locally Listed Buildings • Number of Sites of Archaeological Importance • Number of Conservation Areas • Number of Schedule Monuments • Number of Historic Parks and Gardens
Designated Environmental Sites	What will be the potential impact of development in the area on designated environmental sites?	Will this protect and enhance Designated Sites	<ul style="list-style-type: none"> • Number and extent of designated sites (AONB, SSSIs, SPA, SNCI, LNR and RIGS) • Condition of Designated Sites
Biodiversity	What will be the potential impact of development in the area in terms of biodiversity?	Will this enhance biodiversity?	<ul style="list-style-type: none"> • Achievement of BAPS targets (habitat and species) • Number of developments (over a certain size) incorporating biodiversity enhancement / proportion of development area

			set aside for enhancements
Water Quality	What will be the potential impact of development in the growth areas on the water quality in Arun?	Will this improve Water Quality?	<ul style="list-style-type: none"> • QOL 24 Percentage of rivers and streams with Compliant or marginal water quality (needs to be replaced – system changing) • Percentage of bathing waters with 'excellent' or 'good' water quality
Flood Risk	Is development proposed in an area at risk of flooding?	Will this reduce the Risk of Flooding?	<ul style="list-style-type: none"> • Number of properties at risk from flooding • CLG E1 Number of planning permissions granted contrary to • Environment Agency advice on flooding and water quality grounds
Air Quality	6.7 Will development in the area reduce air quality?	What is the impact on Air Quality?	<ul style="list-style-type: none"> • Number of AQMAs • Number of days per year when air pollution is moderate or worse than average • Annual average nitrogen dioxide concentrations • NI 186 – Per capita reduction in CO2 emissions in the LA area (LAA2) • QOL 22a &b Number of days per year when air pollution for ozone is moderate or worse – urban and rural (NI 194 for NO2 and PM10)
Noise Pollution	Will development in the area reduce noise pollution?	Will this reduce noise pollution?	<ul style="list-style-type: none"> • Noise Complaints • Local Noise Mapping
Coastal Erosion	Will development in the area have a positive/ negative impact on the coastal protection standard in the area?	Will this improve the coastal protection standard of the area?	<ul style="list-style-type: none"> • Rate of coastal erosion
Beach Quality	Will development in the area have a potential impact on the quality of local beaches?	Will this improve beach quality?	<ul style="list-style-type: none"> • Clean Beach Awards
Land Contamination	Will development in the area remediate land contamination?	Will this remediate land contamination?	<ul style="list-style-type: none"> • Number of potential sites of land contamination • Land remediation achieved (sites/ sq.m)

Objective 7: Maximise Natural Resources efficiency

Criteria	Question for Spatial Options	Question for Policy	Indicators
Energy Supply and Demand	7.1 What is the potential of development in the area to reduce carbon emissions from energy?	Will this reduce emissions from energy?	<ul style="list-style-type: none"> • CLG E3 Renewable energy generation • Average SAP rating of local authority owned homes • Number of homes built to eco-homes/ other energy efficiency standards
Waste	What are the infrastructure opportunities for waste reduction?	Will this minimise waste disposal?	<ul style="list-style-type: none"> • Waste Hierarchy and targets • QOL 20a – Household waste collections kg per head (similar to NI 191 residual household waste per head) • QOL 21a - Percentage of household waste recycled (similar to NI 192)

			– Household waste recycled and composted)
Water Resources	What is the potential of the area for water recycling? Does the spatial option maximise the efficient use of water resources?	Does the policy protect water resources? Does the policy maximise the efficient use of water resources?	<ul style="list-style-type: none"> • Water Consumption from different sources (grid, grey water, storm water etc) • Installation of SUDS • QOL 23a & b Average domestic water consumption un-metered (litres/day) • Arun East and West (Ofwat) • Percentage of homes built to individual Codes levels • Capacity during 'critical periods to supply water without the need for restriction
Efficient Use of Land	What is the potential of development in the area to achieve efficient use/ re-use of land?	Will this contribute towards an efficient use of land?	<ul style="list-style-type: none"> • Housing Density – AMR indicator • Number of Vacant Properties • CLG H3 New and converted dwellings previously developed land • CLG BD2 Total amount of employment floorspace on previously developed land – by type
Embodied Impact of Materials	What is the potential of development in the area to reuse existing building and /or sourced, manufactured and / or recycled materials locally?	Will this minimise the embodied impact of materials?	<ul style="list-style-type: none"> • Sustainable procurement practices
Locally Produced Food	What are the opportunities to buy locally produced food / grow food?	Will this improve access to locally produced food?	<ul style="list-style-type: none"> • Access to local food producers such as farm shops and farmer markets • Number of allotment and community gardens • Number of homes with adequate garden to produce own food
Soil Quality	What will be the impact of development in the area on the highest grades of existing agricultural land?	Will this improve the quality of the agricultural land?	<ul style="list-style-type: none"> • Hectares of agricultural land in Grades 1,2 and 3

A scoring matrix was set out based on that in the Core Strategy Options for Growth - Sustainability Commentary (March 2009). The appraisal is based on three criteria being applied to the two sets of questions within the SA framework (above). The three criteria were as follows;

- Whether the effect is positive, negative or neutral - shown by colour
- Whether the effect is based on strong or weak evidence - shown by colour
- The strength or significance of the effect - shown by + or - or 0 to show neutral

Where there was insufficient information to determine an exact strength or significance a new category of unknown was created – shown simply by an additional colour.

++	Positive Strong Evidence
+	Positive Weak Evidence
0	Neutral or no impact
-	Negative Weak Evidence
--	Negative Strong Evidence
	Unknown






1.7 Appraising the Strategic Objectives

As part of the appraisal process, the strategic objectives in the Local Plan have been tested for compatibility against the Sustainability Appraisal objectives (identified in Section 7) so that any conflicts between the objectives are highlighted in compliance with Stage B1 (see Figure 3.1).

The strategic objectives in the Local Plan stem from the Core Strategy Options for Growth (2009). Since then the objectives have undergone minor revisions and have been reordered. These are the strategic objectives of the Local Plan:

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

The matrix below shows how the respective objectives of both the sustainability appraisal and emerging Local Plan policies relate to each other in terms of potential benefits or potential harm. Where it has been appraised that there is no direct relationship between objectives it has been described as neutral.

Local Plan Strategic Objectives	Sustainability Objectives								
	1	2	3	4	5	6	7		
1	Neutral	Slight benefits	Significant benefits	Slight benefits	Neutral	Slight harm	Significant harm		
2	Slight benefits	Slight benefits	Slight benefits	Slight benefits	Significant benefits	Neutral	Neutral		
3	Neutral	Slight harm	Slight harm	Neutral	Slight benefits	Significant benefits	Significant benefits		
4	Slight benefits	Significant benefits	Slight benefits	Slight benefits	Neutral	Slight harm	Neutral		
5	Slight benefits	Slight benefits	Neutral	Neutral	Slight benefits	Significant benefits	Significant benefits		
6	Neutral	Neutral	Significant benefits	Significant benefits	Slight benefits	Neutral	Neutral		
7	Significant benefits	Significant benefits	Neutral	Slight benefits	Slight benefits	Slight benefits	Slight benefits		
Key									
	Significant benefits		Slight benefits		Neutral		Slight harm		Significant harm

Overall there is a high degree of compatibility between the strategic objectives of the local plan and the sustainability objectives. However the areas of potential conflict are between strategic objective (3) of the Local Plan, to plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity and the sustainability objectives (2,3) to ensure ADC delivers high quality housing and provides excellent social infrastructure, and a diverse and thriving economic base to support Arun's growth.

It is not necessary to remove objectives in the Local Plan that are shown to conflict with those of the SA, instead by highlighting them at this stage it allows them to be taken into account and mitigated for where appropriate as the plan develops.

1.8 Appraising the Spatial Options

This section goes through the process and appraisal of the spatial options for dealing with the various policy areas contained within the Local Plan. In some instances, by the nature of the policy areas there are no practicable alternate options. Where this is the case it has been set out within the following discussion, which follows the format and order of the Local Plan.

Sustainable Place

Sustainable Development

The National Planning Policy Framework (NPPF) specifies that the key underlying principle of the planning system is the presumption in favour of sustainable development. For this reason no alternative spatial option for this was undertaken as this would be applicable across the whole District. However, the Sustainable Development policy is appraised in Chapter 10.

Settlement Structure & Green Infrastructure

To retain Arun District's distinctive settlement and varied landscape, a settlement structure and green infrastructure policy was developed. This emerged from the fact that historically and in the existing development plan, there are policies providing protection to areas designated as either Strategic or Local Gaps. Initially, the approach to trying to protect and retain the distinctive settlement patterns of the District, was introduced in the 2012 Draft Local Plan as Green Infrastructure Corridors. However, due to a mixed reaction to this in the responses to the consultation, approaches to this were considered again. As part of this reconsideration, 3 alternatives were analysed. These included:

Alternative 1: Review the boundaries of the Green Infrastructure Corridor policy;
 Alternative 2: Introduce a Gaps policy to replace Green Infrastructure Corridor policy
 Alternative 3: Rely on a rigorous countryside policy to protect the settlement structure of the district.

The first alternative had clear linkages to the Green Infrastructure Study by LUC in 2012, as it would involve the continuation of the Green Infrastructure Corridors which were clearly linked to criteria set out within the Study. Though this would have required a review of the boundaries of the identified Green Infrastructure Corridors, the overall spatial extent of this approach would not have meant a significant change to the spatial spread and so as such the original appraisal carried out remained valid. This concluded that although coverage could be patchy due to being limited in terms of specified areas, overall it was appraised as positive. This was due to making a significant contribution towards a number of environmental criteria in the framework, especially local distinctiveness that focuses on character and landscape.

The second alternative meant the introduction of a number of new policies, which have increased recognition of and emphasise the existing character and distinctiveness of settlements; landscape characteristics; importance of connections to the green infrastructure network and the need to prevent coalescence of settlements.

The combination of the new policies means that it has a greater geographical extent than the previous Green Infrastructure Corridors and due to being more specific actually allowing increased flexibility and diversity to be applied. Therefore the

appraisal of this is that it will have a significantly positive impact, as it will affect a wider range of the sustainability criteria.

The third alternative would have meant the removal of the previously proposed policy and replacement with new policies relating to landscape and countryside to provide adequate protection to settlement structure and sense of place in the District. This would result in less geographic or character criteria and therefore increased negative impact and so resultants in a more negative appraisal. As a result of the appraisal, Alternative 2 being the most sustainable has been taken forward through the inclusion of the new Sustainable Place section.

Prosperous Place

Employment & Enterprise

At the end of 2010 through to the beginning of 2011, a consultation was carried out on 6 alternative figures for housing (discussed below) and 3 alternatives for employment:

- Option 1 – Employment that supports housing growth (13-24 hectares)
- Option 2 – Maximisation of job creation and reduce out-commuting (27 hectares)
- Option 3 – Level higher than maximised jobs (higher than 27 hectares)

The response to the consultation was for a combination of Option 1 and 2, to support the creation of jobs for the population and help reduce out-commuting. As such a figure of 25.5 hectares was agreed on and this is the basis for the Local Plan. Broad social, economic and environmental implications were contained within the reports to the Sub-Committee and Full Council meetings in June 2011. A further broad appraisal was carried out for the policies contained within the Arun Consultation Draft Local Plan 2013-2028 and published alongside it during summer 2012. The comments received as a result have been taken into account and incorporated into the production of this document.

The spatial options for this policy area were the following 3 alternatives:

- Alternative 1: Focused north of Bognor Regis and North Angmering
- Alternative 2: Creation of a business hub at Ford
- Alternative 3: Spread across suitable sites in Flood Zone 1

The appraisal of these approaches has been formed from the wide range of employment evidence, which includes some detailed information in relation to delivery aspects. The first alternative would focus development around 2 growth areas and would play a key role in regenerating Bognor Regis. One of the sites to the north of Bognor Regis come forward from the previous Local Plan and construction has begun on this site. However, of the two locations the first has the larger number of issues to be addressed. A large proportion of the overall combined site lies within both Flood Zones 2 and 3, as well as one of the sites having some minor ground contamination. Through the Aldingbourne Rife Integrated Flood Risk Management Plan and Works, there is the potential for areas of flood storage or

alleviation to be included around these that would have multi-functional benefits to the wider area.

The chances for increased diversity of employment sectors, as well as the upskilling of the workforce means there will be a positive impact on the economic objective of the framework. Consequently there will also be benefits in terms of connections with the town centre and village centres, especially in relation to the Angmering location, so increasing access and opportunities offered. This would therefore have a positive impact on some of the criteria of the social objectives as well. As such, the effect across the framework makes this a sustainable solution.

Alternative 2 would focus all employment development in one location. Though this could allow for some diversification and for the benefits of co-location, there are also a significant number of issues that would result. At present there is only limited focused employment in this location. Significant physical infrastructure would be needed to mitigate issues relating to the road network and the lack of services and utility provision. In addition, this is not identified as a location of choice by the market and would likely compete with the existing centres and cause a change to the settlement structure. As such this is appraised as not being a sustainable location for employment development.

Alternative 3 would specifically deal with a significant environmental constraint for the District. However, it would be unlikely that an adequate amount of land could be provided for employment through this route, as shown by the Sequential Test. Those areas which may meet this requirement fall down against the majority of the other aspects of the framework, in terms of importance for landscape and place shaping, as well as accessibility to services and facilities, plus connectivity to the road network. Therefore the higher scoring of Alternative 1 across the majority of the framework means that it is the most sustainable option for the District.

Retail

The retail industry is a large employer within the District, as well as food retail being a vital service and so its retention is an important sustainability factor into the future. The only minor spatial aspect to this policy area would be associated with a change in the settlement hierarchy. As no such change is proposed and regeneration of the coastal towns is crucial to their future sustainability, no alternative spatial option or appraisal has been undertaken. However this Chapter is appraised within section 10 of this report.

Tourism

The tourism industry is a significant employer across the District and so an improving tourist economy across the district is key to the sustainability of Arun's economy into the future. Due to the fragmented nature of this sector, means spatial options are difficult have been identified and therefore no assessment of alternatives has been undertaken. However, the policies contained within this Chapter have been appraised in section 10 of this report.

Soils, horticulture and equine developments

The policy areas included within this part of the Local Plan generally do not lend themselves to differing spatial approaches. Equine development tends to be geographically specific, often in areas where there are existing equine developments. As such no alternative spatial options were available and therefore no appraisal was undertaken. As the soil policy area is intended to apply to the whole of the District, no alternate spatial option and therefore appraisal has been undertaken. The appraisal of the policies is discussed within section 10 of this report.

Only with the horticulture policy area was consideration of another spatial strategy considered. A key characteristic of the District is the higher than average days of sunlight and high quality soil and as such supports a high percentage of horticultural businesses. Due to the significant contribution to the local economy and the similar characteristics in Chichester District, consideration was given as to whether to have a joint policy approach to horticulture. However, representations from the West Sussex Growers Association, to the proposed policy, supported the differing approaches of the Councils. In particular they supported the policy approach, considering that this allowed flexibility. Therefore no alternative spatial option has been appraised here, although the policy has been appraised along with others in this Chapter under section 10 of this report.

Living Place

Housing Delivery

Changes from government, including the revocation of the Regional Strategy, allowing for decisions to be made at a local level, caused a review of the housing target for Arun. A consultation was held on those set out below and a broad high level appraisal accompanied these in the committee papers proposing them:

- Alternative A – No additional land allocations (175dpa; 2,960 over Plan period)
- Alternative B – Low Growth to meet demographic trends only (362dpa; 6,150 over the Plan period)
- Alternative C – Low to Medium Growth (425 dpa; 7,225 over Plan period)
- Alternative D – Medium Growth (495 dpa; 8,415 over Plan period)
- Alternative E – South East Plan Figures (565 dpa; 9,605 over Plan period)
- Alternative F – Locally Generated Needs Study Figure (610 dpa; 10,370 over the Plan period)

Alternatives B and C were the favoured options following the Options for Growth public consultation. It was decided at the Council meeting, on 16th June 2011, that 400 dpa should be taken forward as the agreed figure to reflect a combination of the two preferred options. As such this was incorporated into the Consultation Draft Local Plan and was appraised within the accompanying Sustainability Appraisal.

Using the Arun SHLAA Update 2012⁴, Arun SHMA 2012⁵, plus the information relating to the previous consultation, alongside the rest of the housing based evidence studies; it was determined that the following three levels of growth should be considered through the appraisal:

Low growth level	400 residential units per year
Medium growth level	575 residential units per year
High growth level	900 residential units per year

Another critical part of evidence that informed this appraisal was the Infrastructure Delivery Plan⁶, along with more detailed site information, as available. All of these have been made publicly available either on the Council's website or from other publicly available websites.

Overall the SHMA and the Arun District Summary expected that 600-750 could be delivered if all sites were exploited and there were no constraints to development. However, as with many of the studies, it goes on to acknowledge that there are significant constraints both due to the position of the coastal strip between the sea and the National Park, as well as a number of environmental and infrastructure constraints. It concluded that a figure of 575 would be appropriate. Concerns were expressed by Members that factors had not been taken into account in the methodology of the SHMA and so the Council commissioned a piece of work to investigate the validity of the SHMA⁷. This equally concluded that the figure of 580 is consistent with the longer-term trends and within the annual range, although consideration of a higher figure should be done through this SA process to consider contribution towards the wider sub-region. Acknowledging that housing is a cross-boundary issue and has wider impacts than a single authority A Duty to Co-operate (Housing) Study was carried out in 2013 with Coastal West Sussex Authorities⁸. This took account of constraints, producing a range of 550-650 expecting that 700 would be the maximum delivery per year. In addition, this study raised the following two cautions:

1. caution should be raised in terms of housing provision running faster than employment growth and worsening existing issues and;
2. that the existing evidence did not take account of results from the census

The last of these has been dealt with through the Assessment of Housing Development Needs Study: Sussex Coast HMA⁹.

The evidence available within these studies as well as an additional review of the information to ensure decisions made are based on the most up to date and robust evidence, shows that though there are constraints for many sites, these are

⁴ Arun SHLAA Update (Baker Associates, 2012)

⁵ Coastal West Sussex Strategic Housing Market Assessment Update and the Arun District Summary Report (GL Hearn, 2012)

⁶ Arun Infrastructure Delivery Plan (Parsons Brinkerhoff, 2013)

⁷ SHMA Validation Report (ORS, 2013)

⁸ Housing Study (Duty to Cooperate (GL Hearn, May 2013)

⁹ Assessment of Housing Development Needs Study: Sussex Coast HMA (April 2014)

generally not insurmountable and that there is no justification for a low growth figure before constraints are considered in more detail. If the lowest figure were taken forward then this would not deal with the significant social issue of affordability or address a number of the other sustainability objectives, such as successful and inclusive communities. The key messages associated with the high growth level and infrastructure from the Draft Infrastructure Delivery Plan (IDP), which took account of responses from service and utility providers along with parish council, were:

- A new primary school on a reserved site will be required at Angmering, if development in the locality went over 1000
- Link between Roundstone Lane and A280 at Angmering;
- Selective dualling of the A259 between Goring and Littlehampton
- A new four arm roundabout would be required for safe access onto the A259 at the West Bank site;
- Partial signalisation of A27/A29 Fontwell junction, along with realignment of the A29 around Barnham/Eastergate/Westergate and northern and southern extensions;
- Junction improvements to the A27/B2233 Nyton Road potentially closing the central reservation gap;
- Inclusion of the Bognor Regis Eco Quarter, could advance prioritisation for dualling of the A259 between Chichester and Bognor Regis;
- Improvements to Bognor Road roundabout on A27 and widening of approach arms;
- Completion of the Lyminster Bypass along with changes to the Crossbush junction, plus changes to the Ford Road roundabout.

These show that the lower and higher levels for growth would not result in sustainable solutions. On the basis of the studies mentioned alone, it would seem the medium growth level would be most appropriate. However, a discrepancy remains against the level suggested in terms of need and availability, which needs to be borne in mind when site constraints are considered.

Purely on the basis of the overall conclusions from the Arun Transport Study, the Arun Landscape Study and Flooding information¹⁰, the growth levels can be reduced substantially due to the coverage of these constraints. As the application of these will affect the exact amount, more detail on these, relating to each of the potential locations, has been included within the following discussion on distribution of housing.

Distribution of Housing

A total of nineteen locations for growth were identified in the Options for Growth 2009. Three of these locations were removed from the list and not appraised. These were two sites in North Littlehampton 1). Toddington Nurseries, 2). Courtwick, as they had significantly progressed through the planning process, and 3). Findon as it

¹⁰ This includes the [National Flood Maps \(Feb 2014\)](#); [Arun SFRA \(Capita Symonds, 2008\)](#); [West Sussex SFRA \(Capita Symonds, 2010\)](#), [Sequential and Exception Tests](#) and the [Local Flood Risk Management Strategy \(WSCC, 2013\)](#)

now lies in the South Downs National Park Authority. For the purposes of the appraisal the remaining locations were split as follows:

1. Littlehampton, West Bank
2. Bognor Regis Eco Quarter (BREQ)/North West of Chalcraft Lane
3. Barnham/Eastergate/Westergate
4. Angmering (North, South and East)
5. Ford
6. Pagham (North/South)
7. Arundel
8. Fontwell
9. Walberton
10. Rustington/Ferring
11. Yapton/Climping
12. North Middleton

More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6.

1. Littlehampton, West Bank

Options

Option A – No Allocated Development

Option B – Approximately 600 residential units and 25,000 sq ft commercial floorspace

Option C – Approximately 1000 residential units

Appraisal Summary

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A						+		This scenario would mean that there would be no expansion of the existing settlement expanding and so no issue in terms of landscape, views or the local distinctiveness associated with this. However a worsening of the access and flooding issues, which the site already experiences, would occur plus loss of employment and higher risk to properties and lives.
Option B	++	++	+	0/+	++	+	+	This option would address the flooding, land contamination and access issues across the site and through the provision of mixed units will make a significant contribution to the social aspects of the sustainability framework. Significantly, the number of new residents would remain below the level that would cause any additional facilities to be provided on site. There would be limited expansion of employment and business opportunities

Option C	++	++	++	++	++	+	+	This scores the highest across the framework overall. As shown in the Sequential and Exceptions Test, there is a high proportion of the area, which is classified as being functional floodplain. However the intention as identified in the Development Delivery Study (GL Hearn, 2012) for a possible flood alleviation scheme to be implemented, so the flood risk category is reduced. A significant number of dwellings will result in sufficient funding to increase the certainty of gaining government funding, as well as introducing sufficient critical mass for new health and education facilities to be provided as well as reducing the distance to and increasing choice of services and facilities. Furthermore, the increased diversification of the business offer has the potential to attract new business and custom in the town centre.
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The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that Option C scored the highest and is considered to be the most sustainable in the long term. Under Option A it would be expected that in the medium to long term the existing situation at this site would continue to worsen, with more frequent inundation of flood water and greater coverage, exacerbating existing access issues, as well as historical land contamination issues not being addressed. The contents of other existing Plans and Programmes would not address any of these issues and in fact could worsen them, through directing development to alternate locations.

If Option B were taken forward then only a limited number of issues would be addressed. Significantly there would be insufficient critical mass to trigger the need for new health and education facilities to be provided and the impact on the economic objectives will be more limited, on the basis of weaker evidence. Finally, Option C would allow for a number of enhancements to be incorporated and would have wider impacts beyond the site. For development to occur, due to the high infrastructure costs involved there would need to be a good return to encourage investment in the first place. As such due to the expected amounts required (in the region of £40.1m) to address the infrastructure issues, including compensation to those residents who would need to be relocated across the site, for any scheme to really be viable it would need to be producing the maximum level of residential units possible along with at least a medium floor space for employment. Even taking this into account there is interest from landowners and the development industry in such a development and so it is possible to be delivered in the medium to long term. As such Option C is considered to be the most sustainable in the long term.

2. Bognor Regis Eco Quarter (BREQ)/North West of Chalcraft Lane

Options

Option A – No allocated development

Option B – up to 2000 residential units with employment as in application BE/72/09

Appraisal Summary – North West of Chalcraft Lane/ Bognor Regis Eco Quarter

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A			++		-	++		This site would remain important in terms of the role of preventing coalescence and preserving the open character of the coastal plain as well as views towards the National Park. Services would remain within the built up area and distance to these would remain the same or worsen. Inward investment, increased skills and higher educational achievement and apprenticeship would increase through other strategies. The tourist sector will remain an important factor to the local and wider economy. There will be increased pressure on the road network, plus lack of capacity in the sewerage network
Option B	+	++	+	++	++	0/+	-	The significant improvements would be to the social aspects through the increase provision of services and facilities benefitting the local and wider community plus improved flow and capacity to the road network through physical mitigation and increased modes of walking, cycling and rail use. These improvements would cause positive impacts on the economic objectives. However, there would be a detrimental impact on locally produced food through the loss of high grade agricultural land, the local economy and without mitigation to the international site at Pagham Harbour. Further there would need to be connections to the sewerage system and water treatment, plus potential duelling of the A259 across to Chichester. The balance of these will be dependent on exact implementation.

The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that in the medium to longer term Option B could be acceptable if sufficient mitigation can be incorporated. If Option A were taken forward then there is some scope for improvement to occur with respect to the economic criteria and some environmental ones, although these would be dependent on the basis of other plans and strategies. The main benefits would be through the encouragement of improving skills through higher educational achievements and apprenticeships via economic development strategies. This

would recognise and support the role of tourism to the local and wider economy, as well as preserving local distinctiveness and the environment.

If Option B were taken forward there would be more significant advantages to the social aspects, although much of the impact on the economic and environmental aspects will depend on their implementation. New provision of services and facilities will be triggered through the increased population. The good position to the road network is an attraction to business, although implementation would be key, or there may be detrimental impacts to the economic and movement objectives. Without careful consideration and mitigation being well implemented, there is the potential for detrimental impacts on the road network. The largest environmental aspects to be affected as shown in the detailed matrices is on soil and locally produced food. To a lesser extent, there would also be recreational disturbance at Pagham Harbour resulting from the introduction of such a large population within close proximity to it. As such Option B, in the medium to long term may be suitable if sufficient mitigation could be incorporated to address expected detrimental impacts.

3. Barnham/Eastergate/Westergate

Options

Option A – No allocated development

Option B – Approximately 2000 residential units with associated community services and facilities, as well as an appropriate level of retail for local centre

Appraisal Summary – Barnham/Eastergate/Westergate

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A		-			--	-		There would be significant increase in terms of demand on services and supporting infrastructure and the existing capacity issues of supporting infrastructure will worsen, with the potential to have a detrimental impact on the natural environment. The amount of properties affected by flooding would likely increase, particularly when climate change scenarios are taken into account. Additionally the existing issues on the highway network would also worsen and raise the potential for reduction in air quality.
Option B	++	++	++	0/+	++	0/+	++	This would have a positive impact across the sustainability objectives, although against two objectives this has been tempered on the basis of the scoring of the criterion under the objective. The greatest benefits will be socially and the greatest level for detrimental impacts is

											with respect to environmental aspects. Linkages to other strategies is also crucial to the delivery of all the benefits
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The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that in the long term development here would help to address a number of existing infrastructure and service issues, providing benefits at both the local and District level. If Option A were taken forward then a large number of social and environmental issues would remain and worsen, without a vehicle to address them.

If Option B were taken forward, there would be a significant benefit to the social objectives as the introduction of a significant population would trigger the requirement for additional provision of services and facilities, which will also improve accessibility and choice. This additional provision will mean there will be a significant impact on the first economic objective, although the impact on regeneration of Bognor town centre is tempered by improved access to the road network and higher order centres. There would be positive impacts on the environmental objectives through the potential for improved water quality through the expansion of the treatment works in line with the phasing of development, as well as significant green infrastructure providing the potential for increased social cohesion and healthy lifestyles. The inclusion of sustainable drainage systems means there would be a significant improvement to flood risk associated with the Rife and drainage. This will have an impact to the wider District not just to the immediate local area. The main detrimental impacts of this option are associated with increased congestion from through traffic, resulting in the potential for increased air pollution and reduced road safety. Additionally, there will be a positive impact on the efficient use of land, as the potential development area would correlate to the centre and so the lower grade agricultural land. Significantly linkages to wider strategies will be critical to ensuring the maximum benefits are gained from this option.

4. Angmering (North, South and East)

Options

Option A – No allocated development

Option B – Angmering North

Option C – Angmering East and South

Appraisal Summary – Angmering

	Sustainability Objectives							Explanation	
	1	2	3	4	5	6	7		
Option A	++	-							The capacity issues of existing community services will continue to worsen, there would be detrimental impacts on the environment through increased congestion and inadequate

								capacity in the sewerage network
Option B	+	++	++		+	0/+		This will have a positive impact on the social aspects of the framework, although due to the increased distance in terms of accessing facilities means these are lessened slightly. Through sensitive landscaping and boundary treatment there will be sufficient mitigation in terms of the setting of the National Park. The environmental objectives would not significantly change apart from the positive impact of preserving local distinctiveness of the village. There would be significantly better connections to the road network from this northern location and also onto the footpaths and cycle routes
Option C	++	++	++		+	0/+		The main benefits would be in terms of the provision of key services as the increased population would mean that there would be a critical mass that would trigger requirements for new facilities to be provided. Due to the location in close proximity to the strategic road network, there will be benefits in terms of reducing travel distances and so improving accessibility to key services. There may however be a deterioration in air quality through increased vehicles although it is hoped that this would be countered by improvements to the A259 to improve flows.

The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that both options B and C would be sustainable. In both locations the increased population would mean that there would be a critical mass that would trigger requirements for new facilities to be provided and so improving access to services. Close proximity to the strategic road network, plus improvements to the A259 along with sustainable transport measures will also mean that there will be greater accessibility to key services. In addition there may be a slight decrease in air quality through the increase in vehicles. However this may be lessened by improvements to the A259 to improve flows. In neither circumstance are there insurmountable issues, although there is greater landscape sensitivity to the northern location but closer proximity to the A259 in the south.

5. Ford

Option

Option A – no development

Option B – capacity to accommodate between 500-900 residential units

Option C - 5000 residential units, employment floorspace, community facilities and supporting infrastructure

Appraisal Summary – Ford

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A	0/-	0/-			0/-	++	+	Generally there would be no impact on the social objectives if the existing situation continued. However in the long term there could be the potential for older residents to become more isolated and for additional pressure being placed on services, so reducing accessibility. Also in the long term there is the potential for increased car movements with additional residents and no mitigation. The main benefit from a continuation of the existing situation would be the environmental objectives, with preservation of the landscape
Option B	++	++			-	0/--	0/--	Though a medium capacity could be accommodated moderately easily dependent on its exact positioning, there would be more issues if a higher amount were to be accommodated. This would result in the need for additional infrastructure to be provided, which although this would have a positive impact on the social objectives, there would be no impact on the economic objectives, and at the higher levels could have a detrimental impact on a number of the environmental objectives. The overriding detrimental impact would be in terms of significantly increased traffic on the strategic road network, even if there were improvements to the immediate accesses on and off the closest roads.
Option C	++	++	++	--	--	--	--	Though this would have a number of positive impacts on the social objectives and one of the economic objectives through the inclusion of employment as well as residential, it would equally be expected to have a detrimental impact on the remaining economic, social and environmental objectives. Much of this is to do with the overall impact of such a large development both in terms of its context and significantly because the physical infrastructure would not be able to cope, especially in terms of waste, noise, water and sewerage and the transport network, plus the loss of a large amount of

										productive agricultural land. Further, in creating such a development it would inevitably compete with the existing established centres and unbalance the settlement hierarchy
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The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that on balance a moderate amount of development would be sustainable for this location. If Option B were taken forward, the impacts are spread across the framework with the majority of substantial benefits being against the social impacts and slight negatives on the environmental objectives, which result from the higher growth level being accommodated. If Option C were taken forward there would be more detrimental impacts across the framework based either on strong evidence or there is a lack of sufficient data, but what there is indicates a more negative impact. The detrimental impacts either slightly or significantly fall against the maximising natural resource efficiency and sustainable and efficient movement objectives. The main detrimental impacts identified are in terms of the impact on local distinctiveness, air quality, the loss of tranquillity, waste, soil and traffic impacts.

6. Pagham (North/South)

Options

Option A – No development

Option B – Pagham North (differing growth levels)

Option C – Pagham South (differing growth levels)

Appraisal Summary – Pagham

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A	-	-				++		The main advantages to this scenario would be in terms of the environmental aspects, through maintaining the existing landscape, protection of the SPA and impacts relating to aspects, such as waste. However it could be expected that there will be increased demand on service, as well as issues of social isolation not being addressed.
Option B	+	++			+	-	-	The significant benefits from this would be on the social aspects of the framework through increased or improved provision or capacity of services, as well as supply of housing and reducing social isolation, although this is marginally tempered by the new issues that may arise. The detrimental impacts to result would be against the environmental aspects of the framework. The most detrimental of these will be in terms of impact on local

								distinctiveness and due to a lack of information in relation to flood risk, historic environment and air quality with potential on the designated SPA.
Option C	++	++	+		+	-	-	Again the significant benefits would be in terms of increased provision and capacity of services, which would both help to address issues of social isolation and also result in contributing to one of the economic objectives – this will be particularly in terms of an educational facility meaning an increase in education and skills, making the area more attractive overall to investors. However, on current information it could be expected that there would be detrimental impacts on the environmental objectives, resulting from the introduction of traffic reducing air quality. Further information is also needed relating to utilities as there could be detrimental impacts on water quality.

The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that due to the environmental constraints that apply in this locality it is not currently sustainable. In the main this shows that in terms of social aspects there would be significant benefits through addressing housing need and provision as well as accessibility to services. There would also be expected to be positive benefits to the economic elements such as employment, skills and income as well as inward investment, although these locations offer accessibility to other centres and so without other plans or strategies there could well be no real change in terms of the town centres.

The majority of the detrimental impacts would be against the environmental aspects, especially in terms of air quality, flood risk and the historic environment that all affect local distinctiveness. It would not be expected that there would be a detrimental impact on designated sites through provision of green infrastructure and contributions to be used to implement the management plan for Pagham Harbour.

7. Arundel

Options

Option A – no development

Option B – accommodation of residential in south eastern location (differing growth levels)

Option C – accommodation of residential in the south western location (differing growth levels)

Appraisal Summary – Arundel

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A		-		++	-	-		There will be an increase on services and continued applications and permitted development builds, have the potential to be detrimental to heritage assets both in and around the village. There would also be greater potential for impacts on the overall setting and character of the local and wider area, as well as increased flood incidents
Option B	+	++			++	0/+		There would mainly be positive impacts on the social aspects, although there would be more limited impacts on the environmental objectives. Many of the social aspects relate to the provision of mixed housing meaning that there would be positive impacts on aspects such as balanced communities and community cohesion. Though many aspects of the environment would not be expected to significantly change, flood risk must be addressed in this location and so would make a significant impact across the wider area.
Option C	+	++			++			This would increase the supply of mixed housing and as a result positively affect the creation of more successful and inclusive communities. It would not have any significant impacts on any other aspects of the framework apart from efficient and sustainable transport. Through design, layout and careful landscaping and boundary treatment impacts on the landscape and local distinctiveness will be mitigated.

The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that due to levels of constraints relating to these locations, they are not considered sustainable in the long term. Option A would mean there would be added pressure on some services with no increased access to services and existing issues of air quality associated with increased congestion and flood risk would worsen. The main significant benefits from Options B and C will be in respect to transport and movement, as well as the potential for slight improvement to existing service provision and so accessibility. In general, there would be no detrimental impacts that would result, but there would also be no significant benefits from either of these options.

8. Fontwell

Options

Option A – no development

Option B – accommodation of differing growth levels

Appraisal Summary – Fontwell

	1	2	3	4	5	6	7	Explanation
Option A		-			-	++		This would have little impact across the framework and issues in terms of service provision would likely worsen as the natural population growth would increase demand without additional provision or capacity being provided. Similarly existing issues of capacity at the A27 roundabout would likely worsen or at best continue. The only aspect that would be positively affected would be in terms of Enhancing Arun's Environmental Integrity through preserving the countryside and historic environment.
Option B	++	++			+			There would be an increase in the supply of mixed housing and as a result a critical mass that would trigger the provision of community services to be supplied within the village. As a result this would contribute to creating a balanced community and therefore reducing social isolation. It would also result in improvements to junctions and roundabouts onto and off the A27. However there would be an impact on the natural environment, which may be mitigated, although at present the exact impact is unknown as there are no aspects that have considered this and further detail is required.

The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that development of this location can only be considered in the longer term, as there is currently a lack of information on a number of subjects relating to this area. It can be seen that these locations would be able to cope with the additional pressures placed on key services in the vicinity and in the main there would be no real change against the majority of the framework. However there is insufficient information at present to be able to make clear judgments about the exact impacts, especially on the natural environment in terms of landscape views and water/drainage infrastructure capacities..

9. Walberton

Option

Option A – no allocated development

Option B – accommodation of differing growth levels

Appraisal Summary – Walberton

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A						++		No changes would be expected in this scenario and the only significant benefit would be in terms of preserving setting of the existing village and the landscape around it. Though it is not expected there would be sufficient to result in any changes to services.
Option B		-			-	-	-	If an increased population were introduced in this location it would result in a worsening of the existing situation in many respects as existing services would have additional demand placed on them without causing increased provision. The flow and capacities on roads would increase reducing capacity overall and substantially cause expansion of built form in the landscape. Further there would be expected impacts on the historic environment

The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that this location is not considered to be sustainable, for any significant levels of growth at present. There would be detrimental impacts across the majority of the objectives as further detailed within the detailed matrices in Appendix 5.

10. Rustington and Ferring

Options

Option A – Differing growth levels at Rustington

Option B – Accommodation in Western side of Ferring (to boundary with Worthing) of differing growth levels

Option C – Accommodation in Eastern side of Ferring of differing growth levels

Appraisal Summary – Rustington/Ferring

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A				+	0/+			Even though there would be increased demand on services, additional capacity would most likely be at existing locations,

								as there is limited scope for locating new, although if this available it would not be expected this could be accommodated. There would be a positive impact on regeneration through the new population creating additional custom for the town centres. The current appraisal of efficient and sustainable movement is that due to existing issues on the network, this would be neutral but acknowledges that additional improvements would have a positive impact.
Option B	+	++		+	0/+			Through provision of mixed housing this would contribute substantially to this aspect of the framework and therefore make a positive contribution towards successful and inclusive communities. Though there would not be expected that the existing road and cycle networks could accommodate this, it is acknowledged that this location allows for potential improvements. However importantly there is a lack of information relating to infrastructure and though there would be positive impacts through expected extension of utilities plus addressing and reducing flood risk, insufficient information is known of the potential for impacts on water quality into the Rife, as this is not a location currently monitored.
Option C	+	++	+	+	0/+			Provision of mixed housing will mean a substantial contribution to the social aspects and providing a balanced community. Through improving the provision of education facilities, this could make the area more attractive to inward investment. Additionally increasing educational attainments and skill there will be a positive impact on the economy. The capacity issues of the A259 would likely be neutral but have the possibility of improvement. There is insufficient information for a judgment on exact impacts on the environmental aspects.

The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that Option B has the potential to be a sustainable location into the medium to long term, although at present there remain a number of potentially significant issues relating to landscape issues, supporting infrastructure and impacts to the environment that remain to be

investigated. As can be seen the greatest benefit from these locations is that they would not face any significant constraints and there would be sufficient capacity. They are also well located in relation to the highway network and so will make a significant contribution towards accessibility. There may also be some positive impacts on the economic aspects of the framework and particularly in terms of reducing flood risk. However further investigation on the need and delivery of service provision, as well as potential impacts to the water environment are required.

11. Climping/Yapton

Options

Option A – No Allocation

Option B – Allocation spread between the two locations

Appraisal Summary – Climping/Yapton

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A		-				0/-		If the existing situation were to continue the majority of the sustainability objectives would be unaffected, although due to the natural increase in population and the moderate level of existing service provision there would be an impact on accessibility of these. The other objective that would be affected would be one of the environmental ones. Though there will be a positive impact on landscape and biodiversity, there would equally be a worsening of the flood risk situation with an increased frequency of flood incidents and as such has been shown as neutral with the potential to be detrimental
Option B	+	++	0/+	0/+	+			The significant benefits arise against the social objectives, as a result of the improved housing supply, creating a mixed and more inclusive community. Through the reduced distance to where employment is, it would be expected there will be a positive impact and so this has been appraised as having a neutral or no effect with the potential to positively affect the economic objectives. However it would not be expected that there would be a significant change to any of the environmental criteria and so this has been assessed as neutral

The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that Option B would be a sustainable location, if growth remained at a smaller scale and with sensitive treatment of its landscape setting. As can be seen, in the main there would not be expected to be any significant benefits to these locations. There would be increased demand on existing services and facilities but this would be insufficient to warrant any change to the existing provision.

The main benefit that would result from these locations would be against the social aspects through the addition and mix of higher quality housing that consequently would mean that there would be more inclusive and balanced communities created with reduced levels of social isolation. There could also be the potential for some slight benefits to the visitor economy and local businesses, through the proximity to Littlehampton and Arundel town centres. Additionally, through remaining small in scale, these locations would support the efficient use of land.

12. North Middleton

Option

Option A – no allocated development

Option B – accommodation of differing growth levels

Appraisal Summary – North Middleton

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A		+			--	-		Though there would be none or limited impacts on most of the social objectives, through maintaining provision of and access to this open space, as well as there being good provision and accessibility to services. However the existing issues relating to congestion and a number of consequent impacts on a number of the environmental factors would worsen. As this would be balanced through the positive impact of retaining the open space in terms of wildlife as well this is only appraised as having a neutral impact
Option B	++	++	++	+	+	0/-		The main benefits of this location would be in terms of increasing access to services through reducing the distance to schools and employment opportunities, as well as health provision therefore meaning that there would also be a positive impact on social and inclusive communities plus the economic objectives. Further, positioning on the main road network also means there

										<p>will be a positive impact through also delivering improvements to cycle network. The only negative to this would be the loss of a large public open space, although as this only represents one of the criteria for one of the environmental objectives this is appraised as neutral.</p>
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The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that this location may be sustainable in the medium term. Development in this location would contribute most significantly towards the social aspects of the framework, although there is also scope for a significant positive impact on water quality through providing a critical mass to require and deliver an upgrading and/or extension to the Lidsey wastewater treatment works. It would also make contributions towards a number of the transport aspects and environmental elements, due to its location in respect to existing public transport services and the strategic road network. However, development in this location would result in a number of slight detrimental impacts and one significant one focused against the environmental objectives. In particular, waste; soil quality; air quality; water quality and biodiversity.

Conclusions on Alternative Locations

Alternative locations will have different impacts on their neighbouring settlements. In the case of West Bank this is Littlehampton and in the instance of BREQ this is Bognor Regis. However the overall impacts tend to be similar with the differences coming in terms of implementation and potential delivery. The main key benefits of both are against the social aspects of the framework relating to housing, successful and inclusive communities and accessibility to key services. There are also a number of potential benefits that may occur to some of the environmental aspects, although these would be expected to be greater in relation to the West Bank location than at the BREQ location.

9.79 The West Bank location has the greatest constraint being in the functional floodplain, although the significant social, economic and some environmental benefits combined would sufficiently outweigh this fact. This is supported by a sequential and exceptions test which outlines the existing situation relating to the site and shows how on the basis of the information within the Development Delivery Study (GL Hearn, 2012) it is possible to incorporate potential flood alleviation schemes, that would reduce the flood risk categorisation for the area going forward. These are also very explicit about the fact that this has to be addressed for any non-water compatible uses to be taken forward. As with many other issues, this would deliver significant benefits to a much wider area than that of the immediate location. The appraisal has shown that this applies against the majority of criteria. It may be that alternatives in the short term may be considered more appropriate to ensuring delivery of growth due to the high investment costs associated with the site, though there are a number of routes through which additional funding could be released to allow this to be progressed earlier, such as Tax Increment Funding or Flood Defence Grant in Aid..



9.80 The BREQ location has fewer constraints to affect the developable area although there are a number of other issues that relate to it, once the detail of the appraisal is considered. Though it is well positioned in terms of the strategic road network, there are high flows on the network to reach it. There would also be detrimental impacts in terms of noise and potentially air pollution from the introduction of vehicles into this location, especially at the Bognor Road roundabout. There are significant issues in terms of utilities with inadequate capacity in the sewerage network. Lastly, in comparison to the other locations the Soil and Agricultural Land Study shows this location has the lowest per hectare Average Annual Gross Margin, so in this respect the loss of this land to the local economy would be less detrimental than that in other areas, such as Ford.

9.81 There are a number of issues relating to the Eastergate/Westergate/Barnham location. However to locate development here would mean that this could become the most sustainable location in the District. By providing new facilities that would help to ease pressure on the wider District as well as being a vehicle to addressing existing issues with supporting infrastructure around this location. It is expected that the resultant benefits would extend beyond the immediate site. There would be an impact on the character of the area and local distinctiveness, although this is significantly outweighed by the other resultant benefits.

9.82 Angmering as a location scores highly against the social objectives. The location is important in terms of helping to preserve the space between settlements and local distinctiveness. Furthermore, the northern location is away from the village centre and in a sensitive location. The south and eastern location between the existing settlement and the A280 to the west will be an unobtrusive addition and not detrimental in the long term, as well as it being possible to address any concerns through careful design, landscaping and boundary treatment. Though there are a number of infrastructure issues the majority of these can be addressed in the short and medium term.

9.83 Ford is not considered to be sustainable on the basis of current information and application of known trends. However, further work relating to smaller parts of this area, through supporting documents informing a site specific development plan document, will allow for a more detailed assessment to be carried out. The area around Pagham is not currently considered to be sustainable due to the severe environmental constraints. Fontwell has a number of characteristics that mean it may be sustainable in the longer term, but faces a similar situation to Ford of a current lack of detailed information relating to this area specifically.

9.84 Development on the edges of the smaller settlements, such as Arundel, would place less additional pressure on services although it would not address or deal with any of the issues relating to the economic aspects, especially in terms of benefits to the wider community. Rustington and Ferring do not have significant constraints but would only make a small contribution to the sustainability framework overall, as a result of their existing urban form. Yapton or Climping as locations for development would be less feasible as they would not be sustainable. Though existing services in these areas are focused in Yapton, the small scale and capacities, that could be accommodated before impacts on the landscape occur mean no new facilities would be triggered and there would be no wider benefits associated with development in



these locations. North Middleton will have potential impacts on highway capacity and a detrimental impact through the loss of significant public open space.

9.85 The most sustainable location, in the short term, is Angmering. In the medium to long term Barnham/Eastergate/Westergate is the most sustainable bringing wider benefits to the District. If the identified infrastructure issues can be overcome then the BREQ location could be sustainable in the medium to long term. In the longer term the West Bank provides the greatest benefits contributing to all the sustainability objectives. More detailed assessment of Ford and Fontwell is necessary to identify the contribution they may make to sustainable growth. Ferring and North Middleton equally have characteristics that mean, if the provision of open space and mitigatory measures are included, then they could be considered to be sustainable locations. Overall, the appraisal of locations has determined that Pagham; Arundel; Rustington; Yapton/Climping and Walberton are not sustainable and should not be taken forward for strategic level growth.

Design

Due to the nature of this policy area, no alternative spatial option was undertaken as the policy approach would be applicable across the whole District. However, the policies within this section of the Local Plan are appraised in Chapter 10.

Health, Recreation and Leisure

Due to the nature of this policy area, no alternative spatial option was undertaken as the policy approach would be applicable across the whole District. However, the policies within this section of the Local Plan are appraised in Chapter 10.

Connected Place

Transport

This chapter is one of the few that have spatial impacts, which have district-wide effects and therefore needs a broad assessment. The alternatives considered here were schemes identified as a package of measures in the Arun Transport Study¹¹, as the alternate would be a Do Nothing Scenario. This Study looked at three differing growth levels that included employment at a constant level and varying levels of residential development based on different Strategic Development Locations. The impacts of “soft” measures as set out in the DfT’s Smarter Choices initiative were taken into account as part of a mitigation package and more rigorous schemes recommended.

It is important to remember that appraisal at this stage can only be sufficient to allow the District to be minded of deliverability and ensure impacts have a method of being dealt with, and where necessary, mitigated. This required relative certainty over suggested routes but the detail and decisions in relation to exact routes would have

¹¹ Arun Transport Study (WSP, 2013)



their own consultation. This would be done by the County Council who have responsibility for highways. Specific routes being considered for inclusion in terms of safeguarding and so their spatial and wider implications, which are discussed are:

Alternative 1: Realignment of A29

Alternative 2: Extension of Lyminster Bypass A284

Alternative 3: A259 Improvements

Considering the congestion hot spots identified within the Arun Transport Study and the conclusions of the more detailed work on the routes, it is necessary that all the above are included to ensure that there is sufficient mitigation, either in terms of capacity on the road network, landscape and views or indirectly through issues related to noise or air pollution. On the basis of the evidence, it is felt that furthering this through the Plan period will contribute towards achievement of sustainable development into the future, contributing to a number of environmental and social objectives of the framework..

Protected Place

The policies contained within this section of the Local Plan though having impacts, sometimes significant, on the natural environment do not lend themselves towards differing spatial approaches. The main spatial options would occur in relation to the waste management and natural resource and minerals parts of this chapter. However, these are County matters and the Local Plan can only provide support for the Plans relating to these policy areas. In the instance of waste and minerals this has been done through a sustainability appraisal that accompanied the recently adopted West Sussex Waste Local Plan and another will be carried out to accompany the formulation of the Minerals Plan. The proposed policies are discussed within section 10 of this report.

Deliverable Place

Infrastructure provision & implementation

The spatial aspect under consideration for this policy area essentially relates to differing routes of implementation. This considers first what infrastructure planned development and the policy approaches might require and trigger, then differing alternatives to ensuring their delivery. It is the second part which has the spatial dimension and is therefore appraised.

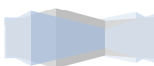
The alternatives considered are:

Alternative 1: A Community Infrastructure Levy

Alternative 2: Continued but scaled back Section 106 (S106) agreements

Alternative 3: A combination of the use of CIL and S106

If Alternative 1 were implemented then this would mean that there would be the potential for greater improvements to be spread spatially across the District, focused on those areas, where there are the greatest deficits of infrastructure. However this



will not be expected to fund all required projects, as this will be on those of strategic importance with more localised deficits and issues could remain. As such, acknowledging this impact it is predicted and appraised that it could have a slight positive impact.

Due to the introduction of the Community Infrastructure Levy Regulations (though S106 agreements can still be used) these need to be clearly linked to the specific sites, as pooling restrictions apply. This would likely mean that there would be a significant issue in terms of achieving strategic priorities and objectives of the Local Plan. As such this would result in a high potential for a continuation of the existing services and potential worsening into the future. As such this is appraised as having a neutral or negative impact.

The last alternative, Alternative 3, would allow for contributions to be taken towards strategic infrastructure and also to addressing and mitigating for local impacts linked to development of a specific site. As such, as this allows the greatest maximisation for addressing existing and future deficits in infrastructure to be addressed and so is appraised as having a significant positive impact based on firm evidence.

Monitoring

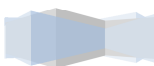
This is not a policy area but is a system to monitor the implementation and effectiveness of policies in the Local Plan. As such the approach to this does not have a direct spatial relationship and so no appraisal has been conducted on this. However, points on deliverability are included within the Housing Location and Employment Chapter of the discussions above, as well as the summary below.

Conclusion

This appraisal of the spatial options has carefully considered all alternatives to the policy approaches, where these are available. In terms of housing, transport and employment particularly this has gone through all the practicable alternatives. This has identified key constraints relating to the majority of sites or alternatives, although only in a minor number are these unable to be overcome through mitigation. The result therefore is that there is sufficient evidence and reasoning for the sites being suggested as the most sustainable to be taken forward in the Local Plan. In addition, it is also considered that a number of the locations may have potential if constraints can be shown to be dealt with.

1.9 Appraising the Policies

A crucial stage of the SA process is appraising the wording of the Local Plan's policies, and where necessary recommend improvements to their sustainability as they develop. This process is required by the SEA Directive to reduce the significant impacts that the Local Plan may cause. Similar to the approach taken for the alternative locations the appraisal considers the sustainability issues that the policies are expected to respond to and change, as well as the direction of relevant trends.



Subsequent to the identification of the preferred policy approaches (see Section 9 of this report); work developed on drafting the policies. Evidence and trends are applied in the appraisal, based on the assumption that if there were no constraints to delivery, the policies would be implemented to their maximum. The policies were appraised for sustainability against the framework in the Sustainability Appraisal that accompanied the Draft Local Plan, and where necessary, recommended changes to be incorporated to ensure a higher degree of sustainability. The policies within the Regulation 19 version of the Local Plan have been appraised again and any mitigation measures required to ensure sustainable development recorded.

As additional evidence and information becomes available throughout the sustainability process and the drafting of policies, that need to be reflected in the appraisal. As a result the policies have initially been appraised separately, then for their cumulative and synergistic impacts and finally collectively.

There have been some significant changes in approaches that have occurred to the structure of the Local Plan and the policies since the original consultation in 2012. These have been as a result of the consultation on that version and to take account of further evidence gathered. The changes in approach have been incorporated into section 9 outlining the evolution of approach. Taking account of the fact that the policies are still being refined the appraisal has been done on the basis of the policies in the Publication Version of the Local Plan (February 2014) and those policies responded to by the Local Plan Advisory Group.

Local Plan policies have been categorised as either Strategic Policies (prefixed by SP), or Development Management (prefixed by DM). Within most policy areas there is a mixture of both SP and DM policies.

Sustainable Place

Chapter 6 Sustainable Development

There are no Development Management Policies in Chapter 6. However the strategic policy encapsulates the principles of sustainable development within the National Planning Policy Framework. As such this promotes sustainable growth and development. There are points that have been added into it to make it relate to the local circumstance. Therefore this has been appraised as having a significant positive effect against the majority of the framework with a slight acknowledgement of the fact that there is still the potential that the environment may be detrimentally affected.

Chapter 7 Settlement Structure & Green Infrastructure

This Chapter is new and combines green infrastructure and landscape policies, together with the built up area (included in the Draft Local Plan consulted on in 2012) and new policies relating to the countryside. Importantly this includes a new Gaps Between Settlements policy that replaces the previously proposed Green Infrastructure Corridors. The appraisal has mainly focused on the Arun Landscape



Study¹² and the Soil and Agricultural Land Assessment Study¹³, although as necessary considered information from other evidence documents.

The supporting text in this Chapter covers the importance the Council will give to schemes that look to enhance biodiversity or to positively manage land. Unsurprisingly, these policies have been appraised as making a significant contribution towards the criteria of the framework relating to the natural environment, especially local distinctiveness; heritage assets and biodiversity. However the last paragraph of the Countryside policy provides flexibility, which means it has been appraised as also making a significant contribution towards the social and economic objectives. As a result of the widening across the framework of aspects that will be positively affected, there has been a change to the appraisal to reflect this. There has been no change to the landscape policies and so no change to the appraisal of those policies. Overall, as there was originally duplication of policies protecting green infrastructure and biodiversity, combined with a lack of certainty over various aspects, the policies of this Chapter are now more sustainable than the Draft Local Plan consultation document.

Prosperous Place

Chapter 8 Employment & Enterprise

The main sustainability issue in relation to these sites is flood risk, although a sequential and exception test carried out for all the employment sites provides clarity and firm evidence on this aspect. As might be expected the main sustainability benefits will be in relation to the economic and social aspects of the framework. A critical element to this has been mention of phasing in relation to the sites, as well as the increased flexibility. Additionally, access to the sites and connections to the main road network are also critical, though there is wide variance between the sites around Bognor Regis and that in Angmering.

The policies in this Chapter allow flexibility for other uses to be allowed as long as there is no overall detrimental impact on the intended uses of the sites. However, there are strict requirements that need to be met in relation to these and it is clearly stated that C3 uses will not be considered acceptable. Overall this would also help to ensure delivery of the intended uses and prevent their loss to other uses.

Changes have emphasised the role of partnerships in helping to deliver these policies and the importance of the sites to the wider sub region, as well as being key to the regeneration of the town centre. The main result of these has been that the significant positive impact now applies more widely across the framework, affecting a number of the social aspects.

¹² Arun Landscape Study: Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026 (Hankinson Duckett Associates, 2006)

¹³ Soil and Agricultural Land Assessment Study (Reading Agricultural Consultants, 2013)



Chapter 9 Retail

The appraisal of this section has been largely informed by the NEMS Household Survey 2012¹⁴ and the Retail Study by DPDS in April 2013¹⁵. Specifically the changes that have occurred to RET SP1 with respect to terminology have resulted from recommendations within the 2013 Study. However, the policy overall is now much clearer about the levels that each town centre or village is considered under and the scale and type that will be acceptable within them. As such this retains the settlement hierarchy but allows flexibility to ensure the vitality and viability of all centres. Therefore it can be seen that the combination of policies in this chapter have been positively appraised on the basis of strong evidence.

Chapter 10 Tourism

This chapter is still appraised as having a positive impact across the majority of the framework. Since the 2012 version of the Local Plan, some minor changes have occurred to the content of this Chapter, although these do not have any significant impact on the overall appraisal. Through the recognition of historic and green assets in Bognor Regis within the supporting text and reference at the beginning of the policies, additional weight is provided to these characteristics. As such this increases the positive contribution towards local character and distinctiveness, under the last of the sustainability objectives. This is also important due to the significant contribution that tourism makes to the local economy and the part it will continue to play even in a diversified economy.

Chapter 11 Soils, horticulture and equine developments

There are no strategic policies in this chapter. The minor changes that have occurred have not significantly changed the appraisal of this chapter or its policies, as these simply provide additional weight to the original appraisal. The changes to the supporting text resulting from the Soils and Agricultural Land Study recognise that the value of soil is not simply to agriculture but also these other sectors, plus the wider local economy and increased protection for higher grade agricultural land.

Significantly, the appraisal for the equine policy has changed from scoring positively against a number of the framework to the majority. The main areas to have increased are in terms of sustainable travel movements, as well as the much clearer link to rural diversification and expansion increasing the economic impacts and for there to be no deterioration in soil quality. This has come from the increased certainty from the study. In addition, the previous concerns relating to potential for pollution have been addressed through incorporation into the policy wording.

¹⁴ A survey of residents to assess shopping habits for main food and grocery, top up and non-food shopping

¹⁵ [Arun District Retail Study \(DPDS, April 2013\)](#)



Living Place

Chapter 12 Housing Delivery

There is an extensive amount of evidence relating to housing within the evidence base, covering the critical issues of need, historical delivery rates, infrastructure and constraints. In addition, there is a wealth of documentation relating to individual sites. This evidence has informed the appraisal of the policies contained in this chapter along with the detailed appraisal of the differing approaches and spatial options, discussed in section 9 of this report. The approach now included through this new Chapter is based on a wide range of evidence, has been informed by the responses received to the Draft Local Plan and is considered to be more sustainable for the long term.

The proposed policy H SP1 has significantly evolved since that contained within the consultation Draft Local Plan. Originally the policy only referenced allocations at Barnham/Eastergate/Westergate and Angmering in addition to consented extensions on the north of the coastal settlements. It now additionally proposes that there will be an Area Action Plan carried out in relation to Littlehampton Economic Growth area (including the Harbour and West Bank), plus Site Specific DPDs for Ford and Fontwell. Through the combination of the contents of the supporting text and the policy wording it is clear that these additional areas and sites have been included for the later part of the Plan period. Therefore the Plans sustainability on this aspect has increased through the appraisal as its flexibility has increased, allowing greater contingency if significant issues were to occur relating to any of the sites intended for the later plan period. It is also made very clear that there are a number of constraints relating to West Bank, Ford and Fontwell that need further investigation. As such, this increases the overall appraisal both through increasing the certainty over the outcomes that should be expected and therefore the scoring for a number of the objectives.

The overall amounts allocated to the parishes, to be delivered through Neighbourhood Plans has not changed. As such this will either reduce the overall risk in terms of delivering the strategy set out or could increase the likelihood of the Plan failing if these are not delivered. It is not expected that this should be a significant issue as the Plan contains mechanisms by which it is intended to monitor the delivery of both Neighbourhood Plans and also the amounts of housing being provided in line with that allocated to the parishes. Overall for the greatest benefits to occur resulting from this strategy and on the basis of the evidence, to ensure the long term sustainability of the District full implementation of this strategy both in respect to the strategic and parish allocations must be achieved. If this does not occur then the overall sustainability aspects originally identified will not be addressed, especially in terms of the social and economic aspects and there would be an increased potential for a worsening of the existing situation to occur. The strategy for residential allocation has been backed up by 4 examinations and 3 referenda of Neighbourhood Plans.

Significantly, the changes discussed above importantly recognise the outcomes of the site appraisals contained in section 9 of this report. Due to expressing the clear reasoning and intention of addressing the significant constraints of West Bank,



greater certainty is provided to enable the creation of a more sustainable place. The inclusion of other locations at Ford and Fontwell for site specific documents in part recognises the lack of service and infrastructure provision in these locations and how more limited growth could help to deliver some of these in the long term. Neighbourhood Plans, where appropriate, will carry out their own environmental assessments. These will form an important evidence base for overall sustainability of the Local Plan over time.

As development management policies provide more detail, they predictably score highly against the social aspects but also make some positive impacts across the majority of the framework. This comes especially as a result of the last policy supporting the rural economy and H DM2 allowing for increased provision for the elderly and so accessibility and successful and inclusive communities. These therefore address at least two of the sustainability issues of concern for the District. Furthermore, the combination of the Strategic and Development Management policies, mean that there will be a significant contribution towards addressing the social criteria of the framework.

Chapter 13 Design

The mention in the Strategic Policy of the need to take account of climate change mitigation and nearby settlements provides a clear link. However, it is only within the Development Management policies that additional detail is provided. Though these explicitly detail aspects relating to climate change mitigation, there is no detail provided in the same way with respect to treatment of habitats. Overall however the combination of policies can be seen to have a number of positive impacts on the environmental objectives of the framework. However, as can be seen there are a number of policies, especially those relating to space standards that will have a significant impact on the social and economic aspects of the framework.

Chapter 14 Health, Recreation and Leisure

The main documents used for appraising this Chapter have been the Open Space, Sport and Recreation Study 2009, along with the Green Infrastructure Study 2012. As an additional requirement for essential infrastructure has been added to the open space policy, this could create a more permissive environment and the possibility of increased potential for energy supply and utilities, therefore increasing the positive impact of the policy.

The changes incorporated into the allotments policy have added emphasis to certain aspects but not fundamentally changed the appraisal. Though this scores positively in terms of the social aspects with a greater contribution towards social isolation, this was included in the original appraisal.

Connected Place

Chapter 15 Transport

The appraisal is based on the Arun Transport Study (2013) and the Green Infrastructure Study. At the beginning of the chapter there has been an addition to



one of the first paragraphs which highlights the fact that improvements and changes to the network within the district could have consequent impacts on junctions within neighbouring authorities. Clarity on evidence relating to this aspect is provided and the clear intention to work cooperatively to address any issues that may result from air quality is included. The main additions to policy T SP1 identify exactly where air quality assessments will be required, as well as increasing the flexibility of the policy. As such this makes an increased contribution towards this criterion under the sixth objective, resulting in a slight change to the appraisal. Previously this had been appraised as having the potential for a negative impact on air quality, and this has now changed to a positive impact. In addition, these changes also mean that in relation to designated environmental sites, through the potential to improve air quality there could equally be a positive impact on the maintenance and condition of these sites. Policy TSP3 included some spatial options and the discussion over these is included in section 9 of this report.

A more significant change reflects the revised approach following advice from the land owner, Network Rail, is the complete removal of the section on Transporting Freight by Rail. This policy was originally only appraised as impacting on 3 aspects of the framework, so was never going to have a significant impact. The landowner has stated that the existing sidings at Barnham station are too short to accommodate freight operations and due to this it is unlikely that freight development is likely to be expected to be viable or deliverable in the long term. The original appraisal was overly optimistic in terms of the expected impact of the original policy and as such it is not considered that its removal will have any significant or detrimental impact on either this chapter or the Plan.

Finally, through cumulative impacts of this Chapter, noise levels may be reduced and so there will be at least a neutral, if not potential for a slight positive impact in relation to noise pollution and there will be a positive contribution towards embodied materials as the use of recycled materials is becoming increasingly common in repair and construction of roads. Overall this reappraisal has meant that the last sustainability objective is now appraised as having a significant positive effect, on the basis of firm evidence.

Protected Place

Chapter 16 Building Conservation & Archaeological Heritage

The cumulative impact of a number of minor additions throughout the chapter, provide additional references to where to find the Council's supporting planning documents for this area and so added protection for historic assets of all levels. However, this has not changed the original appraisal, as this had already been appraised as making a positive impact on the basis of strong evidence. Policy HER DM5 though mentioned within other policies within the Draft Local Plan consulted on in 2012, it was only as a result of representations received that caused a separate policy to be created, which has been included within the appraisal matrices above. As implementation of this policy is partially dependent on other policies within the Local Plan, this is generally considered to have neutral or no effect although on the basis of weak evidence may have high potential for a positive impact. Additionally,



the most direct impact is on local distinctiveness and the historic environment, based on strong evidence plus that as a result on weaker evidence there would be a positive impact on efficient and sustainable movement.

Chapter 17 Natural Environment

The main documents used for informing the appraisal of the policies within this Chapter are the Habitats Regulations Assessment for the Arun District Local Plan¹⁶, the Arun Landscape Study and as necessary or applicable ecological information or environmental assessments. In addition to the sustainability appraisal documents, screening and appropriate assessment documents have also accompanied both the previous draft Core Strategy and the emerging Local Plan, specifically in terms of impacts on conservation sites and Birds. These considered the impacts on the Arun Valley and the Pagham Harbour SPA, which is also designated under the Ramsar convention. They evaluated the impact of water resources and abstraction; from waste water; the introduction of non-native species and the loss of supporting habitats, through considering the baseline and likely pathways and then reviewing the policies and overall documents in terms of avoidance and mitigation for each.

There have been no significant changes within this chapter. In the main the changes that have occurred have been as a result of formatting issues or minor corrections, although in respect to Pagham Harbour there has been a change to the overall designation with this officially being designated as a Marine Conservation Zone in November 2013 and this has been acknowledged within these changes. In a similar vein there has been additional recognition of the importance of chalk streams in the supporting text to ENV DM3. This has made a minor alteration to the scoring of the last objective for this policy. However the overall scoring reflects that though based on strong evidence, it only relates to one criterion. The other more significant change is the introduction of impact assessments for trees which has been incorporated into policy DM35 Protection of Trees, meaning that there will be a minor additional contribution towards the sixth overall objective and so increases the scoring from positive weak evidence to positive strong evidence. Cumulatively the policies in this Chapter provide a high degree of protection for environmental assets and aim to enhance and improve these.

Chapter 18 Water

Various national sources and specific studies relating to sites or areas have been consulted for appraising this Chapter. There have been a significant number of changes that have occurred throughout this Chapter to both supporting and policy text. These are fully documented within the Schedule of Changes presented to Local Plan Sub-committee on 31st January 2013.

10.35 The majority of changes have been to reflect new guidance that has been issued since the previous consultation. However, as can be seen in the table above the majority of these policies have been appraised as having a significant positive impact across the majority of the framework, based on firmer evidence. However there is a lack of evidence to inform the appraisal of the impact that sustainable

¹⁶ [Habitats Regulations Assessment for the Arun District Local Plan \(March 2013\)](#)

drainage systems will have on a few of the criteria under the last objective. It has however been included as above for the fact that it will of course be predicted to make a significant contribution to water resources.

Chapter 19 Natural resources & minerals safeguarding

There are no development management policies in this chapter as these are provided by the West Sussex Minerals Plan. Minor changes that reflect comments put in response to the consultation, in relation to the protection of supporting infrastructure for minerals was added. This gave added protection to these supporting facilities, but does not change the overall appraisal for the policy or Chapter.

Chapter 20 Waste Management

There are not any strategic policies in this chapter as these are provided within the County Waste Plan. The main changes that have occurred have reflected comments provided against the consultation document and the fact that the Waste Local Plan has now been adopted, so forming a crucial part of the development plan. Overall these have been minor changes and this has been to ensure applications for conversion of dwellings into multiple units will be covered and to reflect the need to ensure that developments do not have an adverse effect on existing, allocated waste facilities and identified infrastructure. These changes simply provide clarity and do not affect the overall appraisal.

Chapter 21 Quality of the environment

Since Public Consultation for Local Plan 2013 - 2028 Version Regulation 18 (2012) some minor wording changes have occur in this Chapter to reflect new guidance that has been adopted. Therefore there has been no change to the overall appraisal.

Deliverable Place

Chapter 22 Infrastructure provision & implementation

There are no Development Management Policies in this chapter. The approach taken forward is reflective of the decision on the spatial approach outlined under this part of section 9 of this report. There has been a significant change to the format of both the policy and the supporting text, however this has not changed the overall thrust resulting. As such there has been no change to the appraisal.

Chapter 23 Monitoring

10.40 This section does not in itself need appraisal, however it has been considered in terms of how effective the contents of it will be in terms of what is being monitored, its method to identify any significant changes and the intended response or action expected.



Conclusions

There have been a number of changes that have occurred as the emerging plan has evolved, which has resulted in a number of changes discussed within the above section of this report. Additionally, there has been significant new evidence that has been produced since the previous consultation, which has been used to inform stronger judgments.

When the Plan is taken as a whole and read in its entirety, it is expected that it will make a significant contribution towards delivering sustainable development. This will allow growth to occur while recognising and preserving characteristics key to the identity and functioning of the District as a whole. Though the Sustainability Appraisal of the policies in the Draft Local Plan did not conclude that there would be significant detrimental impacts or that mitigation would not be possible, the changes that have now been included have significantly improved the sustainability of the Local Plan overall. A large amount of this has been through the firming of the spatial approaches in the newly created Chapter 7 and towards housing and employment (as discussed in section 9 of this report).

This Plan is very clear in relation to addressing some of the key sustainability issues that have been identified, such as improving efficient and sustainable movement, increasing the provision of employment land linked to regeneration of the town centres and addressing key infrastructure issues of the District. It has also been positively written so the emerging plan now provides added detail in terms of flexibility, delivery, monitoring and contingency planning.

The key characteristics of the natural environment, historic assets and sense of place are recognised throughout the plan and in much of the supporting text to the policies. The plan when read in its entirety has enough detail to ensure significant infrastructure issues or constraints must be taken into account. The clearest example of this is in the Living place section of the Plan.

Significantly in terms of the changes that have occurred to the emerging plan, this has been within the Protected Place section. This has been in terms of further recognition of natural assets and their preservation in line with the evidence. The Habitat Regulations Assessment, has concluded that impacts from recreational disturbance can be expected through the increase in the local population, but recommends that the mitigatory actions intended in the Plan under policy ENV DM2: Pagham Harbour are sufficient to ensure no detrimental impacts result.

Further, the Plan also ensures infrastructure delivery is linked as far as possible to sites and that these are in place prior to occupation. Infrastructure is something that is mentioned and will be a key part of showing delivery of the Plan, although at present there is recognition of the economic conditions with a number of these being expected to be provided through partnership working rather than solely by the Council.

The appraisal of the overall Plan has come out showing that due to the significant changes that have occurred, there will be more sustainable change that could be expected, as a result. It is also important to take note that the highest growth



scenarios could not be delivered without significant issues relating to infrastructure occurring. Without sufficient growth appropriately located, it would be easy for many existing issues not to be addressed. However, at present this has been minimised and addressed in the Deliverable Place section, as well as the incorporation of contingency planning specifically in the Housing and Employment Chapters. The most significant remaining issue would be air quality both in terms of its quality and ensuring it does not deteriorate. These would be specifically expected in and around Arundel, as this is identified as having existing air quality issues due to congestion, and there would be insufficient growth in this location to ensure contributions towards improving this. It will also be important to ensure that increased traffic movements from the growth areas and in proximity to the Authority's boundary, do not cause any deterioration.

1.10 Monitoring

Monitoring is an essential part of both the plan and sustainability appraisal processes. Article 10 of the Directive is specifically about this aspect, as it helps gauge the success of the Plan and its progress towards its objectives and achieving sustainable development. The Monitoring framework for the SA consists of assessing and reporting on the direction of travel towards achieving the seven objectives for sustainable development across the District. Where necessary the same sources and datasets will be shared with the Local Plan and reporting will be within the Authority Monitoring Report.

Monitoring can also help measure the performance of any mitigation measures within the Local Plan. The monitoring framework within the SA needs to be able to identify and incorporate any unforeseen effects.

Within section 10 there are a number of aspects that have been identified as improvements and also deterioration, these are summarised here:

- Ensuring water quality and that there is no deterioration as a result of accommodating growth;
- Reduction in surface water flooding and the number of properties at risk of flooding;
- Improvements and new accesses to the highway network to help improve movement, both through sustainable means and others, within and beyond the District;
- Better location of new development in relation to access routes to ensure access to key services and facilities;
- Retention of the character and landscape setting of the District, particularly across the northern half of the District;
- No deterioration in air quality either in the District around the areas of growth particularly or in neighbouring areas close to the boundaries of the District;
- No reduction in the overall provision of key services and community facilities, such as GP surgeries or schools; and
- An overall improvement to the economic situation.

As a result it is important that the monitoring framework established must be relevant to these aspects and that there is a clear response set out to any changes identified.



As this will be related to the outcomes of the Local Plan it is important for this, as far as possible, to tie in with the monitoring framework established for that document.

Monitoring is an ongoing process which is implemented through the Authority Monitoring Report. If any significant negative impacts resulting from the Local Plan are identified or if a plan is not achieving its predicted impacts, it may be necessary to review relevant policies and make modifications to negate these effects. Specific contingency plans are laid out at the end of the Housing Allocation section and the Employment Chapter, identifying what actions will be taken to any downturn or non delivery that may occur.

The areas identified above in terms of potential change resulting from the SA process so far have been used as the basis of the SA monitoring framework below (Table 11.1). This will be reported alongside the monitoring of the Local Plan policies, as part of the Local Plan monitoring report. This may be updated in the Full Sustainability Appraisal to accompany the submission Local Plan, if considered necessary.



SA Objective/criteria	Significant effect	Monitoring table	
		LP policy	Baseline
Water Quality	Ensuring water quality and that there is no deterioration as a result of accommodating growth	Protected Place: - ENV SP1; ENV DM2; W SP1 W DM1	There is only one area where water quality standards are failing and this is within the Aldingboure Rife due to outfall from the Tangmere Water Treatment Works
Flood Risk	Reduction in surface water flooding and the number of properties at risk of flooding	Protected Place: - W DM2 W DM3	Large areas were badly affected through surface water flooding in 2012 with 454 properties affected.
Ensuring efficient and sustainable movement within and beyond Arun	Improvements and new accesses to the highway network to help improve movement, both through sustainable and	Connected Place: - T SP1 T DM1 T SP3	There are a number of identified areas on the network affected by congestion, as the Arun Transport



	other means, within and beyond the District		Study shows.
<p>Ensuring efficient and sustainable movement within and beyond Arun</p> <p>Access to:</p> <ul style="list-style-type: none"> — Education — Health care — Community facilities — Green infrastructure — Emergency services 	<p>Better location of new development in relation to access routes to ensure access to key services and facilities</p>	<p>Connected Place: - T SP1 T DM1 T SP3</p> <p>Deliverable Place: - INF SP1</p>	<p>There is a reasonable spread of most services, although GP surgeries are needing to serve a much greater population. Education facilities face similar issues, though pressure is greater on primary level facilities</p>
<p>Enhance Arun's Environmental Integrity</p> <p>Local Distinctiveness</p>	<p>Retention of the character and landscape setting of the District, particularly across the northern half of the District</p>	<p>Sustainable Place: - SD SP2 SD SP3 C SP1 GI SP1 LAN DM1 HER DM 3,4,5 and 6</p> <p>Protected Place: - W DM4</p>	<p>Currently a key characteristic of the District and settlements which is recognised by 10 key areas designated as Strategic and Local Gaps. There are also 29 conservation areas</p>



Air Quality	No deterioration in air quality either in the District around the areas of growth particularly or in neighbouring areas close to the boundaries of the District	Protected Place: - QE DM3	There are no Air Quality Management Areas within Arun District but there are a couple that have been recently declared on the north eastern boundary with Horsham District.
<p>Ensure high quality housing and provide excellent social infrastructure</p> <p>Access to:</p> <ul style="list-style-type: none"> — Education — Health care — Community facilities 	No reduction in the overall provision of key services and community facilities, such as GP surgeries or schools	<p>Living Place: - H DM2 HWB SP1 OSR SP1 OSR DM1</p> <p>Deliverable Place: - INF SP1</p>	There is a reasonable spread of most services, although GP surgeries are needing to serve a much greater population. Education facilities face similar issues, though pressure is greater on primary level facilities
Ensure a diverse and thriving economic base to support Arun's	An overall improvement to the economic situation	Prosperous Place: - EMP SP1 EMP DM4	In 2012 Arun had a job density of 0.62, which



<p>growth</p> <p>Improve Vibrancy of Arun's Town Centres</p>		<p>SKILLS SP1 TOU SP1 HOR DM1 RET DM2 EQ DM1</p>	<p>was well below the regional figure of 0.81 and the national figure of 0.78</p>
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2. Introduction

2.1 Arun District Council (ADC) has prepared the publication version of its Local Plan. Once adopted, the Arun District Local Plan will contain the planning policies to implement the vision and strategic objectives for future development in the District. This addresses the needs and opportunities within Arun District Planning Authority Area relating to the economy, housing, facilities and infrastructure through enabling good design, safeguarding of the environment, and allow adaptation to climate.

2.2 In accordance with European and national legislation, the Arun District Local Plan as a Local Development Document (LDD) establishes a framework for future development and so triggers the requirement for a Sustainability Appraisal (SA), incorporating Strategic Environmental Assessment (SEA), to ensure that the plan delivers sustainable development. In order to clearly highlight how SEA requirements have been complied with, this SA signposts where requirements have been met, as shown in the example below:

Compliance with SEA Directive's Requirement

This box will signpost which requirement of the SEA Directive's Regulations are being met.

2.4 This SA fully incorporates SEA requirements as set out by European Directive 2001/42/EC and has been prepared to accompany the proposed submission version of Arun District Local Plan. This SA builds upon the SA Scoping Report and Initial Sustainability Commentary that supported the Core Strategy Issues and Options (see Table 3.1).

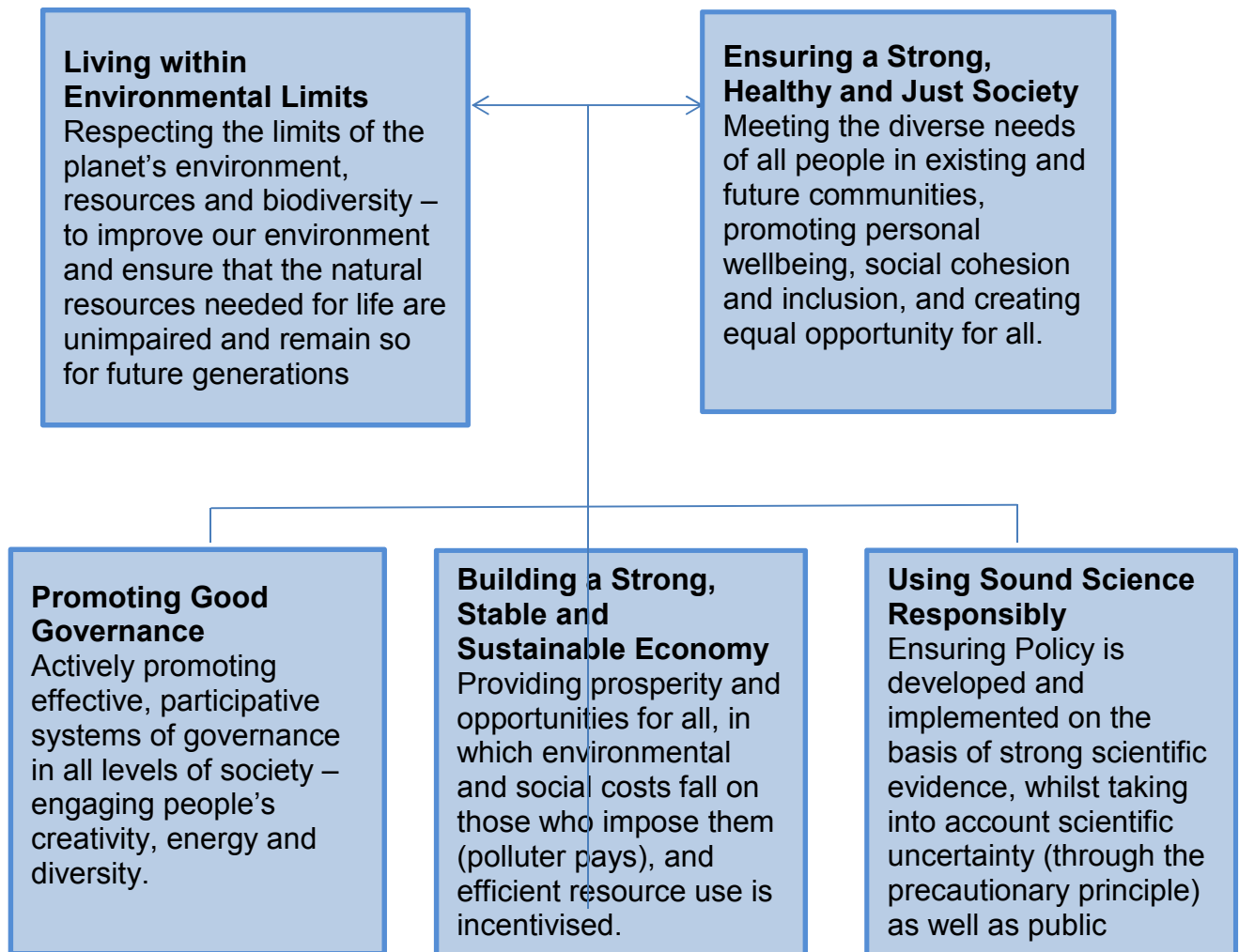
What is sustainable Development?

2.4 The term 'sustainable development' has been commonly used since the early 1990s. The most widely used definition of sustainable development was set at the Earth Summit in Rio de Janeiro in 1992 and is now included in the National Planning Policy Framework;

"Development which meets the needs of the present without compromising the ability of the future generations to meet their own needs"

2.5 Sustainable development is agreed to be the preferred method of development throughout the world and is the key theme which underpins planning policy in the United Kingdom. In 2005, the government produced a Sustainable Development Strategy,* recognising that considering the long-term social, economic and environmental issues and impact in an integrated and balanced way was key to delivering sustainable development. This set out five guiding principles, which form the basis of policy as follows:





The Sustainability Appraisal (SA) and Strategic Environment Assessment (SEA)

2.6 The framework in which to achieve sustainable development was set out in the European Directive on Strategic Environmental Assessment, 2001 (referred to as SEA Directive) legislation. This Directive is implemented in the UK through the Planning and Compulsory Purchase Act, 2004. These pieces of legislation combined set out the requirement for Strategic Environmental Assessment (SEA) and Sustainability Appraisal (SA). An SA of an LDD is required in section 19 of the Planning and Compulsory Purchase Act 2004. In addition, section 39 of the Act requires that the authority preparing a Local Plan must do so “with the objective of contributing to the achievement of sustainable development”.

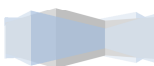
2.7 The European Directive requires the use of the Strategic Environmental Assessment (SEA) process in the formulation of plans and policies with land use implications to ensure that they take environmental issues into account. As such the SA process has been designed to incorporate the requirements of the SEA process. The SEA process involves the assessment of the current state of the environment, the identification of likely significant effects on the environment and specifies possible measures to mitigate these.



2.8 The Strategic Assessment (SEA) aims to predict and assess the significant environmental effects that are likely to arise from plans, policies and strategies. It is a process for assessing and where appropriate mitigating negative environmental impacts of specific plans and programmes. The Sustainability Appraisal (SA) process is one which is wider to ensure that the social and economic benefits can be considered on the same basis as the environmental.

2.9 A Sustainability Appraisal is a systematic process that must be carried out during the preparation of a Local Plan. Its role is to promote sustainable development by assessing the extent to which the emerging Local Plan will help to achieve relevant environmental, economic and social objectives (see Section 9). The SA process is designed to test the Local Plan and is a means for identifying and mitigating any potential adverse effects that the Local Plan might otherwise have. By doing so, it can help make sure that the proposals in the plan are the most appropriate given the reasonable alternatives. The SA process helps test the Local Plan through the use and application of evidence and therefore helps with developing options. It is an iterative process, which is integrated into the different stages of forming a Local Plan.

2.10 A key outcome of the Sustainability Appraisal process is to predict the positive and negative impacts of policies, whether social, environmental or economic, at an early stage, allowing any negative effects to be mitigated against (see Section 10). By doing so, it can help make sure that proposed policies and development options are the most appropriate when assessed against other reasonable alternative options. Through this process it should facilitate effective public consultation on alternatives against others, through making environmental information available.



3. Methodology

Compliance with SEA Directive’s requirement

The Environmental Report should provide (Art.5 and Annex 1):
 “...a description of how the assessment was undertaken...”

3.1 ADC’s Sustainability Appraisals (SA) has been produced in accordance to the Sustainability Appraisal Section of the Communities and Local Government Plan Making Manual¹⁷, and the Planning Advisory Service’s (PAS) guide¹⁸ on carrying out SAs, as well as following best practice from other authorities.

3.2 The SA process is completed to work in tandem with the production processes of the Local Plan process are completed together at the different stages as shown in the flow chart below (Figure 3.1).

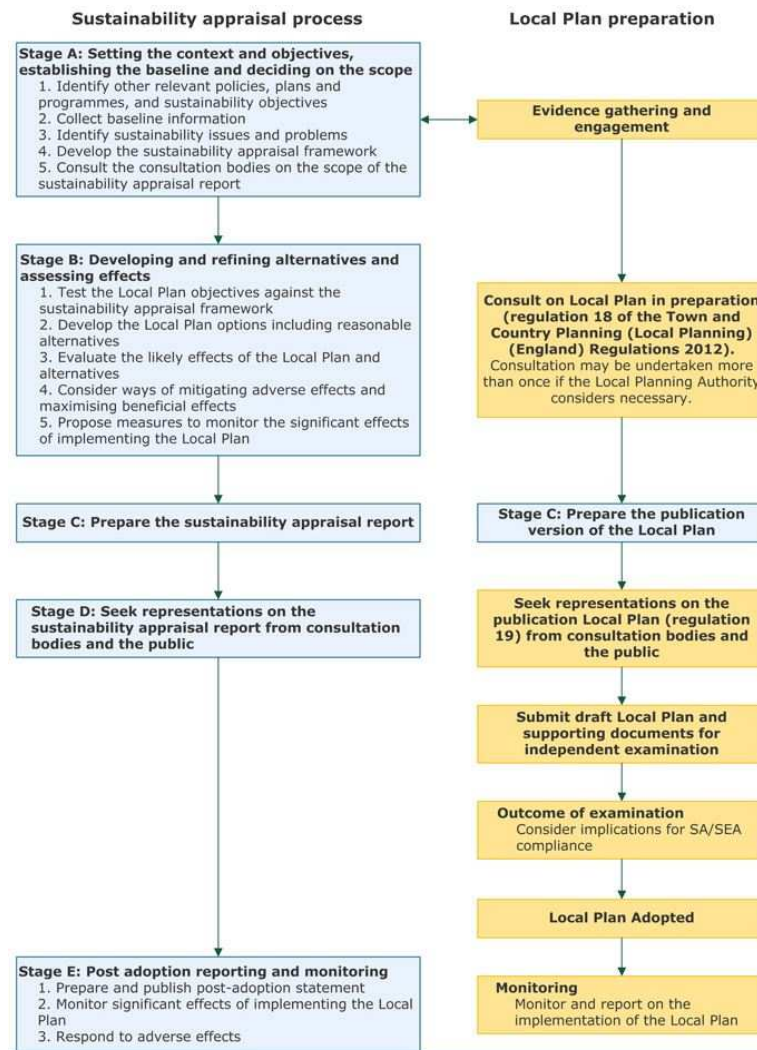


Figure 3.1

17 ODPM Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents
 18 PAS (2010) Sustainability Appraisal Guidance Note



3.3 The key stages of the ADC Sustainability Appraisal, against the preparation of the Local Plan has been summarised in the table below:

Table 3.1

SEA/SA Stage	Sustainability Appraisal	Local Plan (LDF)	Consultation
Stage A	Sustainability Appraisal Scoping Report (2005) produced by ADC	The Core Strategy Issues and Options (2005)	Public 29 th September 10 th November 2005
Stage A	The ADC Core Strategy Sustainability Appraisal Scoping Report, (March 2009) by EDAW (AECOM)		Statutory 21 st November 2008 to 9 th January 2009
Stage A-B	Options for Growth Sustainability Appraisal Commentary (March 2009) by EDAW (AECOM)	The Core Strategy Options for Growth (2009)	Public 19 th February to 2 nd April 2009
		Arun District Council Housing and Employment Growth Options 2011	Public 15 th November to 28 th February 2011
Stage A-C	Interim Sustainability Appraisal (2012) by ADC	Local Plan 2013 - 2028 Version Regulation 18 (2012)	Public 19 th July 2012 to 10 th Sept 2012
Stage A-D	Intended Sustainability Appraisal (this document) by ADC	Publication Version of the Local Plan Regulation 19 (2014)	Autumn 2014
Stage A-D	Final Sustainability Appraisal Report	Submission Version of the Local Plan Regulation 22 (2015)	Public Consultation to be arranged (2015)



The background to SA process to date

3.4 In May 2005 Arun District Council produced a Sustainability Appraisal Scoping Report which included a Sustainability Framework, set out the baseline and future objectives and indicators of the sustainability appraisal process. This appraised the Core Strategy Issues and Options Stage of the emerging Local Development Framework. These documents were available for 29th September until 10th November 2005. A total of 260 responses were received during the consultation period. The responses were reviewed and presented in the 'Core Strategy Issues and Options Analysis' which was approved at Local Development Framework (LDF) subcommittee in 2006.

3.5 Arun District Council reached the 'Preferred Options' stage of producing Core Strategy in 2007. However the Council decided to suspend work on the Core Strategy until there was greater clarification on the issues involved. As a result of revisions to the South East Plan, Arun's housing requirement was increased by an extra 2,000 homes to 11,300 homes, which were to be delivered between 2006 and 2026. Due to a shortfall in housing delivery before 2006 in the Structure Plan period; an extra 200 units were added to Arun's amended housing requirement of 11,300 dwellings, increasing the overall requirement to 11,500 dwellings, to be delivered between 2006 and 2026. After the publication of the Panel of Inspectors' report of the examination into the draft South East Plan, ADC received legal opinion that advised to continue with their Core Strategy without taking into account the proposed alterations to the South East Plan would potentially result in the Core Strategy being found unsound at examination. In addition to this, there was a proposal to develop an Eco-Town at Ford in 2008 which was considered by the Government as part of their Eco-Town Programme. These factors meant that the proposed growth options required revisiting.

3.6 The 2005 Scoping Report was reviewed by EDAW consultants in 2008. It was considered that the Sustainability Framework within the report was too generic in its application and not thought to robustly test the revisited growth options to the degree of required detail necessary. It was therefore decided by ADC that a new SA Framework was needed to ensure the most sustainable option for future development in Arun is taken forward.

3.7 A replacement Scoping Report, including a new Sustainability Framework was produced for ADC by EDAW in November 2008. This analysed and updated the context and baseline information in the 2005 Scoping Report and, identified the key sustainability issues for Arun to robustly appraise the emerging Core Strategy. The Scoping Report was issued for consultation to statutory consultees from 21st November 2008 until 9th January 2009. It was adopted by the Council in March 2009.

3.7 Additionally EDAW produced a District Analysis Baseline Report March 2009, which set out an analysis of the district bringing together evidence and was used to underpin the sustainability appraisal process and inform the plan making process going forward.



3.8 In response to the Government's announcement that they intended to remove regionally imposed house building targets (set within the South East Plan) and return responsibility to the local level, ADC conducted a fifteen week (from 15th November to 28th February 2011) public consultation on various figures for accommodating Housing and Employment Growth. A report outlining the consultation process, main responses and findings was approved by the LDF Sub Committee on the 2nd June 2011.

3.9 Subsequent to the consultation of Housing and Employment Growth Options, the LDF Core Strategy was replaced and the work and evidence informing it used to form the basis of the ADC emerging Local Plan. The Sustainability Appraisal Interim Report appraised the Arun Draft Local Plan Version Regulation 18¹⁹ (2013 - 2028) was consulted on in 19th July 2012 to 10th Sept 2012.

3.10 The Intended Full SA Report was prepared, which included reconsideration in more detail of the alternative locations from 2009, taking account of new evidence, to accompany the Local Plan (Summer 2013). This was made available on the ADC website, however the planned consultation of the Local Plan and Sustainability Appraisal were both cancelled.

The purpose of this SA Report

3.11 This SA Report is a revised Intended SA Report. This document will be submitted for public consultation to accompany the public consultation of the Publication version of the Local Plan. Specifically this report includes:

- § A discussion of the various spatial options against the sustainability framework.
- § The appraisal of the supporting text and wording of the policies against the sustainability framework with, as necessary, suggested recommendations to increase their sustainability.
- § Set out the monitoring framework to monitor the sustainability impacts of the Local Plan.

Meeting the Requirements of the SEA Directive

Compliance with SEA Directive's Requirement

"Environmental Reports should be of a sufficient standard to meet the requirements of the SEA Directive (Article 12)

3.12 In preparing this SA Report, the SEA Directive and the Environmental Assessment of Plans and Programmes Regulation 2004 (the SEA Regulations), which transpose the Directive into English law, has been followed. Table 3.2 shows where in this report the SEA requirements have been met.



Table 3.2

The SEA Directive's Requirements	Where covered in this SA Report
In preparing an environmental report, the information that it gives should include (Art. 5 and Annex 1):	
a) an outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans or programmes	Main objectives of Local Plan (Section 8), Relationship with other plans (Section 4 & Appendix 1)
b) the relevant aspect of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	Section 5
c) the environmental characteristics of areas likely to be significantly affected	
d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of particular environmental importance, such as Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)	
e) the environmental protection objectives, established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation	Section 4 Section 3
f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects	Section 9 & 10
g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	The Methodology (Section 3), Difficulties in compiling information (Section 4) Assessment of Spatial Options, inc. alternate locations (Section 9)
h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	Section 11
i) a description of the measures envisaged concerning monitoring in accordance with Article 10	
The SEA Directive's Requirements Where covered in the SA Report	
j) a non-technical summary of the information provided under the above headings	Section 1
The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2).	The report is sufficiently detailed and reflects the most up-to-date information.
When preparing the environmental report, consultation should take place with:	
authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental	EH, NE, the EA have been

report (Art. 5.4).	consulted on various versions of the SA and Local Plan. Members of the public have been able to comment on the Plan and SA
authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2).	
other EU Member states, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7).	This is not applicable for this report as it is not thought likely that the Local Plan will have significant effects on another country.
The plan or programme should take into account the environmental report and the results of consultations into account in decision-making (Art. 8).	The Local Plan has been influenced by both technical evidence, outcomes of previous sustainability reports and responses from the public, included in (section 9)
When the plan or programme is adopted, the public and any countries consulted shall be informed and the following made available to those so informed:	
the plan or programme as adopted;	
a statement summarising how environmental considerations have been integrated into the plan or programme (Art. 5 – 8)	Within the Adoption Statement to be issued once Local Plan is adopted; Section 11
the measures decided concerning monitoring (Art. 9 and 10).	
Environmental reports should be of a sufficient standard to meet the requirements of the SEA Directive (Art. 12).	This is covered in this table.
To monitor the significant environmental effects of the plan's or programme's implementation (Art. 10).	Section 11



4. Plans, Programmes and Policies

Compliance with SEA Directive's requirement

“Environmental Reports should include (Art.5 and Annex 1): “an outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes”

4.1 In order to establish a clear scope for the SA it is necessary to systematically review and develop an understanding of baseline data, and plans, programmes and policies (PPP's) that are of relevance to informing the Local Plan. These are set out in a table forming Appendix 1.

4.2 A key plan or programme of relevance to this appraisal is the Conservation of Habitats and Species Regulations 2010²⁰. This requires that a Habitats Regulations Assessment (HRA) is applied to all statutory land use plans in England and Wales. The aim of the HRA process is to assess the potential effects arising from a plan against the nature conservation objectives of any site designated for its nature conservation importance.

4.3 Detailed baseline information for ADC was gathered as part of the baseline analysis in the original 2005 Scoping Report (see 3.4). As part of the process of producing each SA, the baseline information has been utilised, updated and added to through a review of the National, County and ADC's strategies, action plans and monitoring reports. Additionally evidence based studies commissioned by both ADC and WSCC to inform the emerging Local Plan have been incorporated in the appraisal process, specifically in updating indicators, and building on trends. As part of the baseline data review process the following principles are systematically considered:

- a. Relevance - is the data helpful?
- b. Current in the data as up to date as possible?
- c. Availability - the data easily accessible?
- d. Interpretation - is it easy to understand?

4.4 The Local Plan has been influenced by a wealth of PPPs. Additionally the content of the PPP's have also been used to inform some of the key sustainability issues facing the District and in turn, the sustainability objectives of this SA Report.

4.5 The Scoping Report (March 2009) produced by EDAW first identified the relevant plans, programmes and policies. The most influential documents at this stage of the process were:

²⁰ ²⁰ Conservation of Habitat and Species Regulations 2010
<http://www.legislation.gov.uk/ukxi/2010/490/contents/made> transposed the requirements of the European Birds Directive into national law and consolidated amendments to the Conservation (Natural Habitats, &c) Regulations 1994.



- § Draft South East Plan 2006
- § Arun Sustainable Community Strategy 2008: Our Kind of Place
- § Arun District Local Plan 2003

Changes to the Planning System

4.6 The Local Plan has been prepared during a period of significant change to the planning system, mainly due to the Localism agenda brought in by the Coalition Government from 2011²¹. As a result it has been influenced by a planning framework and policies that have now been superseded. For example earlier the Local Plan was influenced by Planning Policy Statements (PPS) and Planning Policy Guidance (PPG) which has now formed into the National Planning Policy Framework (NPPF) and Planning Practice Guidance. Far greater control and responsibility for decision making is being encouraged at more local levels, through the removal of regional level plans and the introduction of neighbourhood planning.

4.7 The South East Plan (SEP) was the Regional Spatial Strategy (RSS) for Arun District²². It set out a vision for the future of the South East region to 2026, outlining how to respond to challenges facing the region such as housing, the economy, transport and protecting the environment. Although it was revoked some of its background information is still relevant in the formation of ADC Local Plan policies.

4.8 As part of this devolution, a new duty²³ has been placed on Local Planning Authorities and other bodies to co-operate on matters that could have strategic or cross boundary implications. Consequently the local planning authorities in Coastal West Sussex and Greater Brighton established the Coastal West Sussex and Greater Brighton Strategic Planning Board²⁴ and produced The Local Strategic Statement Delivering Sustainable Growth 2013-31. This non-statutory document aims to provide a strategic planning and investment framework and reflects the Coastal West Sussex Housing Market Area and is an important consideration for the emerging Local Plan.

4.9 The Local Strategic Statement (LSS) has four strategic objectives to underpin this vision followed by five spatial priorities for implementation. A number of the strategic objectives include reference to a number of infrastructure schemes across Arun District. Spatial priorities 2 and 3 specifically relate to supporting strategic employment and housing sites identified in Bognor Regis & Littlehampton.

²¹ Implemented through the Localism Act (2011) and the amended Planning and Compulsory Purchase Act (2004).

²² The South East Plan (SEP) was revoked with effect from 25th March 2013 under Statutory Instrument No. 427 (2013) and no longer forms part of the development plan for the District. The Regional Economic Strategy has also been revoked.

²³ This Duty is under section 110 of the Localism Act (2011) inserted as section 33A in the Planning and Compulsory Purchase Act (2004).

²⁴ Coastal West Sussex and Greater Brighton Strategic Planning Board is led by planning/ infrastructure Portfolio Holders or Leaders of Adur, Arun, Brighton & Hove, Chichester, Lewes, West Sussex and Worthing Councils and the South Downs National Park Authority.



South Downs National Park Authority

4.10 Arun's Local Plan covers the Local Planning Authority Area (LPA) - this area is the entire district apart from those parts within the South Downs National Park Authority. The SDNPA became a statutory Planning Authority on 1st April 2011. The National Park process began in April 2000, and prior to National Park status, the South Downs was designated as an Area of Outstanding Natural Beauty (AONB). The Local Plan and SA process started prior to designation and therefore previously included parts of the district that are now under the jurisdiction of SDNPA. The SDNPA in consultation with the relevant Local Authorities are currently preparing a Local Plan for the entire park.

5. The baseline situation: A portrait of Arun District

Compliance with SEA Directive's requirement

"The Environmental Reports should include (Art.5 and Annex 1): "any environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of particular environmental importance, such as Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) "

General characteristics

5.1 Arun District is located on the South Coast, is one of seven Districts within West Sussex. The District is bordered by Chichester District to the west and Worthing Borough and Adur District to the east. The northern half of Arun District is within the planning jurisdiction of South Downs National Park Authority (SDNPA).

5.2 Arun Local Planning Authority (LPA) covers an area of 12,090 hectares (46 square miles) and has an estimated population of approximately 146,000.²⁵ The northern part of the LPA is predominantly rural. The southern part of the LPA falls within the West Sussex coastal plain. The River Arun divides the District approximately in half. Over 77% of Arun's population (nearly 113,000) live in coastal urban areas centred on the two main towns of Bognor Regis and Littlehampton. These towns are separated from each other by an area of open countryside, the 'Climping Gap', which is important in landscape terms as well as providing an important part of the District's green infrastructure and one of the few remaining stretches of open, undeveloped coastline.

5.3 Bognor Regis and Littlehampton have merged with their neighbouring settlements to form larger built-up areas but the Parish identities remain and there are distinguishable village identities. In the west of the District, the Bognor Regis urban area, including Pagham, Aldwick, Bersted, Felpham and Middleton-on-Sea,

²⁵ Estimate based on the 2011 Census (release 2.1) population for the Arun District, reduced by the estimated population for parishes which fall within the South Downs National Park Planning Authority Area.



have a combined population of over 64,700. East of the River Arun, Littlehampton, Rustington, East Preston and Kingston form a second built-up area with a population in excess of 48,200. Although physically separate the village of Ferring forms part of this network of coastal settlements. In addition, there are a number of villages that are broadly located across the northern area above these coastal settlements, with a few smaller settlements spread between.

5.4 The coastal towns are the main service, employment, retail and social centres. Both centres have concentrations of manufacturing and warehousing premises which are located on their outskirts that play an important role in the overall employment of the District. Bognor Regis is the District's largest retail centre and also encompasses the Butlins Holiday Centre and a campus of the University of Chichester. Littlehampton is a smaller centre, located at the mouth of the River Arun and has a harbour with low density industrial units and an expanding marine leisure centre.

5.5 Large numbers of Arun residents travel to larger centres outside the District for employment, shopping and entertainment, particularly to Chichester and Worthing.

5.6 The town of Arundel, dominated by its cathedral and castle, lies inland from the coast, at the foot of the Downs. The historical development of Arundel has resulted in a rich built environment set against the impressive backdrop of the River Arun, Arun Valley and Arundel Park. It is an important visitor destination and many of the facilities, services and employment opportunities reflect this attribute. Arundel has historical and environmental designations and its future growth has to meet the challenge of its special historic and landscape character.

5.7 In the west of the District are the 'Six Villages' of Aldingbourne, Barnham, Eastergate, Westergate, Fontwell, Walberton and Yapton. Barnham, Eastergate and Westergate are located close together and although physically separate, share many facilities. Considered together the three villages provide a range of shops and local services, whilst Barnham benefits from a mainline railway station. The combination of these three villages, their services, the open land between them and the District wide priority to realign the A29 for improved access to employment land at Bognor Regis to the south, make this area a particularly sustainable location for criteria based growth. Fontwell, Walberton and Yapton are more clearly physically separate. Walberton and Yapton have a more restricted range of facilities and services than the three villages. Fontwell shares services and facilities with its neighbours, although there is focused employment in the equestrian sector linked to the racecourse, and due to its position in relation to the A27 it is highly accessible. However, social isolation can be an issue due to the lack of public transport services.

5.8 The largest inland settlement in the east of the District is Angmering. Angmering has experienced considerable new residential development in recent years but retains a village character. With improvements to the A280 now completed, improvements to the A259, the proximity of a main line railway station and the securing of additional primary school places, Angmering is considered a sustainable place for additional housing and employment growth.



5.9 The District also has some smaller villages and hamlets which have very limited services and facilities such as Poling, Clymping and Ford. Most of the coastal plain is high quality agricultural land with a number of horticultural businesses and glasshouses. The Ford area has a range of industrial estates and an open prison. However this central area across the middle of the District generally corresponds to being the most tranquil part.

5.10 Transport links are dominated by east-west routes along the Sussex Coast, linking Arun with Worthing and Brighton to the east and Chichester and Portsmouth to the west. The main road links are the A27 trunk road and the A259, both of which suffer from severe congestion during peak times. The north-south road links provided by the A29, A284 and A280 are generally not as good as the roads for the east-west routes. The rail line known as 'Coastline' connects the main towns along the South coast, although both Bognor Regis and Littlehampton are served by branch lines. The Arun Valley line provides a direct rail link to London, Central Sussex and Gatwick Airport.

Environmental characteristics

5.11 Arun's main settlements are separated by areas of open land which are important in helping to maintain their separate identity and character, which include a wealth of environmentally important assets. There are Sites of Special Scientific Interest (SSSIs) in proximity to the boundary of Arun but within the South Downs National Park Planning Authority, as well as Chichester District Planning Authority Area. In Arun, there are four Sites of Special Scientific Interest (SSSIs): Bognor Reef, Clymping Beach, Felpham and Pagham Harbour. There are five Sites of Nature Conservation Importance (SNCIs): Littlehampton Golf Course and Atherington Beach, Elmer Rocks, Middleton Shingle and Fontwell Park Racecourse. In addition, there are three local nature reserves at Bersted Brooks, Pagham Harbour and West Beach, Littlehampton. Pagham Harbour has also been designated as a Special Protection Area (SPA) under the EC Wild Birds Directive and is a Ramsar site. The environmental potential of the district extends beyond its boundaries, with the Arun Valley (which lies in the National Park) close to the northern boundary and Pagham Harbour which extends into Chichester District. Importantly, within the District there is scope and opportunities for habitat creation and restoration.

5.12 The River Arun is one of the fastest flowing rivers in the country. In addition to this river, the District has large streams and numerous smaller watercourses, or Rifes, which are specifically classified by the Environment Agency as critical strategic drainage infrastructure for the area, to deal with surface water. Arun District is affected to varying degrees by all sources of flooding, although the major sources are fluvial (rivers), tidal (sea) and groundwater. A significant proportion of Arun that is in Flood Zone 1 is towards or lies within the South Downs National Park Planning Authority Area. A large proportion of developable land in Arun also suffers from surface water flooding.

5.13 Arun is in one of the driest parts of the country and the eastern part of the District, served by Southern Water remains classified as being an Area of Water Stress. Water quality issues in Arun relate to organic pollution and eutrophication.



Problems are frequently most acute in areas where there is less capacity for dilution. This becomes particularly evident during drought periods when discharge from treatment works can contribute to a significant proportion of river flow. This is known to occur in the Aldingbourne Rife, where it is downstream of the Tangmere Wastewater Treatment Works.

5.14 Two major aquifers, the Chalk and the Lower Greens, underlie much of the area and are the area's most important water resources accounting for more than 50% of licensed abstraction. The aquifers are the source of numerous springs and streams that help to support surface water flows and water dependent habitats. Due to the high proportion of domestic water that is supplied from these, it is important for rivers and aquifers to be protected from pollution and therefore there are a number of Source Protection Zones within the District. Water resources are finely balanced between meeting the demands of existing abstractions and the need to protect river flows to maintain their ecological function. There is therefore a general presumption against consumptive abstraction from the chalk aquifer and from rivers during the summer.

5.15 Arun is rich in historical assets, with designated assets comprising 723 statutorily listed buildings, 28 Conservation Areas and 5 Scheduled Monuments. In addition, Arun has a large number of undesignated features of historic and cultural interest and value including features of heritage, archaeological and landscape interest. Of note are 14 locally designated Areas of Special Character and 1,242 locally important buildings (Building or Structures of Character). Arundel in particular is renowned for its historic and cultural character.

Social characteristics

5.17 Arun has one of the UK's highest populations of elderly people, with 26% of residents being over the age of 65, compared to 16% nationally. Particularly high proportions of elderly people are found along the coast, in the Pagham-Aldwick area west of Bognor Regis, and from Rustington to Ferring, where in some wards over 50% of residents are over 60 years old. Both national and local forecasts indicate that the largest growth in the future will be in people aged 85 and over. This brings its own challenges regarding health and housing issues. By contrast, parts of Bognor Regis and Littlehampton have a significantly younger age profile, with above average proportions of families and young people. Since 2004, the population has become more diverse, with people from other European Union countries now making up approximately 5% of the population.

5.18 Arun falls within the wider Coastal West Sussex housing market which stretches from Hove in the east to beyond Chichester in the west. Average house prices in Arun's coastal towns are generally relatively low compared to neighbouring areas, but prices are significantly higher in Arundel and some inland villages.

5.19 The 2010 Index of Multiple Deprivation (IMD) indicates that parts of rural Arun²⁶ fall within the 10% most deprived areas in England in terms of barriers to housing and services. Across the District, there are wide differences in standards of

²⁶ Super Output Areas for this domain are Arundel, Walberton and Yapton (2010 IMD)



living, with some of the most affluent neighbourhoods alongside some of the most deprived. Almost 17% of Arun's children live in low income households – just under 4,000 children, which was a small fall. Over 13% of people aged 60 or over live in low income households – just over 6,000 and this number is on the increase.

5.20 Average life expectancy in Arun (80.2 years) is close to the average for West Sussex, and above average for England. However, this disguises wide variations across the District, where average life expectancy by Ward, ranges from 83 years to just 73 years²⁷, Arun has high levels of benefit claimants who are sick and disabled, especially in deprived Wards where concentrations are the highest in West Sussex. Parts of River Ward and Ham Ward, Littlehampton, fall within the worst 10% of areas in England in terms of health and disability indicators²⁸, whilst other parts of Littlehampton and Bognor Regis fall within the worst 20%, with over 1 in 4 residents suffer from long term limiting illness in some of these.

5.21 Educational achievement in the District is relatively low, with the percentage of those with a degree or higher (23%) falling below the national average (40%). The worst problems are concentrated in Ham Ward, Littlehampton and parts of Pevensy and Bersted Wards in Bognor Regis, which fall within the 10% most deprived areas in England in terms of education, skills and training. In general, Arun is a relatively safe place with a low incidence of crime, although fear of crime remains a significant issue. Crime rates are relatively high in parts of Bognor Regis and Littlehampton, with parts of River Ward, Littlehampton ranked within the worst 10% areas in England, and a number of other areas within Littlehampton and Bognor Regis falling within the worst 20%.

5.23 Approximately 80% of housing in Arun is owner occupied, which is much higher than both the national and West Sussex average. Around 9% is social rented, with a similar proportion privately rented. High concentrations of social rented housing occur in parts of Bognor Regis and Littlehampton, particularly Pevensy and Ham Wards where it accounts for around 25% of all housing. Private renting is concentrated in the town centres, where it rises to over 35% of total housing in Marine Ward, Bognor Regis.

Economic characteristics

5.24 In economic terms, Arun is relatively prosperous when compared to the national average, but performs below average for the South East region. The largest employment sectors within the District are distribution, hotels and restaurants providing around 30% of jobs, followed by public administration, education, care and health at around 27%. Around 12% of jobs are in manufacturing which is above the South East average. Also significant is the commercial horticulture industry, which is a major employer in the Barnham and Angmering areas. Arun is dominated by small and medium enterprises (SMEs) with less than 11 employees, which account for 86% of the District's business establishments.

²⁷ Life Expectancy (NHS West Sussex)

²⁸ 2010 IMD



5.25 Lack of employment ('worklessness') is a particular problem in parts of Bognor Regis and Littlehampton. Part of River Ward, Littlehampton falls within the worst 10% areas in England in terms of employment deprivation, and other parts of Littlehampton and Bognor Regis fall within the worst 20%.

5.26 Arun experiences high levels of out-commuting partly because employment opportunities in 2001 were limited within the District. Over 37% of residents in employment commute elsewhere to work. Together with those people who commute into the District to work more than 30,000 commuters cross out of the district every workday. By 2011 the average distance travelled to work by Arun residents had increased in percentage terms above the UK and South East averages. Chichester acts as an important employment centre for the west of the District and is also a significant draw for shopping and entertainment. Worthing fulfils a similar role for the east of the District. Further afield, the larger centres of Brighton and Portsmouth exert an influence and there is also some commuting northwards towards Horsham, Crawley, Gatwick and London. The outflow of many Arun residents reduces the amount of money spent in local shops and facilities. It is a factor in reducing the competitiveness of Arun's coastal towns as retail and service centres.

5.27 Overall in terms of economic indicators, Arun ranks as the second most deprived local authority within West Sussex, but is among the least 50% deprived nationally. Across the District, there are large variations, with many of the rural villages, and parts of the coastal urban fringe residents have higher educational attainment and incomes. However, in the 2010 IMD Arundel, Walberton and Yapton Wards were identified as being the three most deprived super output areas and sections of the coastal strip also remain in deprivation, such as the Victoria Drive area of Bognor Regis also identified in the 2010 IMD.

6. Predicted future without the Local Plan

Compliance with SEA Directive's requirement

“The Environmental Reports should include (Art.5 and Annex 1): “the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme”

6.1 Projections, estimates and trend-based information, along with relevant Plans or Programmes, have been used to set out the expected state of the District without an adopted Local Plan. This can be seen below:

- § As a coastal district, Arun is likely to experience more of the extreme impacts to result from climate change – wetter winters with greater incidence of flooding; warmer, drier summers and shifting sea levels. These will all mean that buildings and cultures will need to adapt.
- § Arun's population currently includes a high percentage of elderly people, with a below average proportion of residents of working age. Both national and

local forecasts predict a further rise in the proportion of older people over the next 20 years.

- § Over the next 15-20 years, Arun will have to accommodate significant new housing. This new development will generate greater demands on Arun's infrastructure, services and facilities, with potential to impact on the environment and natural resources.
- § Arun suffers from a relatively limited economic base. There is a high dependence on low paid sectors, such as agriculture, tourism and retail. The District has high levels of economic inactivity and below average earnings and skill levels. These problems have wider implications, leading to high levels of out-commuting and difficulty retaining young educated residents. Some limited improvement to numbers in work may occur but the economic situation would not change much from the existing.
- § Arun's main town centres of Bognor Regis and Littlehampton currently lack a wide range of shopping, entertainment, employment and other facilities, and therefore struggle to compete with neighbouring centres outside the District. This is likely to continue without the focus on regeneration and investment into these towns.
- § Many of Arun's roads are already congested and the pressure on the local road network will increase with further population growth and new development without new physical infrastructure and mitigation strategies. At the same time, increasing car use has negative impacts on the environment, health, safety and contributes to climate change.
- § Arun's natural environment and landscape, together with the character of its built and historic environment are amongst the District's greatest assets. They contribute greatly to the quality of life and are a significant draw for visitors, thus benefiting Arun's economy. However, without management and/or protection, these areas could diminish in quality adversely affecting the wellbeing of residents, the economy and the environment.

Sustainability issues affecting Arun District

Compliance with SEA Directive's requirement

The Environmental Report should provide information on:

"Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC" (Annex I (d))

6.2 The identification of sustainability issues is an opportunity to define key challenges and develop the objectives and criteria that create the sustainability objectives which is a crucial component of the Sustainability Framework used to assess the Local Plan during its development (see Section 7). The review of relevant



plans and policies (Stage A1) and the baseline investigations (Stage A2) have acted to provide a solid background against which the key sustainability issues for Arun's Local Plan can be established, as summarized in the table below:

Table 6.1

Growth
Requirement for 11,600 dwellings to be delivered before or by 2029. Due to Arun's environmental and infrastructure constraints, options for locating growth become limited. Growth options should seek to improve inequalities where possible and explore the possibility of delivering physical infrastructure, plus improved facilities and services.
Diversifying local economy
The main sectors of employment in Arun are within wholesale retailing, repair of motor vehicles and public administration and services. Agriculture also plays an important role in the rural economy. By diversifying and increasing the range of employment sectors, Arun's economic base will be strengthened, and in turn will result in stronger resistance to future economic downturns. Diversifying the local economy can also assist in upskilling the workforce and creating a more balanced population through attracting younger skilled people to relocate to Arun and encourage more of Arun's younger qualified residents to stay.
Low Wage Economy and Low Educational Achievement
GCSE attainment is lower than the national average. There is also a fair degree of variation between the educational institutions within Arun. Wages in Arun are also significantly lower at an average comparison to regional figures, due to the higher proportion being in the lower skilled sectors. This makes it hard to retain young professionals and improve the aspirations of the young. Employment needs to be key to delivering growth and should be more diversified, as well as contributing to improvement of educational attainments and skills.
Regeneration of Town Centres
Economic regeneration and the vitality of town centres is a key priority in Arun. At the heart of the regeneration plans is to create vibrant town centres that reposition Bognor Regis and Littlehampton as first class coastal destinations. Regeneration of the Town Centres should assist in addressing issues of social and economic deprivation without having a detrimental impact on the environment that is key to visitor attraction.
Local Distinctiveness
Arun is characterised by a range of open and diverse land and townscapes, with a number of historic assets and settings to the villages and towns. This distinctiveness is critical to Arun's identity and therefore needs to be protected and enhanced where possible.
Housing Delivery and Affordability
The existing housing delivery has on occasion been below previous expected targets and the economic cycle is likely to continue to put pressure on housing delivery in the District. Affordability is a concern in Arun but less so than other districts in West Sussex. The Strategic Housing Market Assessment indicates there may be hidden housing need. However the Demographic Needs Study (GL Hearn, 2014) also identifies that only a modest degree of this is from suppressed need. Barriers to Housing remain an issue.
Creating more balanced communities
The age profile in Arun is particularly unbalanced with significant number of younger people located in the town centres and an increase in the proportion of older people. This age structure imbalance has a range of implications in terms of the provision and delivery of services as well as the future supply of local labour and hence the strength of

the economic base.

Quality of Life

Although generally Arun is not particularly deprived, there are certain concentrated pockets where people experience a range of inequalities relating to health, education, crime and income. Reducing inequalities needs to be key to ensuring future sustainability.

Isolation

Problems around isolation and loneliness were identified in the Community Strategy as key concerns. These problems may intensify in the more rural areas where a lack of public transport further exacerbates these feelings of isolation, particularly for the elderly or less mobile.

Lack of Community Cohesion

A lack of community spirit was highlighted as a key concern in the Community Strategy. Increasing number of migrants, a high number of second residences, coupled with existing issues around isolation and loneliness has increased feelings of tension and lack of community cohesion.

Protection and Enhancement of Environmental Assets and Biodiversity

Arun is rich in environmental assets both in terms of landscape and biodiversity features. Approximately 50% of the District is included in the South Downs National Park. There are 4 SSSIs, 16 SNCI, and 1 SPA and Ramsar site. These assets form an important feature of Arun's distinctiveness and need to be protected and enhanced where possible. Increased pressure and impacts resulting from increases in local residents and visitors need to be appropriately managed and mitigated against.

Fluvial and Tidal Flood Risk

Arun is at risk from all types of flooding, but the main risks are associated with fluvial and tidal flooding. Significant areas along the coast and the River Arun are within zones 2 and 3, most at risk from flooding. Climate change and pressures for development will increase the risk of flooding across the District if not managed and mitigated against.

Water Quality and Resources

Currently, one location along the Aldingbourne Rife is failing national water quality standards. Maintaining and improving water quality should be a key concern. Water as a resource also needs to be managed more effectively. Water demand will increase further through greater development pressures if consumption rates are not reduced.

Access to Sustainable Transport

The District suffers from heavy road congestion due to high levels of out-commuting of the workforce, high car ownership rates and a lack of public transport infrastructure. Therefore there is a need to increase sustainable modes of transport and the provision and coverage of public transport services.

Difficulties in Collecting Data/Data Limitations

Compliance with SEA Directive's requirement

"Environmental Reports should include (Art.5 and Annex 1): "...any difficulties (such as technical deficiencies or lack of know how) encountered in compiling the required information"

86

6.3 The purpose and use of indicators is to provide objective information in order to inform the appraisal process. However, they do not explain why particular trends are occurring and the wider effects of any changes.

6.4 The indicators in the Scoping Report have been chosen to monitor particular sustainability objectives and thus provide measurable components. The risk with using indicators is that it is necessary to make judgments where there is not full information and therefore a particular issue either overlooked or underestimated. However, given the resources available to the Council and the number of issues to be assessed and appraised, it is considered that the use of measurable indicators is the most efficient and effective method of monitoring available.

6.5 There are several gaps in the data collected due to significant changes that have occurred in terms of information reported since 2010. Much of the data is collected or collated by external bodies and therefore Arun District Council has little control over the temporal and spatial scope of the data collected. In addition, it is necessary to be aware of the possibility that data collection methods often change, causing issues in terms of reliable comparisons.

6.6 It is important to recognise that such limitations exist and that focusing solely on quantified indicators as a measure of progress could lead to misrepresentation and distortion of trends. This being the case it will also be necessary, in some circumstances, to utilise qualitative information, along with expert judgments, to assist with the appraisal of predicted effects. It should also be borne in mind that when considering plans at such a strategic level, it is not always possible to accurately predict sustainability effects. Impacts on biodiversity and cultural heritage, for example will often depend on more detailed information and studies at a site-level. Similarly some aspect of judgment has to be made when considering synergistic impacts of climate change, as though the wealth of and science of climate change has significantly increased, there is no firm evidence on this subject.

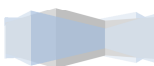
7. The Sustainability Framework

How has the Sustainability Framework been developed?

7.1 It is necessary to develop a Sustainability Framework (SF) to systematically assess contribution of the Local Plan objectives and policies to delivering sustainable development. The fifteen key sustainability issues identified in Section 6 defined the key challenges facing the District and informed the Sustainability Objectives as follow.

Sustainability Appraisal Objectives

1. Achieve successful and Inclusive Communities.
2. Ensure that Arun delivers high quality housing and provides excellent social infrastructure.
3. Ensure a diverse and thriving economic base to support Arun's growth.
4. Improve the vibrancy of Arun's Town centres.
5. Ensure efficient and sustainable movement within and beyond Arun.
6. Enhance Arun's Environmental integrity
7. Maximise Natural Resource efficiency.



7.2 The development of the SA objectives into a sustainability framework is a recognised way in which sustainability effects can be described, analysed and compared. The SA framework was first devised in the Scoping Report (March 2009), to assess the options of the Core Strategy. The SF is split into two sets of questions relating either to:

- 1). The assessment of spatial growth options i.e. where large scale development should be located, or
- 2). The assessment of the policies which will deliver the spatial strategy.

7.3 In order to fully indicate the scope of each objective, key criteria, questions and indicators have also been developed to accompany the objectives. The criteria has been developed ensuring consistency with the criteria applied for eco towns and wider recognised sustainability criteria.

7.4 Not all of the criteria are affected by locational influences and therefore only the ones with locational implications are used in the assessment for the growth options. The main three spatial options of where to accommodate this growth began as follows in 2009:

- A) Sustainable Urban Extensions to Coastal Towns
- B) New Settlement at Ford (Eco Town)
- C) Expansion of Key Inland Settlements

7.5 The table below shows the sustainability framework and maps the objectives against criteria and questions used for assessing the sustainability of the spatial options and policies. In addition, a table showing the sustainability objectives and sub criteria against the SEA topics in Annex II of the Directive can be found in Appendix 3. The suggested indicators are, consistent with the regional and local core indicators set out by DCLG, and the Best Value Performance Indicators (BVPI) to ensure compatibility and to make the best use of resources.

Table 7.1

SA Objective 1: Achieve Successful and Inclusive Communities			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Social Cohesion	What is the potential of development in the area to create a self-sufficient integrated community or able to connect to existing integrated communities?	Will this assist better Community Integration?	<ul style="list-style-type: none"> • Census data - age, ethnic diversity • NI1 Percentage of people who believe people from different backgrounds get on well together in their local area (LAA2) • QOL12. The percentage of the population living in the most deprived SOAs in the country (IMD) • QOL 13a The percentage of children (0 - 16 years) living in households that are income deprived (IMD) • QOL 13b The percentage of older people aged 60+ living in households that are income deprived

			<ul style="list-style-type: none"> • QOL 14 Number of children and young people living in child poverty (IMD)
Healthy Lifestyle	What is the potential of development in the area to promote healthy lifestyles and wellbeing, and reduce health inequalities?	Will this promote healthy lifestyles and wellbeing, and/or reduce health inequalities?	<ul style="list-style-type: none"> • Access to high quality green space • NI 8 Adult participation in sport and active recreation • Access to Health Services • NI 120 All-age all-cause mortality rate • Cycle facilities provided/funded through development • Rate of hospital admissions per 100,00 for alcohol-related harm (LAA2) • NI 123 smoking rate for 16+ • Mortality rate from cancer (NI 122 for U75s), circulatory disease (NI 121 for U75s, accidents, suicides) • NHS 01 - Reduce levels of obesity in primary school children • NHS 02 - Percentage of infants breastfed at 6 - 8 weeks
Balanced Communities		Does this create a more balanced community?	<ul style="list-style-type: none"> • Proportion of population that is of working age • Number of 2nd homes • Age Profile • NI1 Percentage of people who believe people from different backgrounds get on well together in their local area (LAA2)
Community Engagement		Will this promote engagement and empowerment of local communities?	<ul style="list-style-type: none"> • Proportion of population in voting in local elections • NI 4 – percentage of people who feel they can influence decisions in their locality (LAA2) • QOL 4 Percentage of people who have been involved in formal or informal volunteering in the past 12 months – no data (NI 6 similar) • QOL 5 The percentage of people surveyed who say that Arun is “their kind of place”.
Crime		Will actual crime and fear of crime reduced?	<ul style="list-style-type: none"> • QOL 25 – Number of violent crimes committed per 1000 population (NI 15 is the same) • QOL 26a & b Percentage of residents surveyed saying they feel “fairly safe” or “very safe” outside during the day/after dark
Educational Achievement		Will this improve educational achievement?	<ul style="list-style-type: none"> • Index of Deprivation (Education) • Number of schools below national Average NI 75 • Achievement of 5 or more A*-C grades at GCSE or equivalent including English and Maths (LAA2) • NI 117 – 16-18 year olds who

			are not in education, training or employment • NI 73 Achievement at level 4 or above in both English and maths at Key Stage 2 (LAA2)
Social Isolation		Will this reduce social isolation?	<ul style="list-style-type: none"> • Distance travelled to key services • Index Multiple Deprivation Housing and Barriers to Service Domain • Access to Public Transport in rural areas • NI 142 Number of vulnerable people who are supported to maintain independent living (LAA2) (partly replaces QOL 18 – remaining in own home – no data) • NI 7 – Environment for a thriving third sector (LAA2) • QOL 3 The percentage of people surveyed who feel that, for their area, over the last three years, community activities have got better or stayed the same
Objective 2: Ensure Delivers High Quality Housing and Provides Excellent Social Infrastructure			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Housing Supply	How far will development in the area contribute to meeting the housing requirement set out in the South East Plan over the Core Strategy period?	Will this assist in the delivery of housing in the District?	<ul style="list-style-type: none"> • CLG H1 Plan period and housing targets • NI 154 – net additional homes provided (LAA2)
Affordable Housing	What is the potential of development in the area to deliver affordable housing that meets Arun's identified housing needs?	Will this improve the delivery of affordable homes to meet housing need in the District?	<ul style="list-style-type: none"> • Index of Deprivation (Barriers to Housing) • NI 155 – Number of Affordable homes delivered gross (LAA2) (similar to QOL 34) • Number of households in housing need • NI 158 – percentage of non-decent council homes (LAA2) • QOL 36 Average house price to income ratio
Mix of Housing	Will development in the area provide a balance mix of housing which will contribute to meeting: a) identified housing needs within the local authority area? b) identified housing demand within the local area and the wider housing market?	Will this provide a balanced mix of housing which will contribute towards meeting local housing needs and identified housing market requirements?	<ul style="list-style-type: none"> • Type of Housing (Flats, Terraces, Detached) • Number of Bedrooms • Number of 'lifetime homes'
High Quality Housing		Will this provide high quality homes?	<ul style="list-style-type: none"> • CLG H6 Housing Quality – Building for Life Assessments Sustainable Design and Construction Standards (Code for Sustainable Homes, BREEAM)
Access to Employment	What is the potential of the area to provide good access to a range	Will this improve access to employment	<ul style="list-style-type: none"> • Employment density (jobs per 1000)

Opportunities	of employment opportunities?	opportunities?	working age pop) <ul style="list-style-type: none"> Distance/ travel time to Major employment areas (e.g industrial estates) Town centres
Access to Education	What is the potential of the area to provide good access to existing and/or to create new education facilities?	Will this improve access to education facilities?	Distance/ travel time to education <ul style="list-style-type: none"> Primary school Secondary school Tertiary education
Access to Health Care	What is the potential of the area to deliver good access to existing and/or to create new health care facilities?	Will this improve the access to health care?	Distance/ travel time to health care facilities with spare capacity <ul style="list-style-type: none"> GPs A&E departments Other hospitals Clinics Dentists
Access to Community Facilities	Will the area deliver good access to existing and/or the potential to provide new Community Centres?	Will this improve the access to community facilities?	Distance/ travel time to community facilities with spare capacity <ul style="list-style-type: none"> Community halls Libraries Places of worship Leisure centres
Access to Green Infrastructure	What is the potential of the area to deliver good access to existing and/or to create new Green Infrastructure?	Will this improve the access to green infrastructure?	Distance/ travel time to open space/green infrastructure : <ul style="list-style-type: none"> parks and gardens natural and semi natural open space amenity green space outdoor sports facilities provision for children and teenagers allotments and community gardens the beach/coastal areas green corridors churchyards and cemeteries civic spaces Areas with greenspace deficiencies
Access to Emergency Services	What is the potential of the area to deliver good access to existing and/or to create new Emergency and Essential Services: Police	Will this improve the access to emergency and essential services?	• Emergency and essential services within required emergency response time <ul style="list-style-type: none"> Police Fire Ambulance
Access to local retail	What is the potential of the area to deliver good access to existing and/or to create new local retail facilities?	Will this improve the access to local retail facilities?	• Distance/ travel time to key local retail facilities <ul style="list-style-type: none"> Foodstore Post office Pharmacy Bank Higher order retail centre
Access to leisure, entertainment and cultural facilities	What is the potential of the area to deliver good access to existing and/or to create new leisure, entertainment and cultural facilities?	Will this improve the access to leisure and cultural facilities?	Distance/ travel time to <ul style="list-style-type: none"> Cinema Arts centre/ theatre Swimming pool Town centre

Objective 3: Ensure a Diverse and Thriving Economic Base to support Arun's Growth			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Employment Opportunities	What is the potential of the area to deliver new employment opportunities?	Will this improve employment opportunities?	<ul style="list-style-type: none"> • Index of Deprivation (Employment, Skills and Training) • Employment Rates (Nomis) • Proportion of employment by Occupation (Nomis) • Proportion of Jobs by Industry (Nomis) VAT Registrations (ABI) • Business Start Ups and Closures (ABI) Commuting patterns (eg levels of outcommuting from the District) • CLG BD1 Total amount of additional employment floorspace – by type • Quality of business premises • Proportion of people of working age in the most deprived areas who are in employment • CLG BD3 Employment land available – by type CLG BD4 Total amount of floorspace for 'town centre uses'
Skills		Will this improve the skill base of people in Arun?	<ul style="list-style-type: none"> • Index of Deprivation (Employment, Skills and Training) • NI 150 – Adults in contact with secondary mental health services in employment (LAA2) • NI 152 – Working age people on out of work benefits (LAA2) • NI 162 – learners achieving an Entry level 3 qualification in numeracy (LAA2) • NI 164 – Proportion of working age population (aged 19-64 for males and 19-59 for females qualified to at least Level 3 or higher (LAA2) • QOL 11 – percentage of working age population in employment (also NI 151) • QOL 31 – Average earnings per week for people resident in Arun)
Income		Will this provide better paid local jobs and reduce inequalities in income levels?	<ul style="list-style-type: none"> • Index of Deprivation (Income) • Gross weekly pay
Inward Investment	What is the potential of the area to attract inward investment?	Will this encourage greater inward investment in Arun?	<ul style="list-style-type: none"> • Proportion of Jobs by Industry (Nomis) • VAT Registrations (ABI) • Business Start Ups and Closures (ABI)
Visitor Economy		Will this strengthen the visitor economy in Arun?	<ul style="list-style-type: none"> • Percentage of Tourist related Jobs 92 • Number of Visitors Staying overnight /day Visitors • Average Visitor Spend • Number of Tourist Attractions

Local Business Enterprise	What is the potential of development in the area to encourage and support business start-ups and assist SMEs?	Will this improve opportunities for new business start-ups and SME?	<ul style="list-style-type: none"> • VAT Registrations (ABI) • Number of employees per business • Number of businesses per 1000 population aged 16+ (LAA2) • Floorspace provided for start-ups /SMEs (e.g managed workspace, starter/incubator units, enterprise centres).
Objective 4: Improve the Vibrancy of Arun's Town Centres			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Regeneration	What is the potential of the area to contribute to the regeneration objectives identified in Bognor Regis and Littlehampton's Town Centres?	Will this assist the regeneration of Bognor Regis and /or Littlehampton?	<ul style="list-style-type: none"> • Number of Visitors • Number of units and type of retail in Bognor and Littlehampton • Satisfaction Surveys • Number of new business start ups • Number of new jobs • Amount of reclaimed brownfield land
Night time economy in town centres		Will this create a more balanced night-time economy in Arun's town centres?	<ul style="list-style-type: none"> • Net Change in A3, A4, A5, D2 • Satisfaction Surveys
Town centre retail		Will this improve retail offer in Arun's Town Centres?	<ul style="list-style-type: none"> • Net Change in A1, A2, A3, A4 and A5 • Type of retailers • Percentage of Vacant units • Comparative town centre performance (e.g rents/yields) (from Town centre health check surveys
Leisure, entertainment and Culture		Will this improve the leisure and cultural offer in Arun's Town Centres?	<ul style="list-style-type: none"> • Number of Leisure, entertainment and Cultural Facilities (e.g cinemas, arts centres/theatres, museums/galleries, swimming pool/ leisure centres etc).
Objective 5: Ensuring efficient and sustainable movement within and beyond Arun			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Traffic Congestion	What will be the net effect of potential development on the capacity of the highway network?	Will this reduce traffic congestion?	<ul style="list-style-type: none"> • Ratio between highway network flow and capacity QOL 28b The level of traffic congestion has got better or stayed the same (NI 167 about morning peak journey time) • Number of current and planned car-free developments
Road Safety		Will this improve road safety?	<ul style="list-style-type: none"> • Number of road accidents by type
Public Transport	What is the potential of development in the area to provide good access to frequent public transport?	Will this improve access to public transport?	<ul style="list-style-type: none"> • Sustainable modal share • Frequency of bus and train services • NI 198 – Children travelling to school mode of travel usually used (LAA2) (similar to QOL 29 – schools with a Travel Plan)

Walking and Cycling	What is the potential of development in the area to provide opportunities for walking and cycling?	Will this improve opportunities for walking and cycling?	<ul style="list-style-type: none"> • Provision of pedestrian and cycle friendly infrastructure that offers safe and convenient access to key services and facilities • Mode share by walking • Mode share by cycling
Objective 6: Enhance Arun's Environmental Integrity			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Local Distinctiveness	6.1 What is the potential of development in the area to maintain/ enhance the distinctive character of Arun's settlements, built environment and landscapes?	Will this protect and enhance the distinctive character of Arun's settlements, built environment and landscapes?	<ul style="list-style-type: none"> • Number of Conservation Areas • Number of Conservation Areas covered by Character Assessments • Number of Areas of Special Character • Number of Locally Listed Buildings • Protected Landscape Views
Historic Environment	What will be the potential impact of development on the historic environment?	Will this protect and enhance the historic environment?	<ul style="list-style-type: none"> • Listed Buildings at risk • Number of Locally Listed Buildings • Number of Sites of Archaeological Importance • Number of Conservation Areas • Number of Schedule Monuments • Number of Historic Parks and Gardens
Designated Environmental Sites	What will be the potential impact of development in the area on designated environmental sites?	Will this protect and enhance Designated Sites	<ul style="list-style-type: none"> • Number and extent of designated sites (AONB, SSSIs, SPA, SNCI, LNR and RIGS) • Condition of Designated Sites
Biodiversity	What will be the potential impact of development in the area in terms of biodiversity?	Will this enhance biodiversity?	<ul style="list-style-type: none"> • Achievement of BAPS targets (habitat and species) • Number of developments (over a certain size) incorporating biodiversity enhancement / proportion of development area set aside for enhancements
Water Quality	What will be the potential impact of development in the growth areas on the water quality in Arun?	Will this improve Water Quality?	<ul style="list-style-type: none"> • QOL 24 Percentage of rivers and streams with Compliant or marginal water quality (needs to be replaced – system changing) • Percentage of bathing waters with 'excellent' or 'good' water quality
Flood Risk	Is development proposed in an area at risk of flooding?	Will this reduce the Risk of Flooding?	<ul style="list-style-type: none"> • Number of properties at risk from flooding • CLG E1 Number of planning permissions granted contrary to • Environment Agency advice on flooding and water quality grounds
Air Quality	6.7 Will development in the area reduce air quality?	What is the impact on Air Quality?	<ul style="list-style-type: none"> • Number of AQMAs • Number of days per year when 94 air pollution is moderate or worse than average • Annual average nitrogen dioxide concentrations • NI 186 – Per capita reduction in

			CO2 emissions in the LA area (LAA2) • QOL 22a &b Number of days per year when air pollution for ozone is moderate or worse – urban and rural (NI 194 for NO2 and PM10)
Noise Pollution	Will development in the area reduce noise pollution?	Will this reduce noise pollution?	• Noise Complaints • Local Noise Mapping
Coastal Erosion	Will development in the area have a positive/ negative impact on the coastal protection standard in the area?	Will this improve the coastal protection standard of the area?	• Rate of coastal erosion
Beach Quality	Will development in the area have a potential impact on the quality of local beaches?	Will this improve beach quality?	• Clean Beach Awards
Land Contamination	Will development in the area remediate land contamination?	Will this remediate land contamination?	• Number of potential sites of land contamination • Land remediation achieved (sites/ sq.m)
Objective 7: Maximise Natural Resources efficiency			
Criteria	Question for Spatial Options	Question for Policy	Indicators
Energy Supply and Demand	7.1 What is the potential of development in the area to reduce carbon emissions from energy?	Will this reduce emissions from energy?	• CLG E3 Renewable energy generation • Average SAP rating of local authority owned homes • Number of homes built to eco-homes/ other energy efficiency standards
Waste	What are the infrastructure opportunities for waste reduction?	Will this minimise waste disposal?	• Waste Hierarchy and targets • QOL 20a – Household waste collections kg per head (similar to NI 191 residual household waste per head) • QOL 21a - Percentage of household waste recycled (similar to NI 192 – Household waste recycled and composted)
Water Resources	What is the potential of the area for water recycling? Does the spatial option maximise the efficient use of water resources?	Does the policy protect water resources? Does the policy maximise the efficient use of water resources?	• Water Consumption from different sources (grid, grey water, storm water etc) • Installation of SUDS • QOL 23a & b Average domestic water consumption un-metered (litres/day) • Arun East and West (Ofwat) • Percentage of homes built to individual Codes levels • Capacity during 'critical periods to supply water without the need for restriction
Efficient Use of Land	What is the potential of development in the area to achieve efficient use/ re-use of land?	Will this contribute towards an efficient use of land?	• Housing Density – AMR indicator • Number of Vacant Properties 95 • CLG H3 New and converted dwellings previously developed land • CLG BD2 Total amount of

			employment floorspace on previously developed land – by type
Embodied Impact of Materials	What is the potential of development in the area to reuse existing building and /or sourced, manufactured and / or recycled materials locally?	Will this minimise the embodied impact of materials?	<ul style="list-style-type: none"> • Sustainable procurement practices
Locally Produced Food	What are the opportunities to buy locally produced food / grow food?	Will this improve access to locally produced food?	<ul style="list-style-type: none"> • Access to local food producers such as farm shops and farmer markets • Number of allotment and community gardens • Number of homes with adequate garden to produce own food
Soil Quality	What will be the impact of development in the area on the highest grades of existing agricultural land?	Will this improve the quality of the agricultural land?	<ul style="list-style-type: none"> • Hectares of agricultural land in Grades 1,2 and 3

7.6 A scoring matrix was set out based on that in the Core Strategy Options for Growth - Sustainability Commentary (March 2009). The appraisal is based on three criteria being applied to the questions within the SA framework (see Figure 7.1). The three criteria were as follows;

- Whether the effect is positive, negative or neutral - shown by colour
- Whether the effect is based on strong or weak evidence - shown by colour
- The strength or significance of the effect - shown by + or - or 0 to show neutral

Where there was insufficient information to determine an exact strength or significance a new category of unknown was created – shown simply by an additional colour.

++	Positive Strong Evidence
+	Positive Weak Evidence
0	Neutral or no impact
-	Negative Weak Evidence
--	Negative Strong Evidence
	Unknown



8. Appraising the Strategic Objectives

Compliance with SEA Directive's requirement

“Environmental Reports should include (Art.5 and Annex 1): “an outline of the contents, main objectives of the plan or programme: and relationship with other relevant plans or programmes”

8.1 As part of the appraisal process, the strategic objectives in the Local Plan have been tested for compatibility against the Sustainability Appraisal objectives (identified in Section 7); so that any conflicts between the objectives are highlighted in compliance with Stage B1 (see Figure 3.1).






8.2 The strategic objectives in the Local Plan stem from the Core Strategy Options for Growth (2009). Since then the objectives have undergone minor revisions and have been reordered. These are the strategic objectives of the Local Plan:

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

8.3 The matrix below shows how the respective objectives of both the sustainability appraisal and emerging Local Plan policies relate to each other in terms of potential benefits or potential harm. Where it has been appraised that there is no direct relationship between objectives it has been described as neutral.



Table 8.1

Local Plan Strategic Objectives	Sustainability Objectives								
	1	2	3	4	5	6	7		
1	Neutral	Slight benefits	Significant benefits	Slight benefits	Neutral	Slight harm	Slight harm		
2	Slight benefits	Slight benefits	Slight benefits	Slight benefits	Significant benefits	Neutral	Neutral		
3	Neutral	Slight harm	Slight harm	Neutral	Slight benefits	Significant benefits	Significant benefits		
4	Slight benefits	Significant benefits	Slight benefits	Slight benefits	Neutral	Slight harm	Neutral		
5	Slight benefits	Slight benefits	Neutral	Neutral	Slight benefits	Significant benefits	Significant benefits		
6	Neutral	Neutral	Significant benefits	Significant benefits	Slight benefits	Neutral	Neutral		
7	Significant benefits	Significant benefits	Neutral	Slight benefits	Slight benefits	Slight benefits	Slight benefits		
Key									
	Significant benefits		Slight benefits		Neutral		Slight harm		Significant harm

8.4 Overall there is a high degree of compatibility between the strategic objectives of the local plan and the sustainability objectives. However the areas of potential conflict are between strategic objective (3) of the Local Plan, to plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity and the sustainability objectives (2,3) to ensure ADC delivers high quality housing and provides excellent social infrastructure, and a diverse and thriving economic base to support Arun's growth.

8.5 It is not necessary to remove objectives in the Local Plan that are shown to conflict with those of the SA, instead by highlighting them at this stage it allows them to be taken into account and mitigated for where appropriate as the plan develops.



9. Appraising the Spatial Options

Compliance with SEA Directive's requirement

“The Environmental Reports should include (Art.5 and Annex 1): “the likely significant effects on the environment, including issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects. ”

9.1 This section goes through the process and appraisal of the spatial options for dealing with the various policy areas contained within the Local Plan. In some instances, by the nature of the policy areas there are no practicable alternate options. Where this is the case it has been set out within the following discussion, which follows the format and order of the Local Plan.

Sustainable Place

Sustainable Development

9.2 The National Planning Policy Framework (NPPF) specifies that the key underlying principle of the planning system is the presumption in favour of sustainable development. For this reason no alternative spatial option for this was undertaken as this would be applicable across the whole District. However, the Sustainable Development policy is appraised in Chapter 10.

Settlement Structure & Green Infrastructure

9.3 To retain Arun District's distinctive settlement and varied landscape, a settlement structure and green infrastructure policy was developed. This emerged from the fact that historically and in the existing development plan, there are policies providing protection to areas designated as either Strategic or Local Gaps. Initially, the approach to trying to protect and retain the distinctive settlement patterns of the District, was introduced in the 2012 Draft Local Plan as Green Infrastructure Corridors. However, due to a mixed reaction to this in the responses to the consultation, approaches to this were considered again. As part of this reconsideration, 3 alternatives were analysed. These included:

Alternative 1: Review the boundaries of the Green Infrastructure Corridor policy;
 Alternative 2: Introduce a Gaps policy to replace Green Infrastructure Corridor policy
 Alternative 3: Rely on a rigorous countryside policy to protect the settlement structure of the district.



9.4 The first alternative had clear linkages to the Green Infrastructure Study by LUC in 2012, as it would involve the continuation of the Green Infrastructure Corridors which were clearly linked to criteria set out within the Study. Though this would have required a review of the boundaries of the identified Green Infrastructure Corridors, the overall spatial extent of this approach would not have meant a significant change to the spatial spread and so as such the original appraisal carried out remained valid. This concluded that although coverage could be patchy due to being limited in terms of specified areas, overall it was appraised as positive. This was due to making a significant contribution towards a number of environmental criteria in the framework, especially local distinctiveness that focuses on character and landscape.

9.5 The second alternative meant the introduction of a number of new policies, which have increased recognition of and emphasise the existing character and distinctiveness of settlements; landscape characteristics; importance of connections to the green infrastructure network and the need to prevent coalescence of settlements. The new chapter covering Settlement Structure and Green Infrastructure has continued to use the Green Infrastructure Study as a basis but was also largely informed by the Arun Landscape Study²⁹. The combination of the new policies means that it has a greater geographical extent than the previous Green Infrastructure Corridors and due to being more specific actually allowing increased flexibility and diversity to be applied. Therefore the appraisal of this is that it will have a significantly positive impact, as it will affect a wider range of the sustainability criteria.

9.6 The third alternative would have meant the removal of the previously proposed policy and replacement with new policies relating to landscape and countryside to provide adequate protection to settlement structure and sense of place in the District. This would result in less geographic or character criteria and therefore increased negative impact and so resultants in a more negative appraisal. As a result of the appraisal, Alternative 2 being the most sustainable has been taken forward through the inclusion of the new Sustainable Place section.

Prosperous Place

Employment & Enterprise

9.7 At the end of 2010 through to the beginning of 2011, a consultation was carried out on 6 alternative figures for housing (discussed below) and 3 alternatives for employment:

Option 1 – Employment that supports housing growth (13-24 hectares)

Option 2 – Maximisation of job creation and reduce out-commuting (27 hectares)

²⁹ [Arun Landscape Study: Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026 \(Hankinson Duckett Associates, 2006\)](#)



Option 3 – Level higher than maximised jobs (higher than 27 hectares)

9.8 The response to the consultation was for a combination of Option 1 and 2, to support the creation of jobs for the population and help reduce out-commuting. As such a figure of 25.5 hectares was agreed on and this is the basis for the Local Plan. Broad social, economic and environmental implications were contained within the reports to the Sub-Committee and Full Council meetings in June 2011. A further broad appraisal was carried out for the policies contained within the Arun Consultation Draft Local Plan 2013-2028 and published alongside it during summer 2012. The comments received as a result have been taken into account and incorporated into the production of this document.

9.9 The spatial options for this policy area were the following 3 alternatives:

Alternative 1: Focused north of Bognor Regis and North Angmering

Alternative 2: Creation of a business hub at Ford

Alternative 3: Spread across suitable sites in Flood Zone 1

9.10 The appraisal of these approaches has been formed from the wide range of employment evidence, which includes some detailed information in relation to delivery aspects. The first alternative would focus development around 2 growth areas and particularly the first would be a key part of regenerating Bognor Regis. One of the main sites to the north of Bognor Regis comes forward from the Local Plan and both approvals and construction has begun on this site. However, of the two locations the first has the larger number of issues to be addressed. A large proportion of the overall combined site lies within both Flood Zones 2 and 3, as well as one of the sites having some minor ground contamination. Through the Aldingbourne Rife Integrated Flood Risk Management Plan and Works, there is the potential for areas of flood storage or alleviation to be included that around these that would have multi-functional benefits to the wider area. In addition, connections to the main road network need to be incorporated. However, the chances for increased diversity of employment sectors, as well as the upskilling of the workforce means that it will have a significant positive impact on the economic objective of the framework. Resultantly there will also be benefits in terms of connections with the town centre and increased access and opportunities, so a positive impact on some of the criteria of the social objectives as well. As such, the effect across the framework makes this a sustainable solution.

9.11 Alternative 2 would focus all employment development in one location. Though this could allow for some diversification and for the benefits of co-location, there are also a significant number of issues that would result. At present there is only limited focused employment in this location. Significant physical infrastructure would be needed to mitigate issues relating to the road network and the lack of services and utility provision. In addition, this is not identified as a location of choice and would likely compete with the existing centres and cause a change to the settlement structure. As such this is appraised as not being a sustainable location for employment development.



9.12 Alternative 3 would specifically deal with a significant environmental constraint for the District. However, it would be unlikely that an adequate amount of land could be provided for employment through this route, as those areas which may meet this requirement fall down against the majority of the other aspects of the framework, in terms of importance for landscape and place shaping, as well as accessibility to services and facilities, plus connectivity to the road network. Therefore the higher scoring of Alternative 1 across the majority of the framework means that it is the most sustainable option for the District.

Retail

9.13 Retail is a large employer within the District, as well as food retail being a vital service and so its retention is an important sustainability factor into the future. The only minor spatial aspect to this policy area would be associated with a change in the settlement hierarchy. As no such change is proposed and regeneration of the coastal towns is crucial to their future sustainability, no alternative spatial option or appraisal has been undertaken. However this Chapter is appraised within section 10 of this report.

Tourism

9.14 Though this is a significant employer across the District and so key to the sustainability of the economy into the future, due to the fragmented nature of this sector no spatial alternative has been undertaken. However, the policies contained within this Chapter have been appraised in section 10 of this report.

Soils, horticulture and equine developments

9.15 The policy areas included within this part of the Local Plan generally do not lend themselves to differing spatial approaches. Equine development tends to be geographically specific, often in areas where there are existing equine developments and as such no alternative spatial option and therefore appraisal was undertaken. As the soil policy area is intended to apply to the whole of the District, no alternate spatial option and therefore appraisal has been undertaken. The appraisal of the policies is discussed within section 10 of this report.

9.16 Only with the horticulture policy area was consideration of another spatial strategy considered. A key characteristic of the District is the higher than average days of sunlight and high quality soil and as such supports a high percentage of horticultural businesses. Due to the significant contribution to the local economy and the similar characteristics in Chichester District, consideration was given as to whether to have a joint policy approach to horticulture. However, representations from the West Sussex Growers Association to the proposed policy supported the differing approaches of the Council's, considering that this allowed flexibility. Therefore no alternative spatial option has been appraised here, although the policy has been appraised along with others in this Chapter under section 10 of this report.



Living Place

Housing Delivery

9.17 Changes from government, including the revocation of the Regional Strategy and allowing for decisions to be made at a local level caused a review of the housing figure. A consultation was held on those set out below and a broad high level appraisal accompanied these in the committee papers proposing them:

- Alternative A – No additional land allocations (175dpa; 2,960 over Plan period)
- Alternative B – Low Growth to meet demographic trends only (362dpa; 6,150 over the Plan period)
- Alternative C – Low to Medium Growth (425 dpa; 7,225 over Plan period)
- Alternative D – Medium Growth (495 dpa; 8,415 over Plan period)
- Alternative E – South East Plan Figures (565 dpa; 9,605 over Plan period)
- Alternative F – Locally Generated Needs Study Figure (610 dpa; 10,370 over the Plan period)

9.18 Alternatives B and C were the favoured options following the Options for Growth public consultation. It was decided at the Council meeting, on 16th June 2011, that 400 dpa should be taken forward as the agreed figure to reflect a combination of the two preferred options. As such this was incorporated into the Consultation Draft Local Plan and was appraised within the accompanying Sustainability Appraisal.

9.19 Using the Arun SHLAA Update 2012³⁰, Arun SHMA 2012³¹, plus the information relating to the previous consultation, alongside the rest of the housing based evidence studies; it was determine that the following three levels of growth should be considered through the appraisal:

Low growth level	400 residential units per year
Medium growth level	575 residential units per year
High growth level	900 residential units per year

9.20 Another critical part of evidence that informed this appraisal was the Infrastructure Delivery Plan³², along with more detailed site information, as available. All of these have been made publicly available either on the Council's website or from other publicly available websites.

9.21 Overall the SHMA and the Arun District Summary expected that 600-750 could be delivered if all sites were exploited and there were no constraints to development. However, as with many of the studies, it goes on to acknowledge that there are significant constraints both due to the position of the coastal strip between the sea and the National Park, as well as a number of environmental and infrastructure constraints. It concluded that a figure of 575 would be appropriate. Concerns were expressed by Members that factors had not been taken into account

³⁰ Arun SHLAA Update (Baker Associates, 2012)

³¹ Coastal West Sussex Strategic Housing Market Assessment Update and the Arun District Summary Report (GL Hearn, 2012)

³² Arun Infrastructure Delivery Plan (Parsons Brinkerhoff, 2013)



in the methodology and so the Council commissioned work to consider the validity of it. This equally concluded that the figure of 580 is consistent with the longer-term trends and within the annual range, although consideration of a higher figure should be done through this SA process to consider contribution towards the wider sub-region. Acknowledging that housing is a cross-boundary issue and has wider impacts than a single authority A Duty to Co-operate (Housing) Study done in 2013. This took account of constraints, producing a range of 550-650 expecting that 700 would be the maximum delivery per year. In addition, this study raised the following two cautions: caution should be raised in terms of housing provision running faster than employment growth and worsening existing issues and that the existing evidence did not take account of results from the census. The last of these has been dealt with through the Assessment of Housing Development Needs Study: Sussex Coast HMA³³.

9.22 The evidence available within these studies as well as an additional review of the information to ensure decisions made are based on the most up to date and robust evidence, shows that though there are constraints for many sites, these are generally not insurmountable and that there is no justification for a low growth figure before constraints are considered in more detail. If the lowest figure were taken forward then this would not deal with the significant social issue of affordability or address a number of the other sustainability objectives, such as successful and inclusive communities. The key messages associated with the high growth level and infrastructure from the Infrastructure Delivery Plan (IDP), which took account of responses from service and utility providers along with parish council, were:

- A new primary school on a reserved site will be required at Angmering, if development in the locality went over 1000
- Link between Roundstone Lane and A280 at Angmering;
- Selective dualling of the A259 between Goring and Littlehampton
- A new four arm roundabout would be required for safe access onto the A259 at the West Bank site;
- Partial signalisation of A27/A29 Fontwell junction, along with realignment of the A29 around Barnham/Eastergate/Westergate and northern and southern extensions;
- Junction improvements to the A27/B2233 Nyton Road potentially closing the central reservation gap;
- Inclusion of the Bognor Regis Eco Quarter, could advance prioritisation for dualling of the A259 between Chichester and Bognor Regis;
- Improvements to Bognor Road roundabout on A27 and widening of approach arms;
- Completion of the Lyminster Bypass along with changes to the Crossbush junction, plus changes to the Ford Road roundabout.

9.23 These show that the lower and higher levels for growth would not result in sustainable solutions. On the basis of the studies mentioned alone, it would seem the medium growth level would be most appropriate. However, a discrepancy remains against the level suggested in terms of need and availability, which needs to be borne in mind when site constraints are considered.

³³ [Assessment of Housing Development Needs Study: Sussex Coast HMA \(April 2014\)](#)



9.24 Purely on the basis of the overall conclusions from the Arun Transport Study, the Arun Landscape Study and Flooding information³⁴, the growth levels can be reduced substantially due to the coverage of these constraints. As the application of these will affect the exact amount, more detail on these, relating to each of the potential locations, has been included within the following discussion on distribution of housing.

Distribution of Housing

9.25 A total of nineteen locations for growth were identified in the Options for Growth 2009. Three of these locations were removed from the list and not appraised. These were two sites in North Littlehampton 1). Toddington Nurseries, 2). Courtwick, as they had significantly progressed through the planning process, and 3). Findon as it now lies in the SDNPA. For the purposes of the appraisal the remaining locations were split as follows:

1. Littlehampton, West Bank
2. Bognor Regis Eco Quarter (BREQ)/North West of Chalcraft Lane
3. Barnham/Eastergate/Westergate
4. Angmering (North, South and East)
5. Ford
6. Pagham (North/South)
7. Arundel
8. Fontwell
9. Walberton
10. Rustington/Ferring
11. Yapton/Climping
12. North Middleton

1. Littlehampton, West Bank

Options

Option A – No Allocated Development

Option B – Approximately 600 residential units and 25,000 sq ft commercial floorspace

Option C – Approximately 1000 residential units

Location

9.26 'West Bank' is situated on the west Bank of the River Arun adjacent to the north-west of the built up area boundary of Littlehampton. Currently it consists of the Marina to the north of the road bridge, a pedestrian footbridge sited in the centre of the site and some residential properties located in the southern part of the site. Map

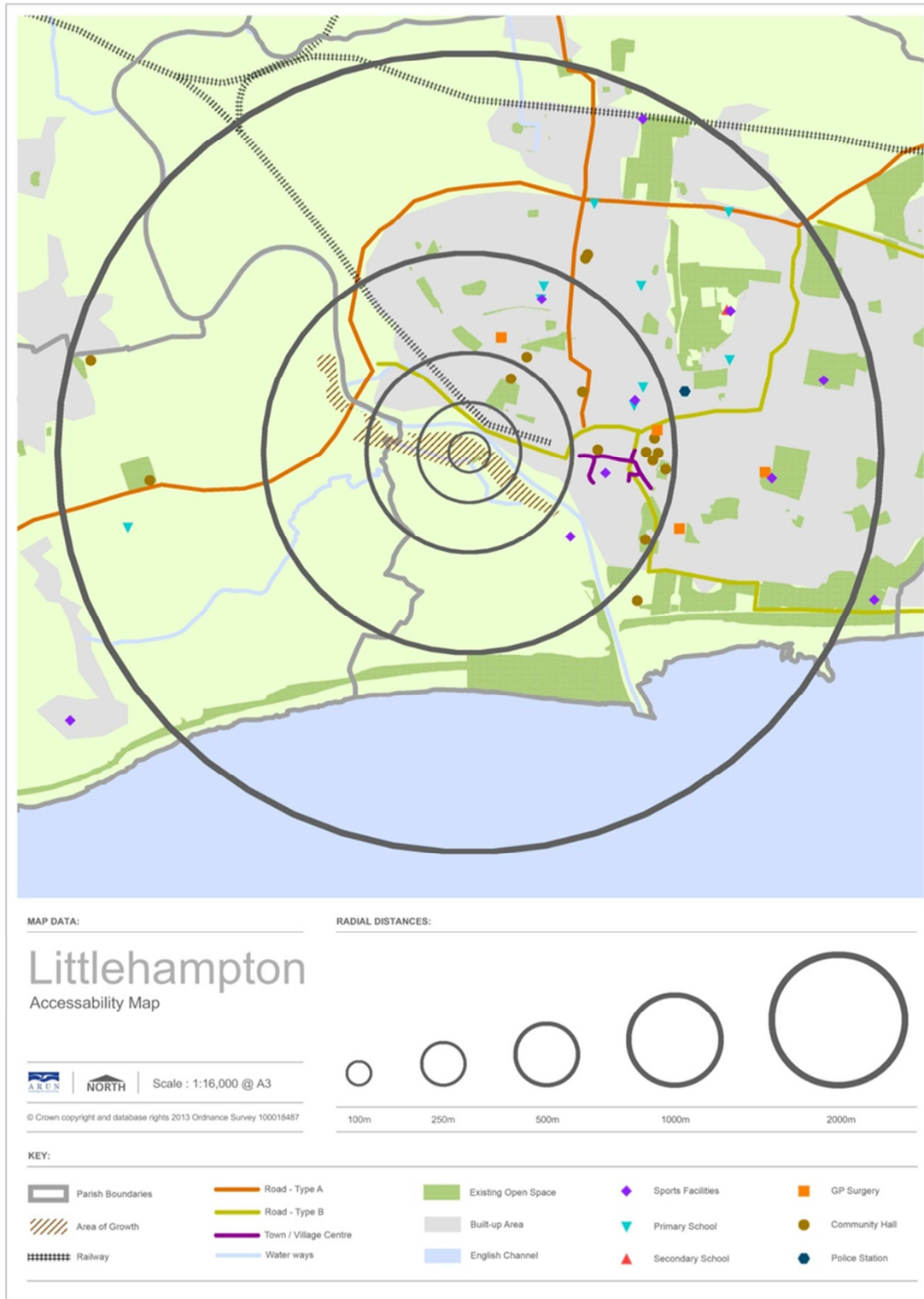
105

³⁴ This includes the [National Flood Maps \(Feb 2014\)](#); [Arun SFRA \(Capita Symonds, 2008\)](#); [West Sussex SFRA \(Capita Symonds, 2010\)](#), [Sequential and Exception Tests](#) and the [Local Flood Risk Management Strategy \(WSCC, 2013\)](#)



1 below shows the relationship between the site, the road and rail networks and existing services and facilities.

Map 1: Map showing accessibility of existing services in and around West Bank, Littlehampton



9.27 Table 9.1 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:

Table 9.1: Comparison of options at Littlehampton, West Bank

	Option A	Option B	Option C
Current Use	Mix of businesses across the site with Marina located to the north and some residential properties located in the southern part of the site	Approximately 600 mixed residential units and 25,000 sq ft of commercial floorspace (incorporating existing uses and minor expansion)	Approximately 1000 mixed residential units and 92,000 sq ft of commercial floorspace
Adjacent to built-up area	Outside but adjacent to the built up area	Remain outside but adjacent to the existing built up area	Remain outside but adjacent to the existing built up area
Landscape Character	In the Lower Arun Valley Floor character area of the Arun Landscape Study with a low capacity for absorbing change	There will be an expansion westward beside the River Arun, although the moderate number of units will mean that this will not have a significant impact on the overall open character of the landscape	The Development Delivery Study for West Bank shows there will be an expansion westward beside the River but this will be focused toward the northern section with the southern section generally accommodating flood attenuation scheme. This scheme will introduce new features into the landscape but this will not affect its open character
Flood Zone Extent	Coverage of defences is mixed with differing levels and standards across the extent of the site that will continue to worsen and increased flooding expected	Improvements to the flood defences east and west of the site along with elevating the land in the centre will reduce flood risk, along with residential units generally being sited in or closer to the lower risk area of the	Flood Protection to a standard level along with flood attenuation scheme to move it up Flood Zone classification through reduced risk

		site	
Nature Designation	Neighbours the SSSI at Climping Beach and together contributes to being a supporting habitat for Pagham SPA, potentially reduced in extent through natural process	Through land take the physical extent of the supporting habitat will be lost, though this can be mitigated through careful design measures	The extent of the supporting habitat will change but the amount of species supported though likely to change in nature could increase due to the flood attenuation scheme
Soil - Agriculture	Classified as urban or lesser grade	Land take through development but this will not be detrimental due to the existing classification	There will be significant land take resulting both from development and implementation of the flood alleviation scheme
Land Contamination	Previous uses on the land mean that there is historic contamination	Land contamination will be addressed and dealt with through preparing the land	Land contamination will be addressed and dealt with through preparing the land
Education	There are no schools on site, the closest are located either to the east in the town or a primary school at Climping	There would be a significant increase in need for school places, and a contribution could be sought but no new facilities would be created on site	This would trigger the need for a new primary facility to be provided on site and likely contributions towards secondary provision
Community Facilities	Though there are some limited facilities for existing residents there are no significant community services or facilities (e.g doctors surgery) on	There would be a significant increase on existing services and contributions could be sought but unlikely to trigger any new facilities to be provided on site	This would trigger the requirement for a new doctors surgery to be provided on site

	site		
Retail and leisure	Some existing leisure activities and linkage via the pedestrian footbridge into the town centre and retail park located to the north	There would be limited local provision but the existing situation would not be expected to substantially change	There would be an increase in leisure and retail activity plus businesses associated with the lagoon
Emergency Services	Access is prevented when flooding occurs across Ferry Road which will occur with greater frequency	The improved connection to and from the A259 along with raising this will mean that access will be improved across the site in all circumstances	The improved connection to and from the A259 along with raising this will mean that access will be improved across the site in all circumstances
Services Water	Only limited at present to existing homes and businesses	There are no constraints preventing the introduction of required infrastructure.	There are no constraints preventing the introduction of required infrastructure.
Road Links	Ferry Road and Rope Walk are the only routes within the site, with main access being on and off the main A259, although reduced when flooding occurs which would continue to worsen	New 3 arm roundabout onto and off the A259 would be provided, along with safe route through the site	New 4 arm roundabout onto and off the A259 would be provided, along with elevated route through the site and some new internal ones
Train Links	Littlehampton train station is approximately 300m away can be accessed using the footbridge in the centre of the site	There will be no difference to this aspect to result	There will be no difference to this aspect to result
Bus Links	The closest to the east is located on Terminus Road and also on the A259 to the north	There will be no difference to this aspect to result	There will be no difference to this aspect to result
Cycle & Pedestrian Links	Greater from middle of site due to the	These will be increased both	These will be increased both

	existing footbridge but also on the road footpath to the north	through, across and on and off the site to the north and especially focused on those into the town centre	through, across and on and off the site to the north and especially focused on those into the town centre
Employment	Businesses on site to be retained, as well as the links with Littlehampton Harbour, as well as opportunities within the main town centre, the retail park to the north and the recently permitted development to the North of the town.	The existing businesses will be retained plus greater links to Littlehampton Harbour and additional employment floor space, as smaller units to allow greater diversification.	Retention of existing businesses and integration of employment key to scheme. Potential for increased diversity of jobs and sectors expected

9.28 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A						+		As expanded on above, this scenario would mean that there would be no risk of the existing settlement expanding and so no issue in terms of landscape, views or the local distinctiveness. However a worsening of the access and flooding issues, which the site already experiences, would occur plus loss of employment and higher risk to properties and lives.
Option B	++	++	+	0/+	++	+	+	This option would address the flooding, land contamination and access issues across the site and through the provision of mixed units will make a significant contribution to the social aspects of the sustainability framework. Significantly, the number of new residents would remain below the level that would cause any additional facilities to be provided on site. There would be limited expansion of employment and business opportunities
Option C	++	++	++	++	++	+	+	This scores the highest across the framework overall. As shown in the Sequential and

								<p>Exceptions Test, there is a high proportion of the area, which is classified as being functional floodplain. However, the intention, as identified in the Development Delivery Study (GL Hearn, 2012) for a possible flood alleviation scheme to be implemented, so the flood risk category is reduced. A significant number of dwellings will result in sufficient funding to increase the certainty of gaining government funding, as well as introducing sufficient critical mass for new health and education facilities to be provided as well as reducing the distance to and increasing choice of services and facilities. Furthermore, the increased diversification of the business offer has the potential to attract new business and custom in the town centre.</p>
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Conclusion

9.29 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that Option C scored the highest and is considered to be the most sustainable in the long term. Under Option A it would be expected that in the medium to long term the existing situation at this site would continue to worsen, with more frequent inundation of flood water and greater coverage, exacerbating existing access issues, as well as historical land contamination issues not being addressed. The contents of other existing Plans and Programmes would not address any of these issues and in fact could worsen them, through directing development to alternate locations.

9.30 If Option B were taken forward then only a limited number of issues would be addressed. Significantly there would be insufficient critical mass to trigger the need for new health and education facilities to be provided and the impact on the economic objectives will be more limited, on the basis of weaker evidence. Finally, Option C would allow for a number of enhancements to be incorporated and would have wider impacts beyond the site. For development to occur, due to the high infrastructure costs involved there would need to be a good return to encourage investment in the first place. As such due to the expected amounts required (in the region of £40.1m) to address the infrastructure issues, including compensation to those residents who would need to be relocated across the site, for any scheme to really be viable it would need to be producing the maximum level of residential units possible along with at least a medium floor space for employment. Even taking this into account there is interest from landowners and the development industry in such a development and so it is possible to be delivered in the medium to long term. As such Option C is considered to be the most sustainable in the long term.



2. Bognor Regis Eco Quarter (BREQ)/North West of Chalcraft Lane

Options

Option A – No allocated development

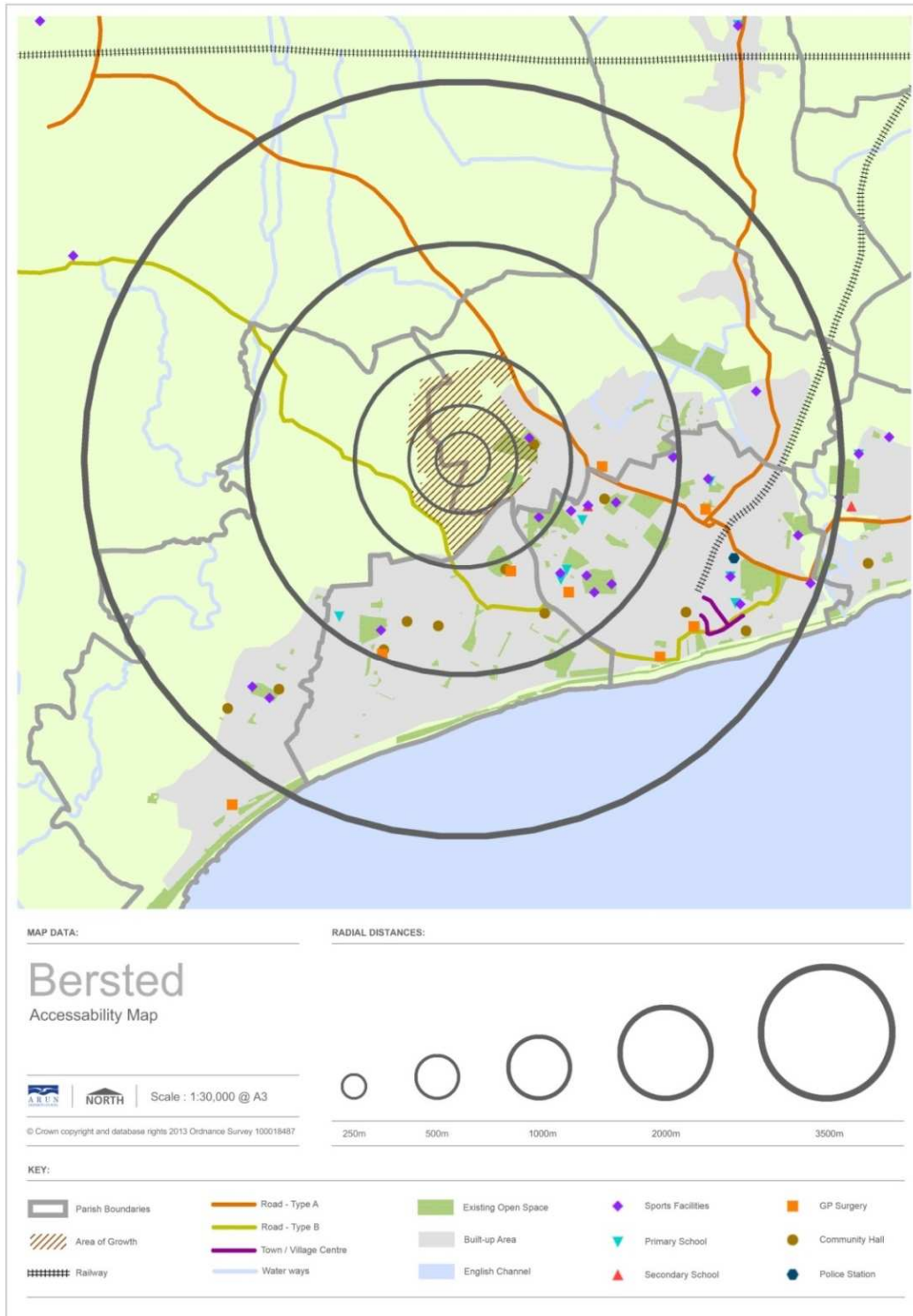
Option B – up to 2000 residential units with employment as in application BE/72/09

Location

9.31 This site is on the north western edge of Bognor Regis located to the north of Chalcraft Lane, the east of Lower Bognor Road and west of the A259. Situated between Bersted to the north east and Aldwick to the south west, forming the beginning of the open countryside.



Map 2: Map showing accessibility of existing services around North West of Chalcraft Lane/Bognor Regis Eco Quarter



9.32 Table 9.2 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:



Table 9.2: Comparison of options at Bognor Regis Eco Quarter (BREQ)/North West of Chalcraft Lane

	Option A	Option B
Current Use	This is currently used for a mix of mainstream and organic farming but its use is no longer considered viable	Up to 2000 mixed residential units with employment as in application BE/72/09
Adjacent to built-up area	Outside but southern boundary of site abuts the existing built up area boundary of Bognor Regis	Remain outside but abut the built up area
Landscape Character	This is located in the North Bersted Matrix character area in the Arun Landscape Study with medium to high capacity for absorbing growth. However this plays an important part in retaining space between the built areas of Bognor Regis and Chichester, as well as views to and from the coast	This would result in an incursion into the countryside westwards but there is sufficient capacity within the landscape that with appropriate landscaping this can be accommodated without any significant impact on the overall gap and views.
Flood Zone Extent	The site is located within Flood Zone 1 and remains so within climate change scenarios. Due to a high water table there are some significant groundwater flooding issues across the site	Though solutions have been identified to reduce flood risk, questions remain over their effectiveness and delivery that need to be resolved in detail
Nature Designation	The centre of the site is 4.5m from the closest part of Pagham Harbour SPA	The Habitats Regulations Assessment of the Local Plan has identified that there is potential for recreational disturbance from an increase in the local population. However it considered that the policy approach of providing green space and providing financial contributions towards access management measures at the SPA will mitigate any impacts.
Soil - Agriculture	Grassland in the south is classified as Grade 3 Agricultural land although the Soil and Agricultural	There will be land take through the development and potential for loss of high grade agricultural land



	Land Study shows that the north eastern corner is graded as Grade 2 with a small amount even Grade 1 Agricultural Land.	
Land Contamination	There are no known issues of contamination on this site	This has not been incorporated as there are no known issues
Education	The closest schools to this site are less than a mile away in North Bersted	Educational facilities are included within the proposal here but there is no evidence from the Infrastructure Delivery Plan to show that there is insufficient capacity or any additional provision is required
Community Facilities	The closest community facilities are located in North Bersted less than a mile away	This would increase pressure on health provision as there is limited scope for expansion of the existing surgery closest to the site
Retail and leisure	Retail and leisure facilities are located within Bognor Regis town centre and Chichester via the A259	Leisure and recreational uses are included within the proposal, although again this has not been identified through the Infrastructure Delivery Plan. It would however provide more choice but may draw custom away from the town centres
Emergency Services	Though no facilities on site there is a fire station located in North Bersted	This has not been incorporated as there are no known issues to address
Utilities	There is an existing electricity plant and sub-station on the site, although there are no other utilities on the site	There would be a beneficial effect on water pressure from this development, however connection to the public sewers would not currently be possible and the in-combination effect with other locations would require an extension to Ford wastewater treatment plant
Road Links	The site is located off Chalcraft Lane on its eastern side and the B2166 on its southern side. The main road network is close to capacity and there are	Flows and capacities of the road network may be improved through the introduction of mitigation measures

	high flow rates on the feeder roads to the site	
Train Links	The closest train station is Bognor Regis train station, 2.5m away from the centre of the site	There will be increased demand although there are currently no plans to increase capacity or services.
Bus Links	The closest to the east is located on on the A259 to the north	There will be increased demand although there are currently no plans to increase capacity or services.
Cycle & Pedestrian Links	There are a number of public rights of way and footpaths that cross the site as well as bridleways and cycle routes	There will be a rerouting of at least one public right of way and though through routes will be provided, direct access into the countryside will not be as easy
Employment	There is some limited agriculture but this has reduced in scale over recent years	This could provide a significant amount of employment floorspace, though this may compete with the allocation at the north of Bognor Regis

9.33 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary – North West of Chalcraft Lane/ Bognor Regis Eco Quarter

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A			++		-	++		This site would remain important in terms of the role of preventing coalescence and preserving the open character of the coastal plain as well as views towards the National Park. Services would remain within the built up area and distance to these would remain the same or worsen. Inward Investment, increased skills and higher educational achievement and apprenticeship would increase through other strategies. The tourist sector will remain an important factor to the local and wider economy. There will be increased pressure on the road network, plus lack of capacity in the sewerage network
Option B	+	++	+	++	++	0/+	-	The significant improvements would be to the social aspects through the increase provision of services and facilities benefitting the local and wider community plus improved flow and capacity to the road network through physical mitigation and

								<p>increased modes of walking, cycling and rail use. These improvements would cause positive impacts on the economic objectives. However, there would be a detrimental impact on locally produced food through the loss of high grade agricultural land, the local economy and without mitigation to the international site at Pagham Harbour. Further there would need to be connections to the sewerage system and water treatment, plus potential duelling of the A259 across to Chichester. The balance of these will be dependent on exact implementation.</p>
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Conclusion

9.34 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that in the medium to longer term Option B could be acceptable if sufficient mitigation can be incorporated. If Option A were taken forward then there is some scope for improvement to occur with respect to the economic criteria and some environmental ones, although these would be dependent on the basis of other plans and strategies. The main benefits would be through the encouragement of improving skills through higher educational achievements and apprenticeships via economic development strategies. This would recognise and support the role of tourism to the local and wider economy, as well as preserving local distinctiveness and the environment.

9.35 If Option B were taken forward there would be more significant advantages to the social aspects, although much of the impact on the economic and environmental aspects will depend on their implementation. New provision of services and facilities will be triggered through the increased population. The good position to the road network is an attraction to business, although implementation would be key, or there may be detrimental impacts to the economic and movement objectives. Without careful consideration and mitigation being well implemented, there is the potential for detrimental impacts on the road network. The largest environmental aspects to be affected as shown in the detailed matrices is on soil and locally produced food. To a lesser extent, there would also be recreational disturbance at Pagham Harbour resulting from the introduction of such a large population within close proximity to it.

9.36 As such Option B, in the medium to long term may be suitable if sufficient mitigation could be incorporated to address expected detrimental impacts.

3. Barnham/Eastergate/Westergate

Options

Option A – No allocated development

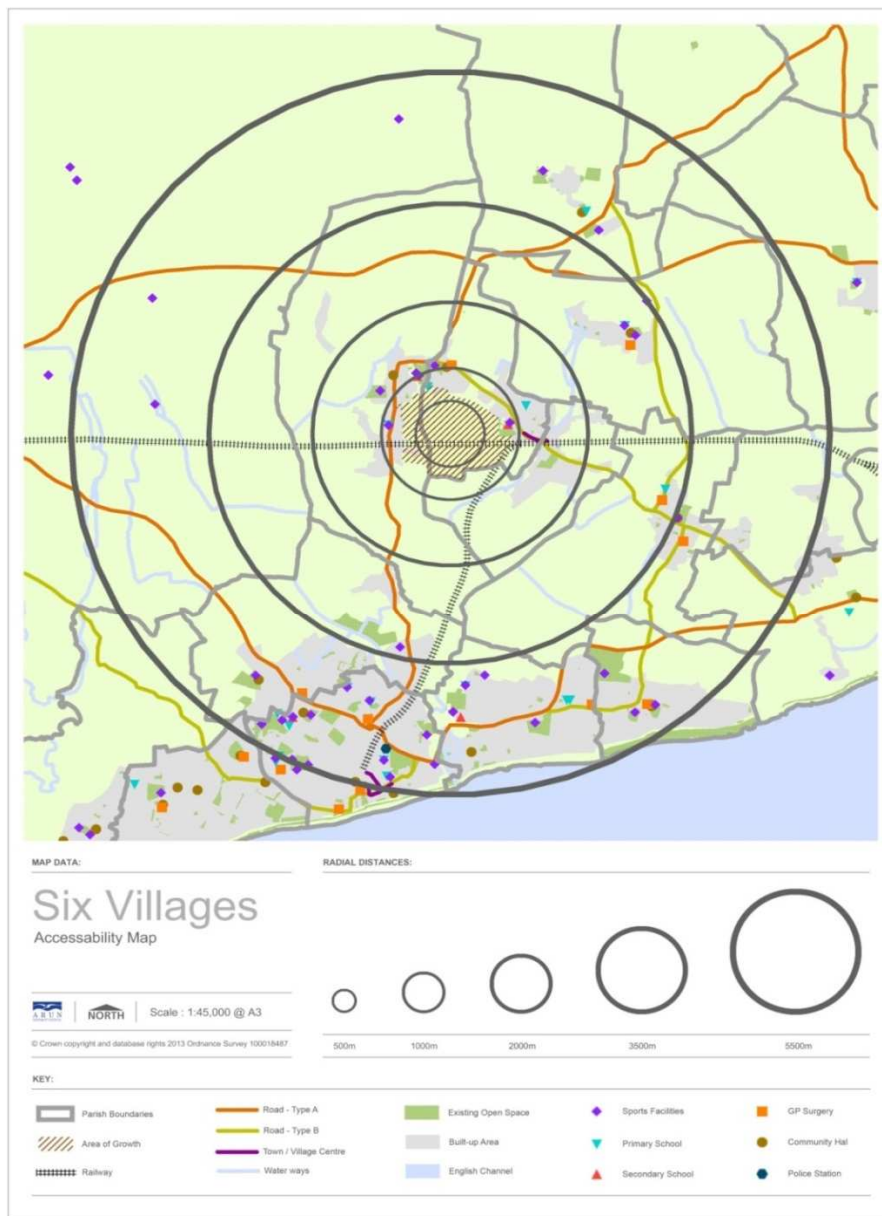
Option B – Approximately 2000 residential units with associated community services and facilities, as well as an appropriate level of retail for local centre



Location

9.37 This location is situated between the existing settlement areas of Eastergate, Westergate and Barnham and is mainly constituted of site 124 of the Strategic Housing Land Availability Assessment (2012). This is mainly arable land although the area immediately abutting the settlements is Grade 2 with a smaller proportion that is graded as 3 under the Agricultural Land Classification, there is no intensive agricultural use at present

Map 3: Map showing accessibility of existing services in and around Barnham/Eastergate/Westergate



9.38 Table 9.3 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:



Table 9.3: Existing characteristics of Barnham/Eastergate/Westergate

	Option A	Option B
Current Use	This majority of this land is open countryside although it is also leased to a number of resident farmers	Approximately 2000 mixed residential units with associated community facilities and services, incorporating appropriate level of employment and retail opportunities for local population and infrastructure
Adjacent to built-up area	Outside any built up area boundary although the northern boundary abuts that of the villages of Barnham, Eastergate and Westergate	It will remain outside any built up area
Landscape Character	The western section falls under the Westergate Eastern Fringe, with the majority being in the Westergate-Barnham Coastal Plain, as in the Arun Landscape Study. These both have a low to medium capacity for accommodating growth	There will be land take although this will retain the existing space between settlements, as well as integrating new green infrastructure and connections to and from the District network, as well as significant screening and design taking account of views to and from the National Park
Flood Zone Extent	Parts of the site are covered by Flood Zone 2 & 3 extents. This correlates to the areas of the Rifes.	Flood risk mitigation and drainage solutions are integral to the layout and design, which will reduce risks and incidents in the future
Nature Designation	The site is 8.88km from the designated site of Pagham Harbour SPA and 7.6km from Climping SSSI	The introduction of such a large population within close proximity to the SPA will mean that there will be a detrimental impact, although this would be mitigated through the amount of green open space integrated in the design
Soil - Agriculture	This is mainly arable land although the area immediately abutting the existing settlements is Grade 2 with the greater proportion being Grade 3. The Soil and Agricultural Land Study confirms that the main section correlates to the lowest grade land.	There will undoubtedly be land take as a result of the development but the Soil and Agricultural Land Study shows that the positioning of the expected development would correlate to the lowest grade agricultural land



Land Contamination	There are no known issues of contamination on this site	This has not been incorporated as there are no known issues
Education	There are two primary schools within the villages plus two secondary schools in Barnham village	In addition to existing provision and capacity, it will trigger the need for new facilities to be provided
Community Facilities	There are community facilities within Barnham village and also Westergate plus a GP surgery in Eastergate	It is intended that there will be community facilities provided on site and so there would be increased choice and reduced distance to access services
Retail and leisure	Retail and leisure facilities are located within Bognor Regis town centre and Chichester via the A259	A number of retail units will be incorporated and so will increase choice in the immediate area
Emergency Services	There are no emergency facilities in the villages neighbouring the site but service is affected by the capacities on the strategic road network	The contribution towards delivery of the A29 realignment will improve the capacity of the strategic road network beyond the immediate area and so has the potential to improve response times of the emergency services
Utilities	There are limited facilities at present, only serving the existing farms. There is inadequate capacity in the foul water drainage system, especially following prolonged rain	The introduction of renewable energy sources will mean that there will be other indirect impacts and there will be new pipes provided for the immediate section of foul water sewerage network, plus integration of sustainable drainage systems and careful landscaping will reduce flood risk
Road Links	There are significant issues related to through traffic on the B2233 and the westbound A29 as well as southern connections. There are also wider capacity issues on other connections towards the villages.	There would be provision of internal roads as well as significant contributions towards delivering the realigned A29 plus physical changes to the B2233. Another key aspect is the potential closure of the level crossing, to result in reduced flows through the villages and congestion linked with through traffic
Train Links	There is a mainline train station in the centre of	There will be increased demand although there are



	Barnham village with good connections both to other parts of the District, significantly to London plus services and connections further out of the region, especially to the west.	currently no plans to increase capacity or services.
Bus Links	The Coastliner service regularly passes through Barnham village close to the station that connects from Brighton to Portsmouth. There are no known capacity issues	There would be increased demand on services but there are no known capacity issues and so no intention to provide new or extend existing services
Cycle & Pedestrian Links	There are no existing cycle routes and no aspirational routes	Cycling and walking will be encouraged and is integrated into the design, as well as the provision of new routes
Employment	There is only limited employment at present either within the neighbouring villages to the site or in farming	The inclusion of local employment opportunities on site along with addressing issues on the highway network and an increased resident population there would be an associated increase in custom to the town centres

9.39 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary – Barnham/Eastergate/Westergate

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A		-			--	-		There would be significant increase in terms of demand on services and supporting infrastructure and the existing capacity issues of supporting infrastructure will worsen, with the potential to have a detrimental impact on the natural environment. The amount of properties affected by flooding would likely increase, particularly when climate change scenarios are taken into account. Additionally the existing issues on the highway network would also worsen and raise the potential for reduction in air



								quality.
Option B	++	++	++	0/+	++	0/+	++	This would have a positive impact across the sustainability objectives, although against two objectives this has been more tempered on the basis of the scoring of the criterion under the objective. The greatest benefits will be socially and the greatest level for detrimental impacts is with respect to environmental aspects. Linkages to other strategies is also crucial to the delivery of all the benefits

Conclusion

9.40 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that in the long term development here would help to address a number of existing infrastructure and service issues, providing benefits at both the local and District level. If Option A were taken forward then a large number of social and environmental issues would remain and worsen, without a vehicle to address them.

9.41 If Option B were taken forward, there would be a significant benefit to the social objectives as the introduction of a significant population would trigger the requirement for additional provision of services and facilities, which will also improve accessibility and choice. This additional provision will mean there will be a significant impact on the first economic objective, although the impact on regeneration of Bognor town centre is tempered by improved access to the road network and higher order centres. The main detrimental impacts of this option are associated with increased congestion from through traffic, resulting in the potential for increased air pollution and reduced road safety. There would be positive impacts in the environmental objectives through the potential for improved water quality through the expansion of the treatment works in line with the phasing of development, as well as significant green infrastructure providing the potential for increased social cohesion and healthy lifestyles. Through the inclusion of sustainable drainage systems there would be a significant improvement to flood risk associated with the Rife and drainage. This will have an impact to the wider District not just to the immediate local area. Additionally, there will be a positive impact on the efficient use of land, as the potential development area would correlate to the centre and so the lower grade agricultural land. Significantly linkages to wider strategies will be critical to ensuring the maximum benefits are gained from this option.

4. Angmering (North, South and East)

Options

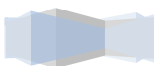
- Option A – No allocated development
- Option B – Angmering North



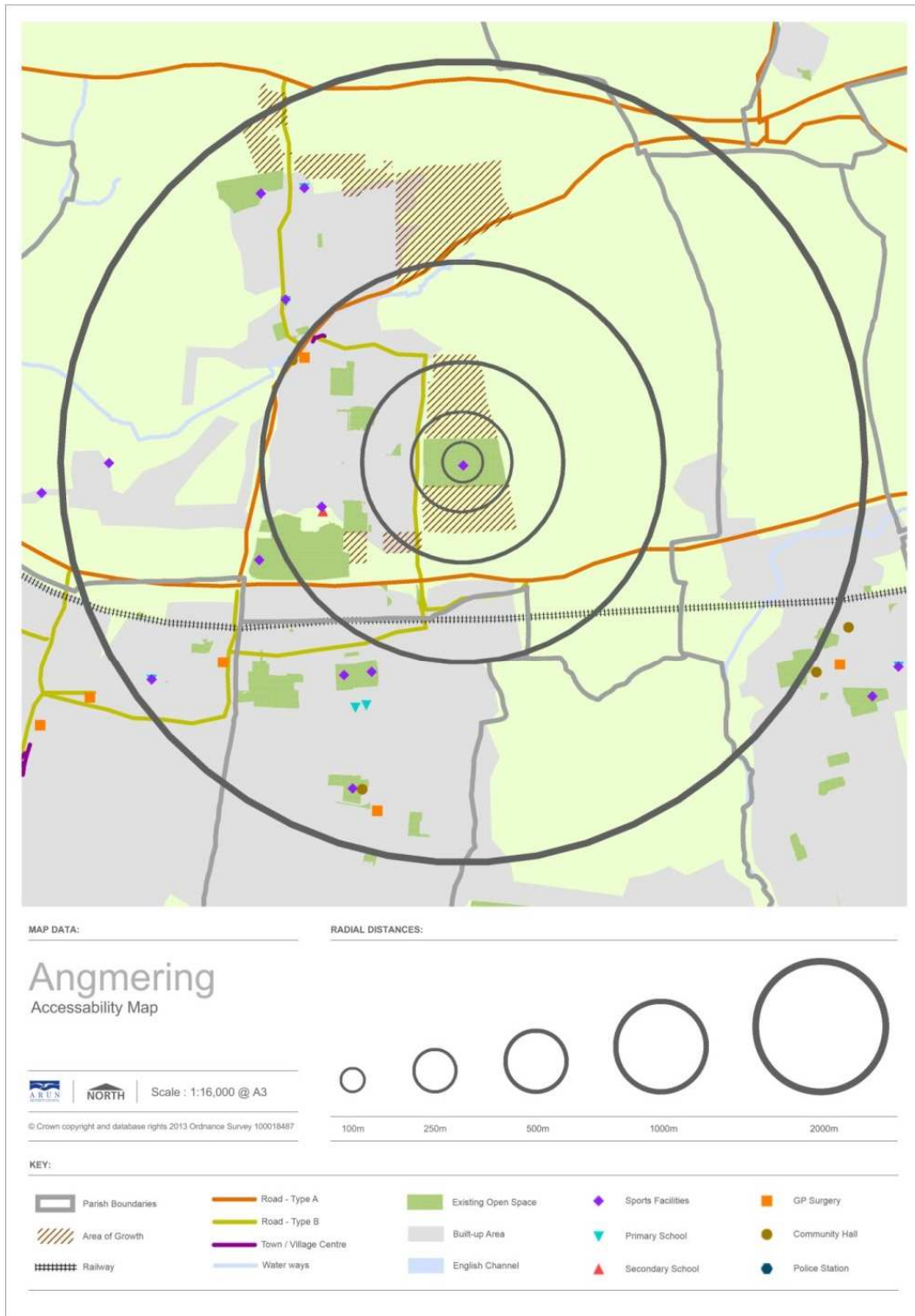
Option C – Angmering East and South

Location

9.42 This consists of two areas, one located to the south and wraps up the eastern side of the existing built up area of the village of Angmering, where the other encompasses the site underneath the motor circuit. This is shown on the following map. The south eastern extent directly adjacent to the Roundstone roundabout in terms of the agricultural land classification is actually recognised as being within the settlement area and the majority of the rest of the broad area identified is not classified, has not been surveyed or is termed Other in terms of the usage. Only an extremely marginal area is actually classified as Grade 2 or 3b.



Map 4: Map showing accessibility of existing services in and around Angmering



9.43 Table 9.4 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:



Table 9.4: Comparison of Options at Angmering

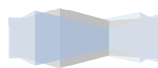
	Option A	Option B	Option C
Current Use	Currently this is open countryside with a horticultural nursery and community recreation facility at Worthing Rugby Club located in the south and existing businesses on the northern part	Approximately 600 mixed residential units and some employment	Approximately 600 mixed residential units
Adjacent to built-up area	This is outside the existing built up area and is separated from it by the A280 on its western side	This is located in the countryside outside the built up area boundary to the north of Water Lane	It will remain outside the built up area
Landscape Character	This is located in three character areas of the Arun Landscape Study that have all been classified as having Low or Low to medium capacity for absorbing change. In general the sensitivity lessens nearer to the A259 and increases towards the National Park	This would be small and moderately contained but would be distant from the main village and would introduce more built form within the open countryside. However, careful landscaping and boundary treatment will mitigate this	This would extend the built form to the east and so reduce part of the open nature of the countryside. However through design and careful landscaping this will be mitigated
Flood Zone Extent	The majority is within Flood Zone 1, although a limited part of the northern site is within Flood Zone 2 and 3 due to the position of the Black Ditch and there have been historical incidents of flooding related to surface water and sewers.	This is within Flood Zone 1 but through the incorporation of SUDS will reduce any existing risk	Sustainable Urban Drainage Systems will be integrated into the development and so further reduce any risk from flooding,
Nature	There are no	Through the	Through the

Designation	designated sites in the vicinity	introduction of landscaping, wildlife may be encouraged	introduction of landscaping, wildlife may be encouraged
Soil - Agriculture	The Soil and Agricultural land Study shows that soil to the north of the village is of lower quality being only 3b and land in the south eastern corner is higher grade being Grade 2 agricultural classification	As this land is shown in the Soils and Agricultural Land Study to be of a significantly lower grade there will be no detrimental impact through its loss	
Land Contamination	There are no known issues of contamination on this site	This has not been incorporated as there are no known issues	This has not been incorporated as there are no known issues
Education	There are a couple of primary schools to the south and a secondary school in the existing built up area	This would trigger the requirement for additional provision but this would most likely be to existing facilities and so not significantly change the accessibility situation	A new school is part of the development and so will importantly increase facilities as well as capacities and provision
Community Facilities	There are existing facilities in the village centre	Additional capacity would be at the existing community centre	Increased capacity is being provided at the existing community centre
Retail and leisure	Retail and leisure facilities are located in Littlehampton or Worthing town centre	These are mainly accessed in the town centres of Littlehampton and neighbouring villages in Worthing Borough, although small number in centre of village and retail park to the south of village	Though there will be increased custom for the local shops due to the proximity of the strategic road network means there is also good access to higher order centres, so potential for increased leakage of spend
Emergency Services	The closest services are either in Littlehampton or Worthing centres	This has not been incorporated as there are no known issues to address	This has not been incorporated as there are no known issues to address
Utilities	These only serve the Rugby Club at present		There will be an improvement to the capacity of the



			sewerage network
Road Links	There are good road connections, though flows are high and there are moderate capacity issues on some parts of the A259. The A27 runs to the north, with the A280 on the western boundary	Due to existing access being good, there would be no significant impact on this aspect.	There will be improvements to the A259 to increase capacity, which will help address known pinch points on the road network and so benefit beyond the local area
Train Links	There is a mainline train station that serves the village but is located on the southern side of the A259. This has good services to London and connections further around and out of the region	This has not been incorporated as there are no known issues	This has not been incorporated as there are no known issues
Bus Links	The Coastliner service goes to the south and there is also a smaller service that goes through the village	This has not been incorporated as there are no known issues	This has not been incorporated as there are no known issues
Cycle & Pedestrian Links	There are a number of cycle routes and an aspirational cycle route as well as some bridleways	Linkages to the existing network across to the main village centre	Contributions will go towards a combination of aspirational routes and improved linkages to existing routes
Employment	The main employment is in the village centre although there is a significant amount at the retail park to the south, additionally there are a large number of SMEs	The existing situation will not significantly change	Both through reducing the distance to places of work, the increase in education facilities will improve skills and opportunities plus helping to retain small and medium size businesses

9.44 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.



Appraisal Summary – Angmering

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A	++	-				-		The capacity issues of existing community services will continue to worsen, there would be detrimental impacts on the environment through increased congestion and inadequate capacity in the sewerage network
Option B	+	++	++		+	0/+		Though a medium capacity could be accommodated moderately easily dependent on its exact positioning, there would be more issues if a higher amount were to be accommodated. This would result in the need for additional infrastructure to be provided, which although this would have a positive impact on the social objectives, there would be no impact on the economic objectives, and at the higher levels could have a detrimental impact on a number of the environmental objectives. The overriding detrimental impact would be in terms of significantly increased traffic on the strategic road network, even if there were improvements to the immediate accesses on and off the closest roads.
Option C	++	++	++		+	0/+		The main benefits would be in terms of the provision of key services as the increased population would mean that there would be a critical mass that would trigger requirements for new facilities to be provided. Due to the location in close proximity to the strategic road network, as well as creating benefits in terms of reducing travel distances and so improving accessibility, this could potentially cause detrimental impacts to the local centres, with residents visiting other higher order centres, such as Worthing and Chichester. In addition, increased vehicles could cause a deterioration in air quality.

Conclusion

9.45 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that both options B and C would be sustainable. In both locations the increased population would mean that there would be a critical mass that would trigger requirements for new facilities to be provided and so improving access to services. Close proximity to the strategic road network, as well as creating benefits in terms of reducing travel distances, may have detrimental impacts on local centres through residents visiting



neighbouring higher order centres. In addition to this the increase in vehicles is likely to mean that there would be a deterioration in air quality. In neither circumstance are there insurmountable issues, although there is greater landscape sensitivity to the northern location but closer proximity to the congestion on the A259 in the south.

5. Ford

Option

Option A – no development

Option B – capacity to accommodate between 500-900 residential units

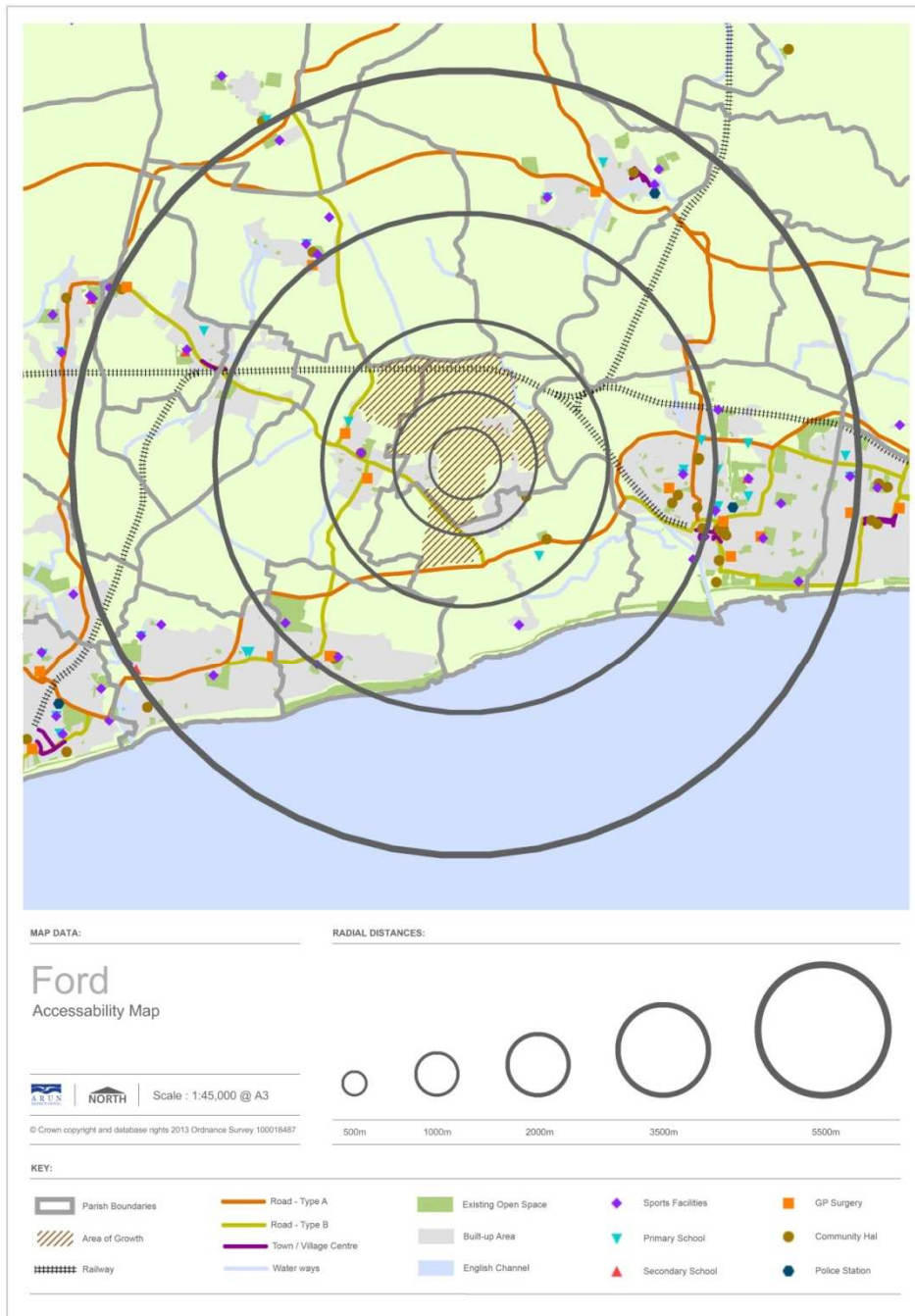
Option C - 5000 residential units, employment floorspace, community facilities and supporting infrastructure

Location

9.46 This location is based around redevelopment of the airfield land and that immediately surrounding it. It extends above the railway line and over to encompass the space adjacent to the river in between the existing built form of Ford Prison on the south and Rodney Crescent on the north. This continues down to cross Yapton Road ending almost adjacent to Grevatts Lane forming an overall Y shape in the middle of the existing built form to the east of the airfield and the built up area of Yapton village on the western extent.



Map 5: Map showing accessibility of existing services in and around Ford



9.47 Table 9.5 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:

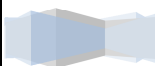
Table 9.5: Comparison of options at Ford

	Option A	Option B	Option C
Current Use	This is mainly open countryside but is part includes a disused runway, which is gradually being grown over	Between 500-900 residential units	5000 residential units with employment, community facilities and supporting infrastructure

	and some associated hanger buildings		
Adjacent to built-up area	This is in open countryside away from any built up areas	It will remain in the countryside outside any built up area	It will remain in the countryside outside any built up area
Landscape Character	This is within the North of Yapton Coastal Plain character area in the Arun Landscape Study, which is classified as having low to medium capacity for absorbing change	The lower scale of development dependent on exact location could be mitigated without too much screening or landscaping, whereas the higher amount would result in a more significant feature in the landscape, especially due to necessary infrastructure	This would introduce a significant built form, in the middle of the open flat coastal plain, particularly in its full form and all associated infrastructure and result in a significant change to the overall landscape therefore local distinctiveness of the District
Flood Zone Extent	Though a large amount of the site is within Flood Zone 1 there are also areas on the eastern side especially along the river that are within Flood Zones 2 and 3	If located on the western side of Ford then will remain within Flood Zone 1. The eastern part is in Flood Zone 2 and 3 due to fluvial risk from breaching of the river. Much of the residual risk could be dealt with through the inclusion of SUDS in design at whichever level	This western part of the site is within Flood Zones 2 and 3 fluvial classifications, mainly due to the Rife. Positioning, layout and incorporation of SUDS would mitigate this
Nature Designation	Pagham Harbour SPA is just over 12km away but Climping SSSI is only 2.73km away	Due to the position of the site to the SPA there would not be expected to be a significant impact but contribution towards access management at the SPA would be necessary to ensure this	Due to the scale of development an assessment of the impacts, particularly in-combination on the SPA needs to be considered. It would be expected that there would be and that significant mitigation would be required, which it is unlikely could be
Soil - Agriculture	The site has been included within the	Though land take will be involved in any	Development of the scale proposed



	Soil and Agricultural Land Study and is classed as being mainly Grade 2 Agricultural land with a small proportion of grass on the north eastern corner	scale of development due to the extent of the higher grade land identified in the Soils and Agricultural Land Study it would not have a significant impact on the overall productivity of the land, as it is high yielding	would involve significant land take and as a result have a detrimental impact through the loss of such high grade, high yielding land (Soils and Agricultural Land Study, 2013)
Land Contamination	There are no known issues of contamination on this site	This has not been incorporated as there are no known issues	This has not been incorporated as there are no known issues
Education	There are no education facilities in the vicinity with the closest being approximately 10.8 miles away to the west	It would not be expected that at the lower end of the scale any new facilities would be required but expansion of a larger scale though triggering new provision in some areas this would still be in location similar to existing, which is not within this location	Significant education facilities were part of the intended scheme, so would provide significant provision, although this would not just serve new residents
Community Facilities	There are no existing community facilities in proximity to the site, with the closest services in Climping or Yapton	It is not expected that any new facilities would be required at either scale as it is intended that this further capacity is provided through extension to existing facilities	A new community facility introduced as part of a scheme of this scale would be important and make a positive contribution to the social objectives
Retail and leisure	Retail and leisure facilities are located in Littlehampton or Bognor Regis town centres	No change would be expected to the existing situation, with facilities remaining in the main town centres	A local centre will be incorporated but this must remain at a District level or will change the settlement hierarchy
Emergency Services	There are no known issues but access is via country lanes	No change would occur to the current situation as there are no known issues and no indication in the	With this scale of development it would be expected that there would be a accommodation



		IDP of a need	provided for services on site, although this has not been tested through the IDP
Utilities	There are limited utilities serving the existing businesses on the site	An extension of Ford wastewater treatment works would be required for accommodating either level of growth as identified as a District wide project in terms of infrastructure in the IDP	At least an extension to if not an additional treatment works to the network would be necessary if accommodating this number here
Road Links	There are good connections to the A27 to the north and the A259 to the south, although these are via country roads	Various District wide schemes are required in the IDP including widening of the Chichester Road exit arm of the Ford roundabout. Improvements to the Church Lane junction from the A259 may be necessary but work on this is on-going	This would require a new bypass to be built and there are significant issues in terms of where this may be routed, as well as deliverability. As such a development of this scale would not be possible
Train Links	There is a mainline train station that has services to London and along the Coast with approximately 11 per hour	There would be increased custom to the station but it would not be expected that there would be additional services or capacity	Though there is a station and good services for the intended increase in population and commuters an overall shift in the capacity at the station will be needed but this will require further investigation
Bus Links	The Coastliner service stops outside the station at a frequency of every 10 minutes	There would be increased custom but it would not be sufficient to cause any extensions to services	This would trigger the requirement for new services to be created in addition to any extensions to existing services
Cycle & Pedestrian Links	There are a number of routes that are suitable for cyclists and pedestrians	There will be a positive impact through connections to the green infrastructure	New routes through the site connecting to existing informal routes plus connections to the

		network, though there are no aspirational cycle routes identified in the vicinity	green infrastructure network
Employment	There is a reasonable density of employment in the immediate locality especially immediately bordering the site. These tend to be focused on traditional B class uses of storage and warehousing although there is also the sewage treatment works, Materials Recycling Facility and Ford Prison	Some limited additional employment floorspace might support the level of growth, especially at the higher level, but this would not be significant	Employment is a significant proportion of the overall plan and would help to diversify the local economy. This must be integral or this location would be largely unsustainable

9.48 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary – Ford

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A	0/-	0/-			0/-	++	+	Generally there would be no impact on the social objectives if the existing situation continued. However in the long term there could be the potential for older residents to become more isolated and for additional pressure being placed on services, so reducing accessibility. Also in the long term there is the potential for increased car movements with additional residents and no mitigation. The main benefit from a continuation of the existing situation would be the environmental objectives, with preservation of the landscape
Option B	++	++			-	0/--	0/--	Though a medium capacity could be accommodated moderately easily dependent on its exact positioning, there would be more issues if a higher amount were to be accommodated. This would

								result in the need for additional infrastructure to be provided, though this would have a positive impact on the social objectives there would be no impact on the economic objectives and at the higher levels could have a detrimental impact on a number of the environmental objectives. The overriding detrimental impact would be in terms of increased traffic
Option C	++	++	++	--	--	--	--	Though this would have a number of positive impacts on the social objectives and one of the economic objectives through the inclusion of employment as well as residential, it would equally be expected to have a detrimental impact on the remaining economic, social and environmental objectives. Much of this is to do with the overall impact of such a large development both in terms of its context and significantly because the physical infrastructure would not be able to cope, especially in terms of waste, noise, water and sewerage and the transport network, plus the loss of a large amount of productive agricultural land. Further, in creating such a development it would inevitably compete with the existing established centres and unbalance the settlement hierarchy

Conclusion

9.49 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that on balance a moderate amount of development would be sustainable for this location. If Option B were taken forward, the impacts are spread across the framework with the majority of substantial benefits being against the social impacts and slight negatives on the environmental objectives, which result from the higher growth level being accommodated. If Option C were taken forward there would be more detrimental impacts across the framework based either on strong evidence or there is a lack of sufficient data, but what there is indicates a more negative impact. The detrimental impacts either slightly or significantly fall against the maximising natural resource efficiency and sustainable and efficient movement objectives. The main detrimental impacts identified are in terms of the impact on local distinctiveness, air quality, the loss of tranquillity, waste, soil and traffic impacts.



6. Pagham (North/South)

Options

Option A – No development

Option B – Pagham North

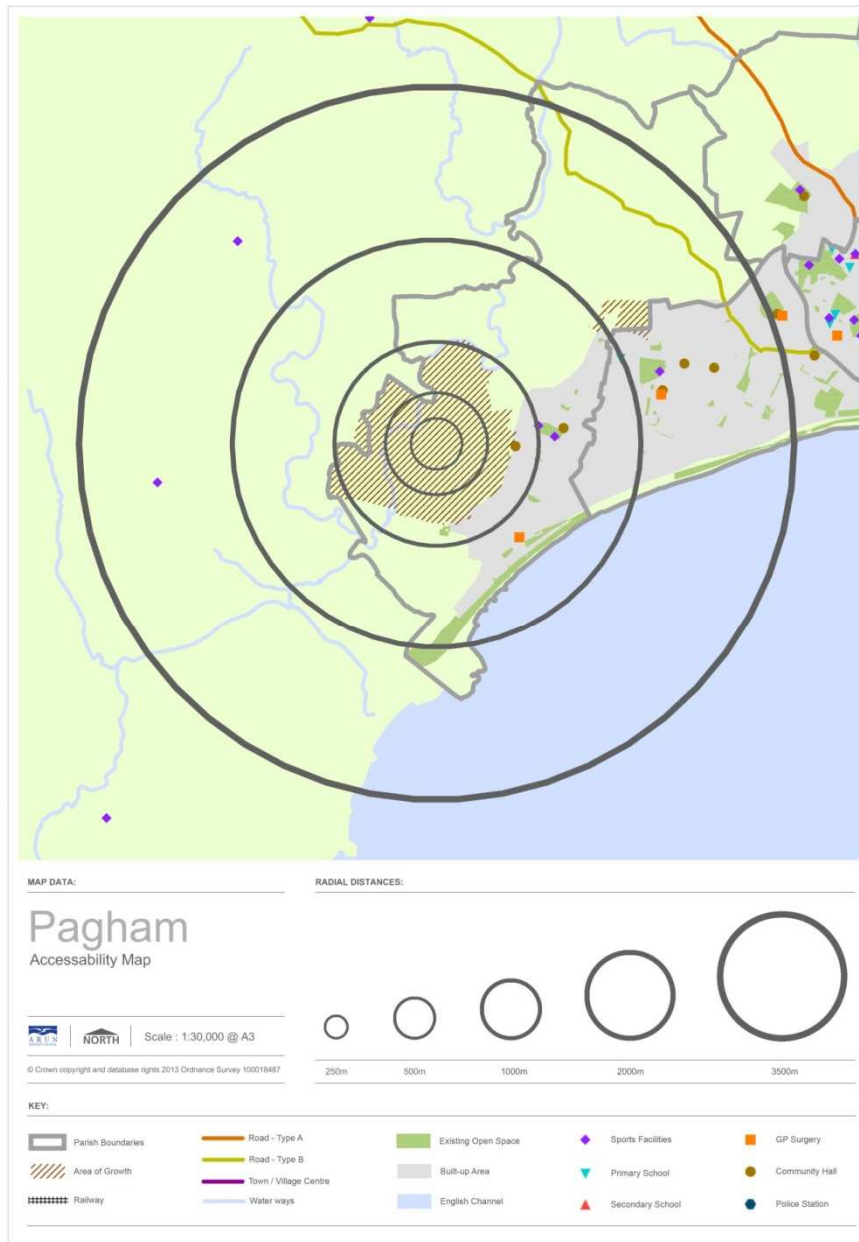
Option C – Pagham South

Location

9.50 The southern of these locations is located directly in the existing space to the west of the existing settlement area of Pagham, extending to the north to the existing bound of the built up area and the southern boundary being on a direct 45 degree angle running westward from the top of the village extent. The northern of the areas is situated to the north of Hook Lane and up to Seftor Road and then goes northwards to make a rectangle filling the lane next to Rose Green, as well as a minor amount on the north east of Rose Green. These two locations would both be extensions to the existing village, although the area to the south is significantly greater in scale than the smaller area to the north. The southern site stretches over to be bounded on the western side by Pagham Rife.



Map 6: Map showing accessibility of existing services in and around Pagham



9.50 Table 9.6 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:

Table 9.6: Comparison of Options at Pagham

	Option A	Option B	Option C
Current Use	Currently this is a parish on the edge of Bognor Regis and there is the open countryside beyond	Residential development located on the northern edge of the village	Residential development located on the south western part of the village
Adjacent to built-up area	This is located on the edge of the	This would be sited north of the Built Up	This is sited in the open countryside

	Built Up Area of Bognor Regis	Area with the southern boundary being the built up area boundary	again abutting the Built Up Area of Bognor Regis
Landscape Character	The northern site is located in the Pagham Rife character area with low capacity for absorbing growth and the southern site constitutes the majority of the Pagham Lower Coastal Plain character area and extends into the Pagham Rife character area (as identified in the Arun Landscape Study) which due to its landscape sensitivity is classed as having medium capacity for absorbing growth. This is also within the Gap Between Settlement between Bognor Regis and Chichester	This would be a partial extension into sensitive landscape although this would be mitigated by appropriate landscaping and boundary treatment	This would be a significant incursion into a sensitive landscape and there is insufficient information to judge the exact impact taking account of the SPA location in close proximity
Flood Zone Extent	The majority of the Parish is within either Flood Zone 2 or 3, with more limited number to the north within Flood Zone 1	The site is located within Flood Zone 1	The majority of the site is within Flood Zone 1 and would include sustainable drainage solutions but there are also flood zones 2 and 3 that also cover the southern and eastern side of the site, generally following the Rife
Nature Designation	The Parish contains Pagham Harbour SPA	This is within 3.13km of Pagham Harbour SPA and through the	This is approximately 2miles from Pagham Harbour SPA. A lack

		introduction of new residents in close proximity	of information about mitigation is provided to ensure no impact on the integrity of the designated site
Soil - Agriculture	The northern location is covered by a differing classifications of agricultural land from Grade 2 forming the majority with Grade 3a and 3b progressing northward and there is no classification for the southern site	Though the majority is grassland there is part which is classified as Grade 2 agricultural land	This would involve land take but this is not expected to have a significant impact
Land Contamination	There are no known issues of contamination on this site	This has not been incorporated as there are no known issues	This has not been incorporated as there are no known issues
Education	The nearest existing educational facilities are located 1.5m away in North Bersted	There would be no change to the existing situation but educational facilities have not been identified as necessary in this locality in the IDP	The closest school is 4.2km away from the site. The larger size of the site means that it could accommodate more but educational facilities are not identified as necessary in this location in the IDP
Community Facilities	There are existing facilities in the village centre	This is a distance from the centres in the Parish but would be within a mile of one in North Bersted	This would be within a reasonable distance of the existing shops but would also incorporate a local centre in addition
Retail and leisure	Retail and leisure facilities are located in Bognor Regis or Chichester town centre	It would not be expected that there would be any change to the existing situation	It would not be expected that there would be any change to the existing situation
Emergency Services	The closest services are approximately	Development here would not trigger any change to the	Development here would not trigger any change to the



	1.5miles away in North Bersted or Chichester	existing situation	existing situation
Utilities	There are some existing facilities serving the northern location due to the existing employment use although there are none at the southern due to it being open countryside	Electricity and water are already connected to the existing business and residential properties	No judgment has been made on this aspect as there is a lack of information
Road Links	Access is from the feeder roads off the main A259 and the B2166 goes over to Chichester	There are no known capacity issues at the medium scale but the IDP shows that with the higher level would cause prioritisation of dualling the A259 between Bognor Regis and Chichester	The medium scale could be accommodated as the Arun Transport Study does not identify any issues or problems with the road to the site. However, as this has not been included or tested in the IDP there is a lack of information for making any judgment on the higher growth level.
Train Links	The nearest train stations are in Bognor Regis and Chichester, with services up to London	There would be no change to this situation so it has not been considered	There would be no change to this situation so it has not been considered
Bus Links	The Coastliner goes via the A259 and there is also a local service	There would be no change to this situation so it has not been considered	There would be no change to this situation so it has not been considered
Cycle & Pedestrian Links	There are a number of cycle routes and pedestrian routes that cross the site	Though there would be increased demand there is nothing to suggest this could not be accommodated	Connections to the green infrastructure network through the retention of routes and
Employment	Employment tends to be within the neighbouring towns of Bognor	As this has existing employment on the site there may be a detrimental impact	This would not be expected to have any impact on this, beyond maybe the

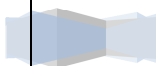


	and Chichester	through the loss of this if used to accommodate housing	fact that its western location may make it easier in terms of access to jobs in Chichester
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9.51 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary – Pagham

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A	-	-				++		The main advantages to this scenario would be in terms of the environmental aspects, through maintaining the existing landscape, protection of the SPA and impacts relating to aspects, such as waste. However it could be expected that there will be increased demand on service, as well as issues of social isolation not being addressed.
Option B	+	++			+	-	-	The significant benefits from this would be on the social aspects of the framework through increased or improved provision or capacity of services, as well as supply of housing and reducing social isolation, although this is marginally tempered by the new issues that may arise. The detrimental impacts to result would be against the environmental aspects of the framework. The most detrimental of these will be in terms of impact on local distinctiveness and due to a lack of information in relation to flood risk, historic environment and air quality with potential on the designated SPA.
Option C	++	++	+		+	-	-	Again the significant benefits would be in terms of increased provision and capacity of services, which would both help to address issues of social isolation and also result in contributing to one of the economic objectives – this will be particularly in terms of an educational facility meaning an increase in education and skills, making the area more attractive overall to investors. However, on current information it could be expected that there would be detrimental impacts on the environmental objectives, resulting from the introduction of traffic reducing air quality. Further information is also needed relating to



								utilities as there could be detrimental impacts on water quality.
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Conclusion

9.52 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that due to the environmental constraints that apply in this locality it is not currently sustainable. In the main this shows that in terms of social aspects there would be significant benefits through addressing housing need and provision as well as accessibility to services. There would also be expected to be positive benefits to the economic elements such as employment, skills and income as well as inward investment, although these locations offer accessibility to other centres and so without other plans or strategies there could well be no real change in terms of the town centres.

9.53 The majority of the detrimental impacts would be against the environmental aspects, especially in terms of air quality, flood risk and the historic environment that all affect local distinctiveness. It would not be expected that there would be a detrimental impact on designated sites through provision of green infrastructure and contributions to be used to implement the management plan for Pagham Harbour.

7. Arundel

Options

Option A – no development

Option B – accommodation of residential in south eastern location

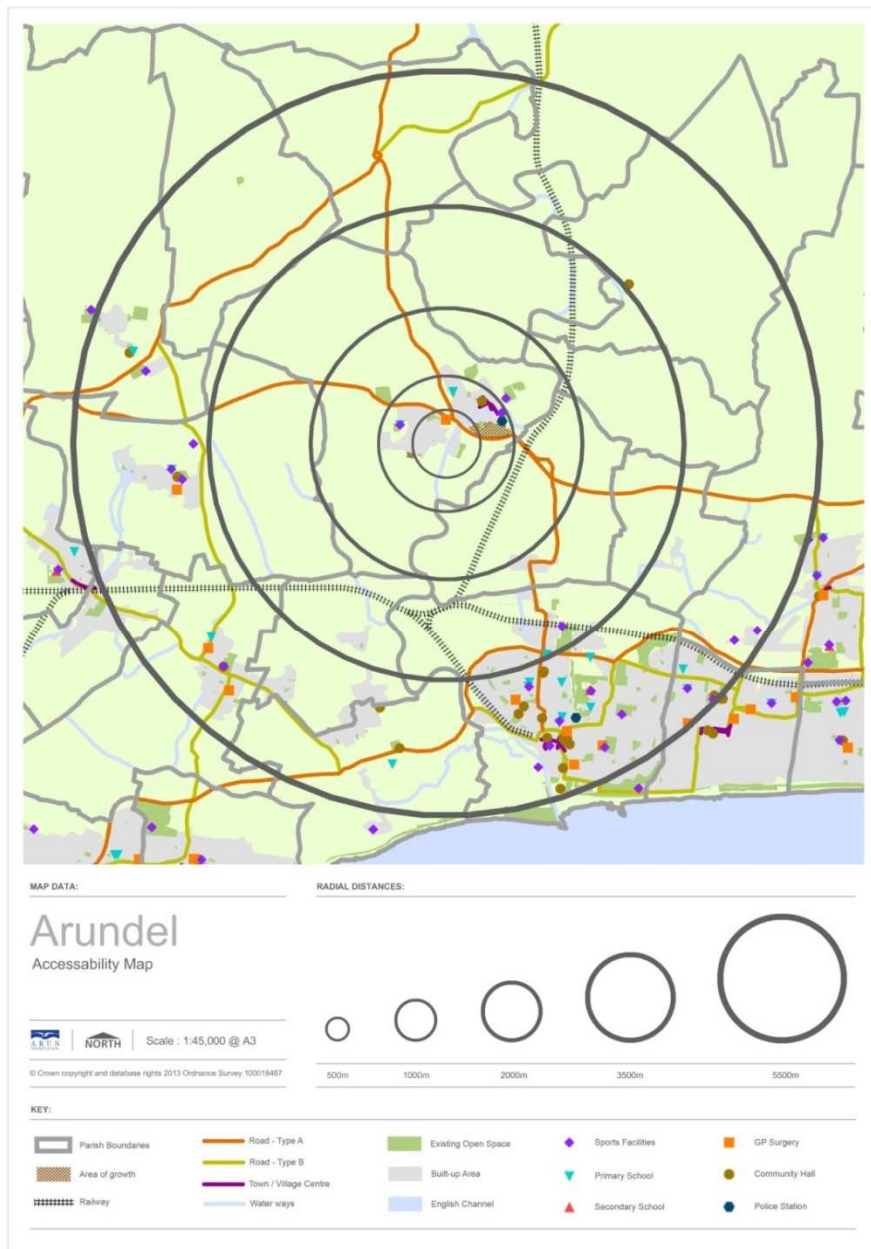
Option C – accommodation of residential in the south western location

Location

9.54 Arundel locations are much smaller in scale and are located on opposite sides to the south of the existing built up area with one being located on the south east corner and the other on the south western corner. The south eastern area is at Mill House Farm that is bounded by the A27 Chichester Road to the south and the existing extent of the built up area to the north, with the Causeway on the eastern boundary. The south western location is bounded by the existing built up area to the north and Brooklands and Tortington Priory Farm to the south and the small ancient woodland on the western side.



Map 7: Map showing accessibility of existing services in and around Arundel



9.55 Table 9.7 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:

Table 9.7: Comparison of Options at Arundel

	Option A	Option B	Option C
Current Use		Approximately 500 mixed residential units	Approximately 500 mixed residential units
Adjacent to built-up area	Both sites immediately abut the built up area boundary but are on opposing sides	This will remain outside the existing built up area in the countryside	This will remain outside the existing built up area in the countryside

Landscape Character	The south eastern site is in the Middle Arun Valley Floor character area of the Arun Landscape Study, which is classified as having negligible capacity to absorb growth. The south western site is in the Tortington Arun Valley Sides and classified as having a low capacity for absorbing growth	The moderate scale and appropriate landscaping will mean that this could be sufficiently mitigated, however it is important to be mindful of the setting of the National Park opposite	Though this would extend the built form outwards into the countryside this is not expected to result in any significant impact especially where setting of the National Park is incorporated into design and layout
Flood Zone Extent	The south eastern site is in flood zones 2 and 3 but the south western site has a small area towards the front also within these	Implementation of flood risk management solutions partially due to location will benefit immediate neighbours along the Causeway	Sustainable drainage solutions will be incorporated and so there will be a reduction in the overall flood risk
Nature Designation	There are no designated sites within close proximity but the boundary of the National Park borders the south western site and the opposite side of the Causeway	It is not expected that there would be any impact but	It is not expected that there would be any impact on any designated sites
Soil – Agriculture	Neither of the sites or locations are classified using the 1988 agricultural land classification system, although the Soil and Agricultural Land Study would suggest the south eastern area would be classified as Grade 4 and the south western	There would be land take but this would not be significant and there would be no detrimental impact as a result	There would be land take but this would not be significant and there would be no detrimental impact as a result, especially as this is significantly lower grade agricultural land



	Grade 3.		
Land Contamination	There are no known issues of contamination on this site	This has not been incorporated as there are no known issues	This has not been incorporated as there are no known issues
Education		There would be a slight increase in demand but due to the constraints of the site, capacity is likely to be low and so existing facilities will be able to cope	There would be a slight increase in demand but due to the constraints of the site, capacity is likely to be low and so existing facilities will be able to cope
Community Facilities	There are a range of community facilities located in the town centre	It would be expected that due to the limited capacity of this location existing facilities will be able to cope	It would be expected that due to the limited capacity of this location existing facilities will be able to cope
Retail and leisure	Retail and leisure facilities are located in Littlehampton, Worthing or Chichester town centres	It would not be expected that the existing situation would change	It would not be expected that the existing situation would change
Emergency Services	The police station is located on the south eastern corner of the built up area	The limited development capacity of this area, due to environmental constraints, would mean that there would be sufficient capacity in existing services.	The limited development capacity of this area, due to environmental constraints, would mean that there would be sufficient capacity in existing services.
Utilities	There are none in either of these locations	No issues have been identified and this would be in existing capacity	No issues have been identified and this would be in existing capacity
Road Links	There are good road connections to the main road network, via both the A27 and A283, although there are significant congestion issues at peak times	There would not be a significant change to the existing situation, apart from improving the Chichester Rd arm of Ford roundabout	There would not be a significant change to the existing situation, apart from improving the Chichester Rd arm of Ford roundabout
Train Links	There is a mainline rail station with	There will be increased demand	There will be increased demand



	services and connections to London and the Arun Valley. This is 1.8km from the middle of the south western site and approximately half a kilometre from the south eastern	but existing capacity at the station would not be affected	but existing capacity at the station would not be affected
Bus Links	The Coastliner services between the town centres along the coast begin just after 10am running every 30mins during the week and every hour on a Sunday	Though there would be increased demand on services due to the constraint of the site, this will be accommodated in existing capacities	Though there would be increased demand on services due to the constraint of the site, this will be accommodated in existing capacities
Cycle & Pedestrian Links	There are good cycle and pedestrian links into, through and out of town	There will be an increase in usage of the existing network due to this being well located but no changes would be expected	There will be an increase in usage of the existing network due to this being well located but no changes would be expected
Employment	This is moderate within the town centre and focused on niche retailing or services. The majority of other employment is accessed by travelling to larger centres	This is not expected to be affected	This is not expected to be affected

9.56 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary – Arundel

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A		-		++	-	-		There will be an increase on services but less controlled building has the potential to have a detrimental impact on heritage assets both in

146

								and around the village. There would also be greater potential for impacts on the overall setting and character of the local and wider area , as well as increased flood incidents
Option B	+	++			++	0/+		This would mainly have a positive impact on the social aspects, although there would be more limited impacts on the environmental objectives. Many of the social aspects relate to the provision of mixed housing meaning that there would be positive impacts on aspects such as balanced communities and community cohesion. Though many aspects of the environment would not be expected to significantly change, flood risk must be addressed in this location and so would make a significant impact across the wider area.
Option C	+	++			++			This would increase the supply of mixed housing and as a result positively affect the creation of more successful and inclusive communities. It would not have any significant impacts on any other aspects of the framework apart from efficient and sustainable transport. Through design, layout and careful landscaping and boundary treatment impacts on the landscape and local distinctiveness will be mitigated.

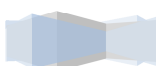
Conclusion

9.57 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that due to levels of constraints relating to these locations, they are not considered sustainable in the long term. Option A would mean there would be added pressure on some services with no increased access to services and existing issues of air quality associated with increased congestion and flood risk would worsen. The main significant benefits from Options B and C will be in respect to transport and movement, as well as the potential for improving service provision and so accessibility. In general, there would be no detrimental impacts that would result, but there would also be no significant benefits from either of these options.

8. Fontwell

Options

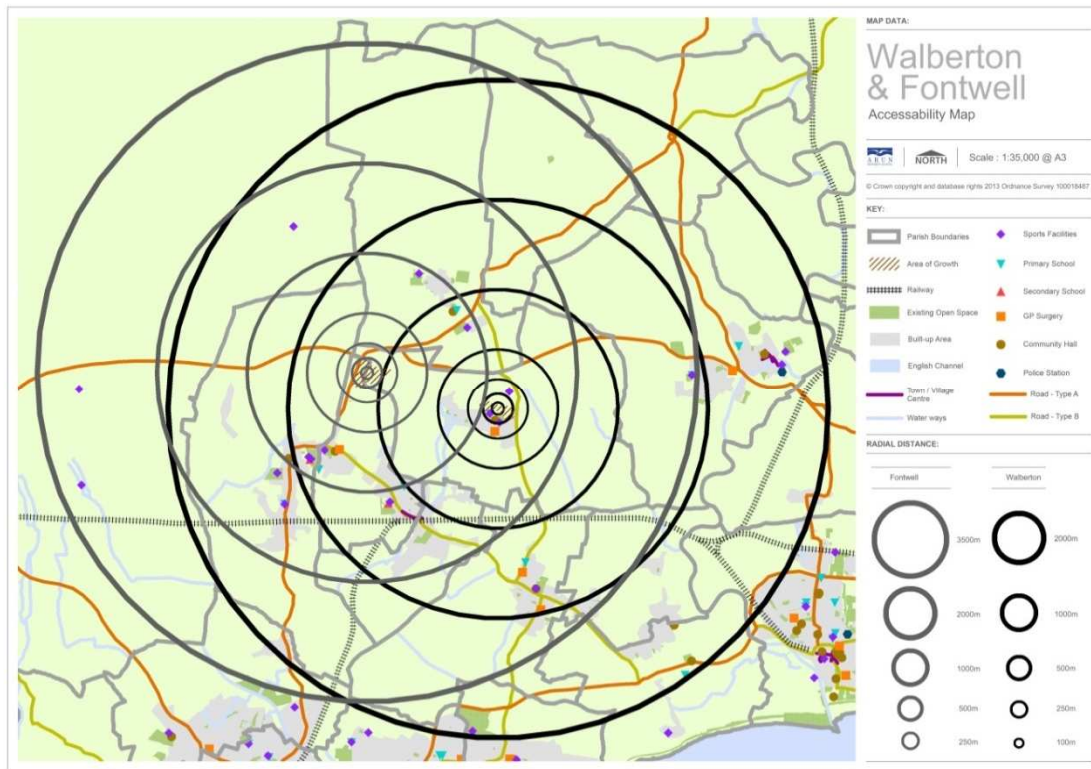
- Option A – no development
- Option B – accommodation of differing growth levels



Location

9.58 These areas are much smaller on the northern edges of the existing built up areas of Fontwell. The Fontwell location is bounded on its western side by Fontwell Avenue and its eastern extent is Wandleys Lane with the southern boundary being the existing built area.

Map 8: Map showing accessibility of existing services in and around Fontwell and Walberton



9.59 Table 9.8 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:

Table 9.8: Comparison of options at Fontwell

	Option A	Option B
Current Use	This is bounded on its western side by Fontwell Avenue and its eastern extent by Wandleys Lane with the southern boundary being the existing built area.	Approximately 500-900 mixed residential units
Adjacent to built-up area	This is in the open countryside outside any existing built up areas	It will remain outside any built up area
Landscape Character	This is located within the Fontwell-Eastergate Mosaic character area of the Arun	Though this would be an incursion into the open countryside this would not be

	Landscape Study and due to its low landscape sensitivity has been classified as having medium capacity for absorbing growth	expected to result in a detrimental impact at the lower scale but there is insufficient evidence on the higher growth level
Flood Zone Extent	There is some marginal bit of overflow from the road on the western extent as this is within Flood Zone 2.	Though there would be sufficient space for flood measures to be included there is a lack of information over what exact form and impact could be expected
Nature Designation	There are no designated sites in the vicinity	There would be no expected change to this situation
Soil - Agriculture	This is classified as 3a and a small proportion 3b	Due to the existing classification there would be no effect
Land Contamination	There are no known issues of contamination on this site	This has not been incorporated as there are no known issues
Education	There are none within the village. The closest is a primary school in the neighbouring village of Slindon	There would be increased demand but there have been no issues identified in this location through work such as the IDP and so it would be expected that this can be accommodated at present
Community Facilities	There are currently no community facilities in the village, these are accessed by travelling to neighbouring villages	There would be increased demand on services it would be insufficient to trigger new facilities to be provided but may result in increased capacity of services
Retail and leisure	The racecourse is the main leisure facility within the village with retail and leisure facilities located at Bognor Regis or Chichester town centres	No change would be expected to the existing situation
Emergency Services	The closest services are either in Bognor Regis or towards Chichester	This has not been incorporated as there are no known issues to address
Utilities	There are only very limited at the moment	There will be increased demand although there is insufficient information to make a judgment on the impact this will have at present
Road Links	There is good access to the main road network mainly to and from the A27	Improvement to the Fontwell roundabout will have a positive impact and allow

		additional capacity for B roads to absorb additional traffic from elsewhere
Train Links	The closest mainline train stations are Ford, Barnham or Chichester	No capacity issue has been identified at these stations although this has not been tested through the IDP as this was not being considered when that work was done
Bus Links	There are no existing services	No capacity issue has been identified at these stations although this has not been tested through the IDP as this was not being considered when that work was done
Cycle & Pedestrian Links	No existing cycle routes and only a few rights of ways	There will be a positive impact through connections to the green infrastructure network, though there are no aspirational cycle routes identified in the vicinity
Employment	The racecourse is a major employer in the village with the majority travelling out of the village to larger town centres for employment	It would not be expected that this would significantly change

9.60 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices for Fontwell and Walberton in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary – Fontwell

	1	2	3	4	5	6	7	Explanation
Option A		-			-	++		This would have little impact across the framework and issues in terms of service provision would likely worsen as the natural population growth would increase demand without additional provision or capacity being provided. Similarly existing issues of capacity at the A27 roundabout would likely worsen or at best continue. The only aspect that would be positively affected would be in terms of Enhancing Arun's Environmental Integrity through preserving the countryside and historic environment.
Option B	++	++			+			There would be an increase in the supply of mixed housing and as a result a critical mass

									<p>that would trigger the provision of community services to be supplied within the village. As a result this would contribute to creating a balanced community and therefore reducing social isolation. It would also result in improvements to junctions and roundabouts onto and off the A27. However there would be an impact on the natural environment, which may be mitigated, although at present the exact impact is unknown as there are no aspects that have considered this and further detail is required.</p>
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Conclusion

9.61 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that development of this location can only be considered in the longer term, as there is currently a lack of information on a number of areas. It can be seen that these locations would be able to cope with the additional pressures placed on key services in the vicinity and in the main there would be no real change against the majority of the framework. However there is insufficient information at present to be able to make clear judgments about the exact impacts, especially on the natural environment.

9. Walberton

Option

Option A – no allocated development

Option B – accommodation of differing growth levels

Location

9.62 The eastern extent of the Walberton location is bounded by the B2132 and on the western extent the existing built up area. Table 9.9 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:

Table 9.9: Comparison of options at Walberton

	Option A	Option B
Current Use	This is currently open countryside without any development	500-900 mixed residential units
Adjacent to built-up area	This is outside the existing built up area in open countryside	It will remain outside any built up area
Landscape Character	The village is contained by the Walberton Upper Coastal Plain, Binsted	Due to the landscape quality and sensitivity around the village there is no real scope

	Upper Coastal Plain and Avisford Park character areas, as the Arun Landscape Study shows, which are classified as having low capacity for absorbing growth and on its western side the Fontwell Common and Fontwell-Eastergate character areas that have medium capacity for absorbing growth	for accommodating any growth. Further there has been no detailed information provided to allow judgment on impacts to landscape setting and local distinctiveness
Flood Zone Extent	This is fully within Flood Zone 1	Sustainable Drainage Solutions will have to be incorporated so any incidents of flooding will be further reduced
Nature Designation	There are no designated sites in the vicinity	There would be no expected change to this situation
Soil - Agriculture	The site is classified on the MAGIC system as mainly being covered by Grade 3b agricultural land although there is a smaller section from the south eastern boundary into the site that is classified as 3a	Due to the existing classification of this land it is not expected that there would be a detrimental impact through any land take
Land Contamination	There are no known issues of contamination on this site	This has not been incorporated as there are no known issues
Education	There are none within the village, the closest are within Barnham or to the north in Slindon	There are no identified issues in this area and a significant increase in population would trigger new provision, although this has not been tested through the IDP as not considered a viable location
Community Facilities	There is a GP surgery in the village and a couple of sports facilities on the northern side of the village	There are no identified issues in this area and a significant increase in population would trigger new provision, although this has not been tested through the IDP as not considered a viable location
Retail and leisure	The closest retail and leisure facilities are mainly the racecourse over at Fontwell or in Bognor Regis or Chichester town	It would not be expected that there would be any change to this situation



	centres	
Emergency Services	The closest services are either in Bognor Regis or towards Chichester	This has not been incorporated as there are no known issues to address
Utilities	As these focus on fields there are none at present	There would be increased demand but there is insufficient information to make an accurate judgment on impact
Road Links	The main road links are via B roads to or from the A27	The identified District scheme of improving the Fontwell roundabout junction
Train Links	The closest mainline train station is at Barnham or Chichester	It would not be expected that there would be any significant change to this situation
Bus Links	There are no existing services	It would not be expected that there would be any significant change to this situation
Cycle & Pedestrian Links	There are a number of cycle routes that go through this area, although these tend to be more informal, often matching to rights of way	There will be a positive impact through connections to the green infrastructure network
Employment	Employment currently tends to be within the light industrial/warehousing and agriculture and equine sectors	There is no intention for this to be included within any schemes

9.63 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices for Fontwell and Walberton in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary – Walberton

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A						++		No changes would be expected in this scenario and the only benefit would be in terms of preserving setting of the existing village and the landscape around it.
Option B		-			-	-	-	If an increased population were introduced in this location it would result in a worsening of the existing situation in many respects as existing services would have additional demand placed on them without causing increased provision. The flow and capacities on roads would increase reducing capacity



								overall and substantially cause expansion of built form in the landscape. Further there would be expected impacts on the historic environment.
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Conclusion

9.64 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that this location is not considered to be sustainable, for any significant levels of growth at present. There would be detrimental impacts across the majority of the objectives as further detailed within the detailed matrices in Appendix 5.

10. Rustington and Ferring

Options

Option A – Differing growth levels at Rustington

Option B – Accommodation in Western side of Ferring (to boundary with Worthing) of differing growth levels

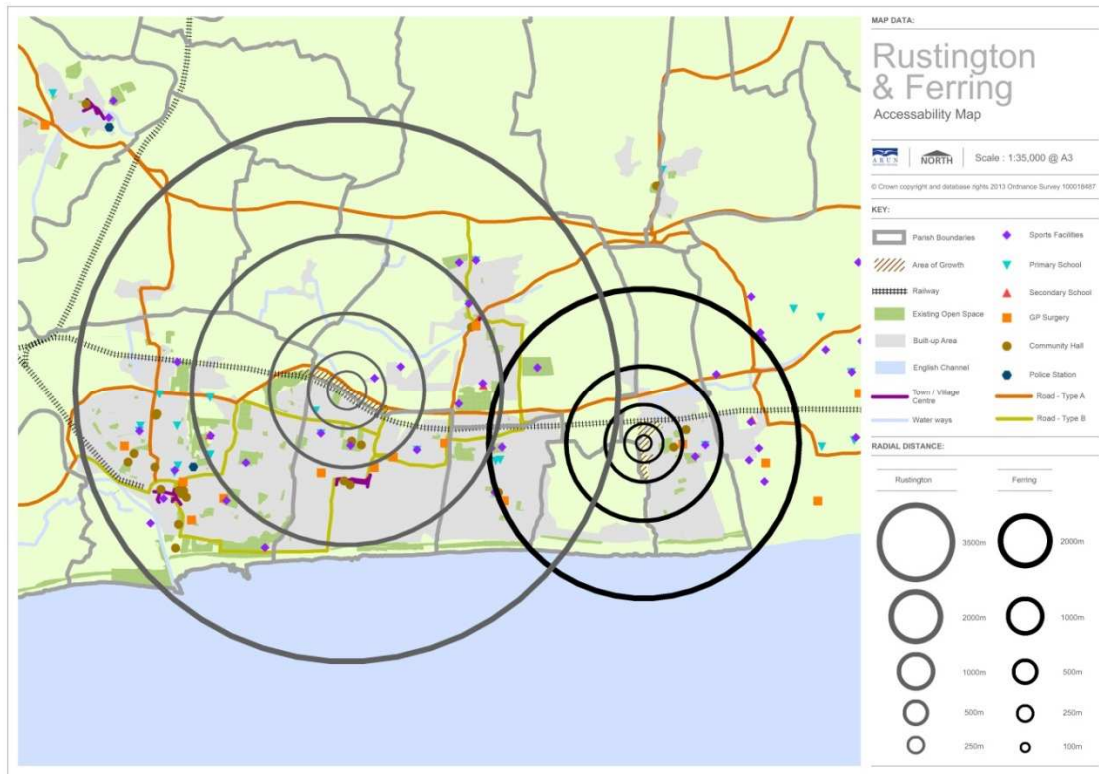
Option C – Accommodation in Eastern side of Ferring of differing growth levels

Location

9.65 These locations are sited at the north of Rustington and along the western extent of Ferring. The Rustington location is situated to the north of the railway line up to the roundabout that joins the A27 from the village, with the A27 forming its northern boundary. The Ferring location fully incorporates the land on the west of the village and is bounded on the west by Ferring Rife, with Onslow Caravan Park to the north on the northern boundary and the land behind Clover Lane the southern boundary.



Map 9: Map showing accessibility of existing services in and around Rustington and Ferring



9.66 Table 9.10 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:

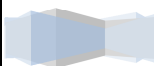
Table 9.10: Comparison of Options at Rustington/Ferring

	Existing	Option A	Option B	Option C
Current Use		500-900 mixed residential units in Rustington	Approximately 600 mixed residential units sited on the eastern side of Ferring	500-900 mixed residential units to be sited on the western side of Ferring, to the border with Worthing
Adjacent to built-up area	All of these locations are outside the built up area boundary and those around Ferring are in open countryside	It would remain outside the boundary of the built up area	It will remain outside any built up area	It will remain outside any built up area
Landscape Character	The Rustington location is within the	This would result in an infill to the north of the	This would be expected to mainly be located at the	This would critically infill a large proportion of the only real

	Black Ditch Rife character area of the Arun Landscape Study, with low capacity for absorbing growth. In the same study the west of Ferring site is in the Kingston Lower Coastal Plain and the eastern side is in the Ferring Lower Coastal Plain, which both have low capacity for absorbing growth	main A259 but this would be small in scale and any impact can be minimised through careful boundary treatment	edge of the existing built up area and be contained by the Rife, so would not significantly affect the landscape views	space between the existing villages of Ferring and Goring to the east, although appropriate landscaping and incorporation of green infrastructure in the overall layout and design would help minimise this
Flood Zone Extent	All of these locations are covered in Flood Zone 2 status	High residual flood risk to be addressed	High residual flood risk to be addressed	Incorporation of sustainable drainage systems would be expected to address and reduce flooding incidents
Nature Designation	There are no designated sites in the vicinity	It would not be expected that there would be any impact	There would be no impact on any designated sites	There would be no impact on any designated sites
Soil - Agriculture	There is no agricultural land classification applied to any of the locations	The would be no detrimental impact to result here	The would be no detrimental impact to result here	The would be no detrimental impact to result here
Land Contamination	There are no known issues of contamination	This has not been incorporated as there are no	This has not been incorporated as there are no	This has not been incorporated as there are no



	on this site	known issues	known issues	known issues
Education	There are no facilities in the immediate locality with the majority located within Angmering or Littlehampton. In the instance of Ferring these can also be accessed in neighbouring areas of Worthing Borough	There will be increased demand on services but it is not expected that this could not be accommodated or additional provision provided	This would increase demand but would not also be expected to include any new facilities, although this would not be expected to be an issue as it is not an area where the IDP has identified a need to be addressed. However the higher growth level has not been tested through this process	There would be increased demand and no specific need has been identified to be addressed. However as this would be part of development linking across into Worthing this would include provision and so have a positive impact on accessibility and also the economic objectives
Community Facilities	There are some community facilities within the existing settlements	Though there would be increased demand it would be expected that this would be accommodated within existing facilities and only minor expansion of capacities	Not identified as issue in IDP but not tested as location. Expected additional provision to be provided as part of wider scheme in adjacent Worthing Borough	Increased demand but services expected to be provided through increased capacity in lower scenario. Not identified as issue in IDP but additional facilities expected to be triggered
Retail and leisure	Retail and leisure facilities are located in Littlehampton or Worthing town centres	It would not be expected that the current situation would change	Though this would increase the need for additional provision this would only be a small addition	No significant change would be expected
Emergency Services	The closest services are either in Littlehampton or Worthing	This has not been incorporated as there are no known issues	This has not been incorporated as there are no known issues to	This has not been incorporated as there are no known issues to



	centres	to address	address	address
Utilities	There is current pumping station on the site to the west of Ferring, otherwise these are not currently served by utilities	Due to the flood risk issue it is not clear what might be able to be provided. Further information required	Expected connection to existing village network and no known capacity issues	Extension to existing networks in the village, so not expected to be an issue
Road Links	All locations are served by the main A259 and B roads linking along the main front from the edge of Kingston	There are no identified issues in Rustington parish itself and it growth could be accommodated at the medium level. Issues occur on and off the A259. The higher level has not been specifically tested	There are no known issues relating to flow or capacities around Ferring village itself and so it would be expected this could be accommodated. Higher growth levels have not been tested but connections on and off the A259 are known	There are no known issues relating to flow or capacities around Ferring village itself and so it would be expected this could be accommodated. Higher growth levels have not been tested but connections on and off the A259 are known
Train Links	The closest mainline train stations are either at Angmering or Goring	It would not be expected that this would significantly change	It would not be expected that this would significantly change	It would not be expected that this would significantly change
Bus Links	The Coastliner service goes through Rustington every 10 minutes providing connections along the Coast from Portsmouth to Brighton	There would be increased demand on the service but there are no intention to expand or extend services currently	There would be increased demand on the service but there are no intention to expand or extend services currently	There would be increased demand on the service but there are no intention to expand or extend services currently
Cycle &	There are	Connections to	Connections to	Connections

Pedestrian Links	good cycle and pedestrian links from Rustington to Littlehampton and Angmering but these are more limited around Ferring with a specific gap in the cycle network along the seafront	reflect the A259 to the south would be needed but funding would have to be investigated	the existing network and linking through the site will be integral, so enhancing the existing networks through increasing connections	both to the existing pedestrian and cycle networks along with connections to green infrastructure will be incorporated
Employment	There is smaller scale business in the centre of Ferring and a mix further to the north with a number of smaller businesses located around Rustington	This is not identified as an issue and so is not included. Further it is expected that existing provision will be sufficient	It would not be expected that there would be any change to the existing situation	It would not be expected that there would be any change to the existing situation

9.67 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary – Rustington/Ferring

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A				+	0/+			Even though there would be increased demand on services, additional capacity would most likely be at existing locations, as there is limited scope for locating new, although there is not expected this could not be accommodated. There would be a positive impact on regeneration through the new population creating additional custom for the town centres. The current appraisal of efficient and sustainable movement is that due to existing this would be neutral but acknowledges that



								additional improvements would have a positive impact.
Option B	+	++		+	0/+			Through provision of mixed housing this would contribute substantially to this aspect of the framework and therefore make a positive contribution towards successful and inclusive communities. Though there would not be expected that the existing road and cycle networks could accommodate this, it is acknowledged that this location allows for potential improvements. However importantly there is a lack of information relating to infrastructure and though there would be positive impacts through expected extension of utilities plus addressing and reducing flood risk, insufficient information is known of the potential for impacts on water quality into the Rife, as this is not a location currently monitored.
Option C	+	++	+	+	0/+			Provision of mixed housing will mean a substantial contribution to the social aspects and providing a balanced community. Through improving the provision of education facilities, this could make the area more attractive to inward investment. Additionally increasing educational attainments and skill there will be a positive impact on the economy. The capacity issues of the A259 would likely be neutral but have the possibility of improvement. There is insufficient information for a judgment on exact impacts on the environmental aspects.

Conclusion

9.68 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that Option B has the potential to be a sustainable location into the medium to long term, although at present there remain a number of potentially significant issues relating to landscape issues, supporting infrastructure and impacts to the environment that remain to be investigated. As can be seen the greatest benefit from these locations is that they would not face any significant constraints and there would be sufficient capacity. They are also well located in relation to the highway network and so will make a significant contribution towards accessibility. There may also be some positive impacts on the economic aspects of the framework and particularly in terms of reducing flood risk. However further investigation on the need and delivery of service provision, as well as potential impacts to the water environment are required.



11. Climping/Yapton

Options

Option A – No Allocation

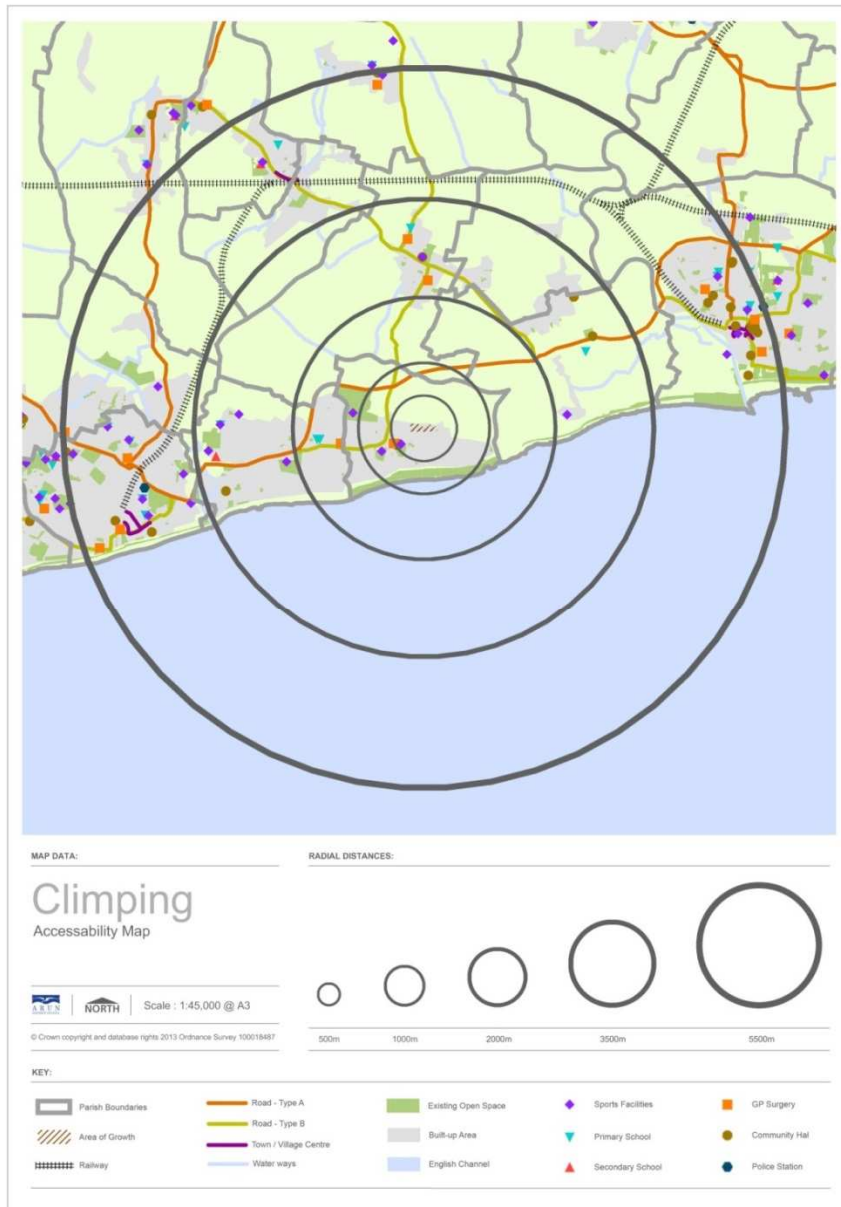
Option B – Allocation spread between the two locations

Location

9.69 These incorporate a small area to the north of Climping village and also a wider area that would infill the existing gap between the built up areas of Yapton and Burndell.



Figure 10: Map showing accessibility of existing services in and around Yapton and Climping



9.70 Table 9.11 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:

Table 9.11: Comparison of Options at Climping/Yapton

	Option A	Option B
Current Use	The majority of this is open countryside which is located north of Climping village and in the space between Burndell and Yapton	Around 500 mixed residential units
Adjacent to built-up area	This is in open countryside and is outside any built up	This will remain outside any built up areas

	areas	
Landscape Character	These are identified in the Arun Landscape Study as being in the Climping Lower Coastal Plain character area which on the basis of its high landscape value and sensitivity has been classified as having negligible or low capacity for absorbing change. This is also important as an open area between settlements contributing to local distinctiveness of the area	This would only represent a small incursion into the countryside on the edges of existing settlements, which may be mitigated with appropriate landscap and boundary treatment
Flood Zone Extent	The Yapton location is entirely within Flood Zone 1. However the Climping sites although far enough inland not be affected by tidal or fluvial flooding are within a Coastal Risk Area, as well as being at medium to high risk of flooding from land and groundwater, being within an emergence zone	Locations and the incorporation of sustainable drainage solutions will reduce the overall risk of flooding.
Nature Designation	The Yapton location is not near any designated sites but the Climping one is within a kilometre of the frontage and so the SSSI	Through careful boundary treatment, landscaping and layout there will not be a significant impact
Soil - Agriculture	Only patches of this area have been classified under the post 1988 Agricultural Land Classification. Generally there are small patches of Grade 2 agricultural land that cover the Yapton area and nothing covering the Climping area	Due to scales of land involved it would not be expected there would be a significant impact
Land Contamination	There are no known issues of contamination on this site	This has not been incorporated as there are no known issues
Education	There is one primary school approximately 500m from Climping and	There would be increased demand and it would be expected that this could be



	one on the edge of Yapton	accommodated
Community Facilities	There are two GP surgeries in Yapton but the closest to Yapton are those in across the river in Littlehampton town centre	There would be increased demand and it would be expected that this could be accommodated
Retail and leisure	The retail park at Littlehampton as well as the town centre are the closest. There is also a local pub that is located on the junction of Church Lane and the A259	It would not be expected that there would be a change from the existing situation
Emergency Services	The closest services are generally in Littlehampton	This has not been incorporated as there are no known issues to address
Utilities	There are none at present	Increased demand will occur and provided from existing capacity
Road Links	There are good road connections, with the main A259. There are no known capacity issues although flows are highest on the immediate stretch from Littlehampton	No significant changes would be expected to the road network and there is considered to be sufficient capacity that there would be no significant impact
Train Links	Ford or Littlehampton train stations are the closest with services and connections to London and along the Coast	There would be no change to this situation and it would not be expected to trigger any change in capacity or services at either
Bus Links	The Coastliner service runs along the A259 and then through the nearby village of Burndell	The lower scale will increase demand but this could be accommodated within existing capacity. The IDP shows that the higher scale would require the need for sustainable transport measures, that may include extensions to services, as identified (this has not been beyond this)
Cycle & Pedestrian Links	There are a number of routes that are suitable for cyclists and pedestrians	Contribution towards the aspirational cycle route on the A259 into and out of Littlehampton in addition to connections to the District green infrastructure network
Employment	There is no employment in the villages themselves, although Ford has a	It would not be expected that there would be any change to the existing situation

	number of businesses and is not far from Yapton or the main town centres	
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9.71 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary – Climping/Yapton

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A		-				0/-		If the existing situation were to continue the majority of the sustainability objectives would be unaffected, although due to the natural increase in population and the moderate level of existing service provision there would be an impact on accessibility of these. The other objective that would be affected would be one of the environmental ones. Though there will be a positive impact on landscape and biodiversity, there would equally be a worsening of the flood risk situation with an increased frequency of flood incidents and as such has been shown as neutral with the potential to be detrimental
Option B	+	++	0/+	0/+	+			The significant benefits arise against the social objectives, as a result of the improved housing supply, creating a mixed and more inclusive community. Through the reduced distance to where employment is, it would be expected there will be positive impact and so this has been appraised as having a neutral or no effect with the potential to positively affect the economic objectives. However it would not be expected that there would be a significant change to any of the environmental criteria and so this has been assessed as neutral

Conclusion

9.72 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that Option B would be a sustainable location, if growth remained at a smaller scale and with sensitive treatment of its landscape setting. As can be seen, in the main there would not be expected to be any significant benefits to these locations. There would be



increased demand on existing services and facilities but this would be insufficient to warrant any change to the existing provision.

9.73 The main benefit that would result from these locations would be against the social aspects through the addition and mix of higher quality housing that consequently would mean that there would be more inclusive and balanced communities created with reduced levels of social isolation. There could also be the potential for some slight benefits to the visitor economy and local businesses, as well as significantly in terms of efficient use of land.

12. North Middleton

Option

Option A – no allocated development

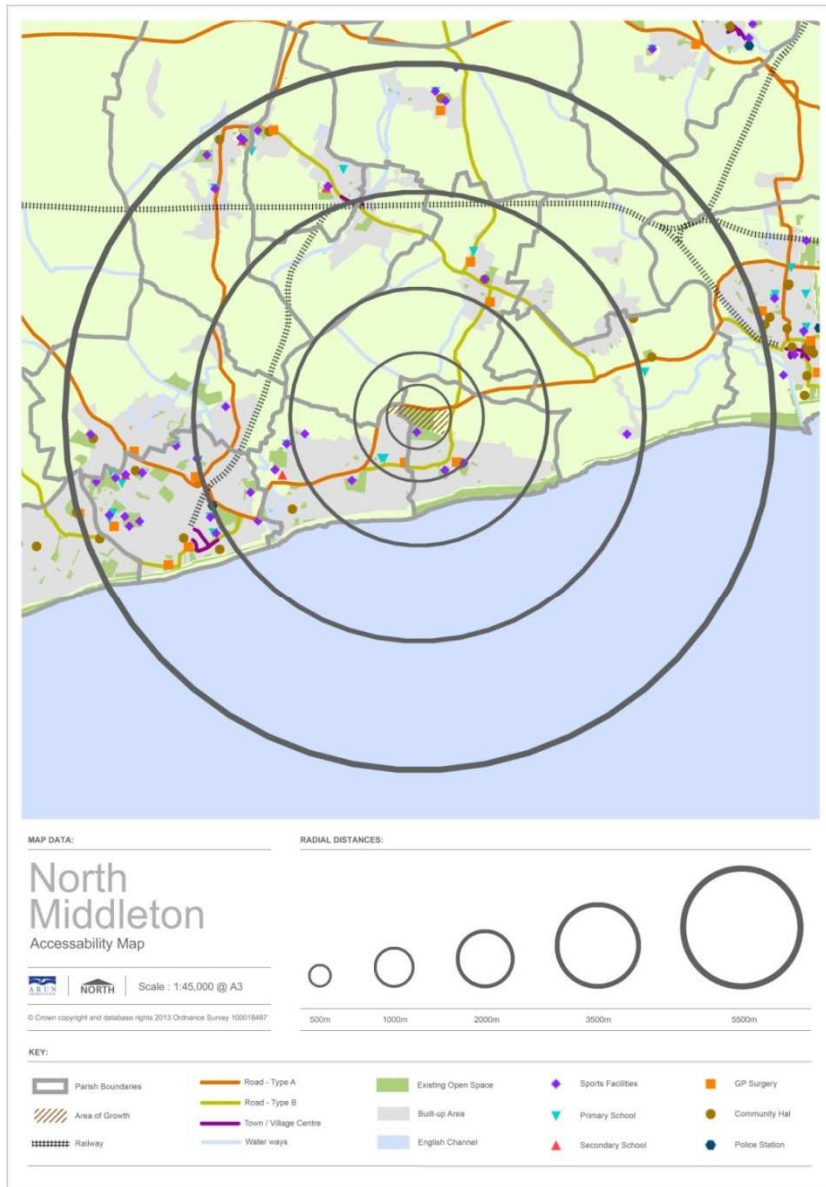
Option B – accommodation of differing growth levels

Location

9.74 This location is directly above Middleton-on Sea being formed of the caravan site north of Ancton Lane that is bounded to the west by B2132 and the A259 on the northern boundary, with the eastern extent of the site being defined by a track that correlates to the edge of the Strategic Gap. This would also extend across to the west and incorporate an existing area of open space.



Figure 11: Map showing accessibility of existing services in relation to North Middleton



9.75 Table 9.12 below provides a comparison of the expected impacts of each option, when considered against a number of standard sustainability factors:

Table 9.12: Comparison of Options at North Middleton

	Option A	Option B
Current Use	This is currently designated as public open space	500-900 mixed residential units
Adjacent to built-up area	This is outside the existing built up area and is	It will remain outside any built up area by the main road of

	separated from the built up area of Bognor Regis to the south by the A259	the A259 to the south
Landscape Character	This is located in a clear area between character area in the Arun Landscape Study.	This would result in movement of built form into a currently open area, although this is not significant in terms of its landscape contribution and so this would not be expected to be significant
Flood Zone Extent	The majority of the site is in Flood Zone 1 although the north western boundary falls within Flood Zone 2 and 3a related to tidal flood risk	The small scale within the Flood Zones and the incorporation of sustainable drainage solutions will reduce flood risk
Nature Designation	There are no designated sites in the vicinity but it is within 800m of the Elmer Rocks SSSI	This has not been incorporated as there are no known issues
Soil - Agriculture	The northern half of the site is Grade 2 agricultural land and the southern half is lower Grade 3	As this would correlate to the southern part and as it is not currently used for any agricultural use, even on a small scale it is not expected that there would be a significant impact
Land Contamination	There are no known issues of contamination on this site	This has not been incorporated as there are no known issues
Education	There are 2 primary schools within a short distance and a secondary school	There would be increased demand but there are no identified issues through the IDP in this location and it is well served so there would be no anticipated issue and it is expected that this could be accommodated
Community Facilities	There are 2 community halls just over 1.5km from the centre of the site	Demand will increase but this will be accommodated within existing facilities
Retail and leisure	Retail and leisure facilities are located in Bognor Regis town centre	There is good coverage in this respect and so it is not anticipated that this would cause any significant issue
Emergency Services	The closest are located in	This has not been

	Bognor Regis but there are no known issues in terms of capacity	incorporated as there are no known issues to address
Utilities	Due to its existing use there are none	Upgrading of Lidsey wastewater treatment works through critical mass, along with connections to existing networks
Road Links	The main road links are along the A259 on the south of the site	There are good road links and no issues have been identified through the IDP or Arun Transport Study
Train Links	Bognor Regis is the closest train station	Though there would be increased demand it is not expected that there would be any change to service provision
Bus Links	The Coastliner service runs to the south and the Star 1 service running into and out of Bognor , as well as the 67 service circling the site, although the Arun Transport Model does show that there are high baseline levels of congestion	Though there would be increased demand it is not expected that there would be any change to service provision
Cycle & Pedestrian Links	There are existing routes along the southern boundary	There would be connections to existing routes and linking to green infrastructure
Employment	There are a number of small retail and a hotel that are located within reasonable proximity, or alternatively within the main town centres	There is good coverage in this respect and so it is not anticipated that this would cause any significant issue

9.76 More detailed information on trends and evidence that has informed these conclusions can be found within the full matrices in Appendices 5 & 6. A summary of the outcome of the appraisal is provided in the following section.

Appraisal Summary – North Middleton

	Sustainability Objectives							Explanation
	1	2	3	4	5	6	7	
Option A		+			--	-		Though there would be none or limited

								impacts on most of the social objectives, through maintaining provision of and access to this open space, as well as there being good provision and accessibility to services. However the existing issues relating to congestion and a number of consequent impacts on a number of the environmental factors would worsen. As this would be balanced through the positive impact of retaining the open space in terms of wildlife as well this is only appraised as having a neutral impact
Option B	++	++	++	+	+	0/-		The main benefits of this location would be in terms of increasing access to services through reducing the distance to schools and employment opportunities, as well as health provision therefore meaning that there would also be a positive impact on social and inclusive communities plus the economic objectives. Further its positioning on the main road network means that it also mean that combined with delivering improvements to cycle network means there will be a positive impact. The only negative to this would be the loss of a large public open space, although as this only represents one of the criteria for one of the environmental objectives this is appraised as neutral.

Conclusion

9.77 The review of the options against the key sustainability factors and the subsequent appraisal against the sustainability framework has concluded that this location may be sustainable in the medium term. Development in this location would contribute most significantly towards the social aspects of the framework, although there is also scope for a significant positive impact on water quality through providing a critical mass to require and deliver an upgrading and/or extension to the Lidsey wastewater treatment works. It would also make contributions towards a number of the transport aspects and environmental elements, due to its location in respect to existing public transport services and the strategic road network. However, development in this location would result in a number of slight detrimental impacts and one significant one focused against the environmental objectives. In particular, waste; soil quality; air quality; water quality and biodiversity.

Conclusions on Alternative Locations

9.78 Alternative locations will have different impacts on their neighbouring settlements. In the case of West Bank this is Littlehampton and in the instance of BREQ this is Bognor Regis. However the overall impacts tend to be similar with the differences coming in terms of implementation and potential delivery. The main key benefits of both are against the social aspects of the framework relating to housing, successful and inclusive communities and accessibility to key services. There are also a number of potential benefits that may occur to some of the environmental aspects, although these would be expected to be greater in relation to the West Bank location than at the BREQ location.

9.79 The West Bank location has the greatest constraint being in the functional floodplain, although the significant social, economic and some environmental benefits combined would sufficiently outweigh this fact. This is supported by a sequential and exceptions test which outlines the existing situation relating to the site and shows how on the basis of the information within the Development Delivery Study (GL Hearn, 2012) it is possible to incorporate potential flood alleviation schemes, that would reduce the flood risk categorisation for the area going forward. These are also very explicit about the fact that this has to be addressed for any non-water compatible uses to be taken forward. As with many other issues, this would deliver significant benefits to a much wider area than that of the immediate location. The appraisal has shown that this applies against the majority of criteria. It may be that alternatives in the short term may be considered more appropriate to ensuring delivery of growth due to the high investment costs associated with the site, though there are a number of routes through which additional funding could be released to allow this to be progressed earlier, such as Tax Increment Funding or Flood Defence Grant in Aid..

9.80 The BREQ location has fewer constraints to affect the developable area although there are a number of other issues that relate to it, once the detail of the appraisal is considered. Though it is well positioned in terms of the strategic road network, there are high flows on the network to reach it. There would also be detrimental impacts in terms of noise and potentially air pollution from the introduction of vehicles into this location, especially at the Bognor Road roundabout. There are significant issues in terms of utilities with inadequate capacity in the sewerage network. Lastly, in comparison to the other locations the Soil and Agricultural Land Study shows this location has the lowest per hectare Average Annual Gross Margin, so in this respect the loss of this land to the local economy would be less detrimental than that in other areas, such as Ford.

9.81 There are a number of issues relating to the Eastergate/Westergate/Barnham location. However to locate development here would mean that this could become the most sustainable location in the District. By providing new facilities that would help to ease pressure on the wider District as well as being a vehicle to addressing existing issues with supporting infrastructure around this location. It is expected that

the resultant benefits would extend beyond the immediate site. There would be an impact on the character of the area and local distinctiveness, although this is significantly outweighed by the other resultant benefits.

9.82 Angmering as a location scores highly against the social objectives. The location is important in terms of helping to preserve the space between settlements and local distinctiveness. Furthermore, the northern location is away from the village centre and in a sensitive location. The south and eastern location between the existing settlement and the A280 to the west will be an unobtrusive addition and not detrimental in the long term, as well as it being possible to address any concerns through careful design, landscaping and boundary treatment. Though there are a number of infrastructure issues the majority of these can be addressed in the short and medium term.

9.83 Ford is not considered to be sustainable on the basis of current information and application of known trends. However, further work relating to smaller parts of this area, through supporting documents informing a site specific development plan document, will allow for a more detailed assessment to be carried out. The area around Pagham is not currently considered to be sustainable due to the severe environmental constraints. Fontwell has a number of characteristics that mean it may be sustainable in the longer term, but faces a similar situation to Ford of a current lack of detailed information relating to this area specifically.

9.84 Development on the edges of the smaller settlements, such as Arundel, would place less additional pressure on services although it would not address or deal with any of the issues relating to the economic aspects, especially in terms of benefits to the wider community. Rustington and Ferring do not have significant constraints but would only make a small contribution to the sustainability framework overall, as a result of their existing urban form. Yapton or Climping as locations for development would be less feasible as they would not be sustainable. Though existing services in these areas are focused in Yapton, the small scale and capacities, that could be accommodated before impacts on the landscape occur mean no new facilities would be triggered and there would be no wider benefits associated with development in these locations. North Middleton will have potential impacts on highway capacity and a detrimental impact through the loss of significant public open space.

9.85 The most sustainable location, in the short term, is Angmering. In the medium to long term Barnham/Eastergate/Westergate is the most sustainable bringing wider benefits to the District. If the identified infrastructure issues can be overcome then the BREQ location could be sustainable in the medium to long term. In the longer term the West Bank provides the greatest benefits contributing to all the sustainability objectives. More detailed assessment of Ford and Fontwell is necessary to identify the contribution they may make to sustainable growth. Ferring and North Middleton equally have characteristics that mean, if the provision of open space and mitigatory measures are included, then they could be considered to be sustainable locations. Overall, the appraisal of locations has determined that

Pagham; Arundel; Rustington; Yapton/Climping and Walberton are not sustainable and should not be taken forward for strategic level growth.

Design

9.86 Due to the nature of this policy area, no alternative spatial option was undertaken as the policy approach would be applicable across the whole District. However, the policies within this section of the Local Plan are appraised in Chapter 10.

Health, Recreation and Leisure

9.87 Due to the nature of this policy area, no alternative spatial option was undertaken as the policy approach would be applicable across the whole District. However, the policies within this section of the Local Plan are appraised in Chapter 10.

Connected Place

Transport

9.88 This chapter is one of the few that have spatial impacts, which have district-wide effects and therefore need a broad assessment. The alternatives considered here were schemes identified as a package of measures in the Arun Transport Study³⁵, as the alternate would be a Do Nothing Scenario. This Study looked at three differing growth levels that included employment at a constant level and varying levels of residential development based on different Strategic Development Locations. The impacts of “soft” measures as set out in the DfT’s Smarter Choices initiative were taken into account as part of a mitigation package and more rigorous schemes recommended.

9.89 It is important to remember that appraisal at this stage can only be sufficient to allow the District to be content over deliverability and ensure impacts can be dealt with and, where necessary, mitigated. This needs to provide relative certainty over suggested routes but the detail and decisions in relation to exact routes would have their own consultation. This would be done by West Sussex County Council as the highway authority and in terms of the A27, the Highways Agency. Specific routes being considered for inclusion in terms of safeguarding and so their spatial and wider implications, which are discussed below are:

³⁵ [Arun Transport Study \(WSP, 2013\)](#)

Alternative 1: Realignment of A29
 Alternative 2: Extension of Lyminster Bypass
 Alternative 3: A259 Improvements

Alternative 1: Realignment of A29

9.90 The A29 Woodgate Study³⁶ identified 4 potential options of which two emerged for consideration. As part of this work an assessment of environmental constraints was carried out which concluded that though Option B has the least constraints and involve minimum land take, its visual impact would be severe and out of character. It also concluded that Option C had floodplain constraints and so preclude development. As such it recommended that the two remaining options focused on a western alignment and an eastern alignment be considered. In April 2013 a Realignment Viability Study³⁷ was carried out to further investigate these options. The environmental assessment reflected that of the previous study as the aims of this study were purely for viability.

9.91 Work is currently ongoing to assess the preferred route for the A29 investigating feasibility in more detail. An Environmental appraisal as part of this has shown that there are no designated sites within close proximity to the routes. There is however a Local Nature Reserve (Bersted Brooks) within a kilometre of the southern tie in option and a Site of Nature Conservation Importance (SNCI) approximately 400m north of the northern tie in. This, in combination with a tract of orchard, which is a recognised priority habitat and others that support a number of protected species, require that a further set of additional studies will be required into the scheme design going forward. The route is broadly confined to higher ground and so flood risks are low and where within floodplain there is sufficient space to provide compensation, along with ground conditions making alternate options to solve this issue, viable. Importantly it is expected that specific mitigation will mean that there will not be a significant impact on the landscape through the potential realignment.

9.92 Additionally, there is a notable urban influence to the south of the existing villages which has limited scenic and only slight landscape value. The development of a nursery on land to the south of the B2233 as well as the small scale industrial estate to the north has resulted in an erosion of the character of the existing Barnham and Eastergate Gap. As such there would not be a detrimental impact to the natural environment and biodiversity that cannot be mitigated. Significantly this would make a substantial impact to the wider District through improving flow and capacity on the network beyond just the immediate villages plus consequent improvements on environmental factors.

³⁶ [A29 Woodgate Study \(Pasons Brinckerhoff, May 2012\)](#)

³⁷ [A29 Realignment Viability Study \(mva consultancy, April 2013\)](#)

Alternative 2: Extension of Lyminster Bypass

9.93 The Lyminster Bypass Study³⁸ included environmental work done on this route, informed by an initial walk over of the route, which recommended in its conclusions that it would not be expected there will be any significant environmental concerns that could not be overcome or mitigated.

Alternative 3: A259 Improvements

9.94 This A259 Route Improvement Study³⁹ looked at the potential for mitigation of the impact of traffic growth on the section of the A259 between Goring and Littlehampton. Overall this suggested dualling of much of the current single carriageway sections along with junction improvements. Various initial designs are discussed and it is felt that the package of requirements would meet the pressures and associated traffic, with the potential to improve the current situation. This would involve a slight widening of the existing route but this would not be expected to have a detrimental impact on overall character.

Conclusion

9.95 Considering the congestion hot spots identified within the Arun Transport Study and the conclusions of the more detailed work on the routes above, it is necessary that all the above are included to ensure that there is sufficient mitigation, either in terms of capacity on the road network, landscape and views or indirectly through issues related to noise or air pollution. On the basis of the evidence, it is felt that furthering this through the Plan period will contribute towards achievement of sustainable development into the future, contributing to a number of environmental and social objectives of the framework..

Protected Place

9.96 The policies contained within this section of the Local Plan though having impacts, sometimes significant, on the natural environment do not lend themselves towards differing spatial approaches. The main spatial options would occur in relation to the waste management and natural resource and minerals parts of this chapter. However, these are a County matter and the Local Plan can only provide support for the Plans relating to these policy areas. In the instance of waste and minerals this has been done through a sustainability appraisal that accompanied the recently adopted West Sussex Waste Local Plan and another will be carried out to accompany the formulation of the Minerals Plan. The proposed policies are discussed within section 10 of this report.

³⁸ [Lyminster Bypass – Feasibility Study Overarching Report \(March 2012\)](#)

³⁹ [A259 Route Improvement Study \(February 2013\)](#)

Deliverable Place

Infrastructure provision & implementation

9.97 The spatial aspect under consideration for this policy area essentially relates to differing routes of implementation. This considers first what infrastructure planned development and the policy approaches might require and trigger, then differing alternatives to ensuring their delivery. It is the second part which has the spatial dimension and is therefore appraised. The main source for this appraisal has been through consulting the Infrastructure Delivery. The alternatives considered are:

Alternative 1: A new Community Infrastructure Levy

Alternative 2: Continued but scaled back Section 106 (S106) agreements

Alternative 3: A combination of the use of CIL and S106

9.98 If Alternative 1 were implemented then this would mean that there would be the potential for greater improvements to be spread spatially across the District, focused on those areas, where there are the greatest deficits of infrastructure. However this will not be expected to fund all required projects and as this will be on strategic importance then more localised deficits and issues could remain. As such, acknowledging this it is predicted and appraised that it could have a slight positive impact.

9.99 Due to the introduction of the Community Infrastructure Levy Regulations, though S106 agreements can still be used, these need to be clearly linked to the specific sites, as pooling of contributions is no longer allowed, after April 2015. This would likely mean that there would be a significant issue in terms of achieving strategic priorities and objectives of the Local Plan. As such this would result in a high potential for a continuation of the existing services and potential worsening into the future. As such this is appraised as having a neutral or negative impact.

9.100 The last alternative, Alternative 3, would allow for contributions to be taken towards strategic infrastructure and also to addressing and mitigating for local impacts linked to development of a specific site. As such, as this allows the greatest maximisation for addressing existing and future deficits in infrastructure to be addressed and so is appraised as having a significant positive impact based on firm evidence.

Monitoring

9.101 This is not a policy area but is a system to monitor the implementation and effectiveness of policies in the Local Plan. As such the approach to this does not have a direct spatial relationship and so no appraisal has been conducted on this. However, points on deliverability are included within the Housing Location and Employment Chapter of the discussions above, as well as the summary below.

Conclusion

9.102 This appraisal of the spatial options has carefully considered all alternatives to the policy approaches, where these are available. In terms of housing, transport and employment particularly this has gone through all the practicable alternatives. This has identified key constraints relating to the majority of sites or alternatives, although only in a minor number are these unable to be overcome through mitigation. The result therefore is that there is sufficient evidence and reasoning for the sites being suggested as the most sustainable to be taken forward in the Local Plan. In addition, it is also considered that a number of the locations may have potential if constraints can be shown to be dealt with.

9.103 Spatially the main differences would be in and around the growth areas proposed and the main impacts at least in the short term would be improved road junctions and capacity on the strategic road network, as well as the introduction of new accesses. Another improvement in these same areas that might be less tangible to begin with and then increase in significance in the middle of the plan period, would be water quality and flooding. These would result from the potential for extension to the existing treatment works in the District, especially at Lidsey treatment works and addressing surface water flows and so reducing the associated risk of flooding, although due to its physical location, this will never be entirely prevented.

9.104 Towards the end of the Plan period ease of movement through sustainable means both within and out of the District should be easier with some of the aspirational cycle routes, particularly the Littlehampton to Arundel Green Link being delivered. As well as these improvements to the transport network, through the combined requirements of policies within the emerging Plan it can also be expected that both homes and businesses will be located more successfully and served more easily both by public and private means. This will be significant in relation to the ageing population that would be expected to form a significant part of the population and increase ease of access to all services and facilities.

9.105 A large number of areas will remain where there is expected to only be a very small element of change against the existing. In general, these would tend to fall across the northern half of the district in closer proximity to the National Park. Much of this is due to retaining the character and landscape value of the district, although there will also be a number that are in close proximity to designated sites and for similar reasons.

9.106 The most significant environmental impact that would be expected would be in relation to deterioration in relation to air quality. This would be specifically located in and around Arundel due to the fact that there is no significant development in this location or even close to it to ensure that there might be contributions towards improving the existing situation with respect to congestion. As well as this area it will

also be important to ensure that any improvements to movement do not result in any deterioration in air quality around either the growth areas and also in terms of areas in proximity to the boundaries of the District.

9.107 Finally, there would also be a more significant strain placed on key services and infrastructure due to the fact that the settlement hierarchy that is already established will continue and so there would be no real change to the provision of these, especially due to there being no significant growth to help fund or deliver infrastructure deficits of the smaller settlements.

10. Appraising the Policies

Compliance with SEA Directive's requirement

“The Environmental Reports should include (Art.5 and Annex 1): “the likely significant effects on the environment, including issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects. ”

10.1 A crucial stage of the SA process is appraising the wording of the Local Plan's policies, and where necessary recommend improvements to their sustainability as they develop. This process is required by the SEA Directive to reduce the significant impacts that the Local Plan may cause. Similar to the approach taken for the alternative locations the appraisal considers the sustainability issues that the policies are expected to respond to and change, as well as the direction of relevant trends.

10.2 Subsequent to the identification of the preferred policy approaches (see Section 9 of this report); work developed on drafting the policies. Evidence and trends are applied in the appraisal, based on the assumption that if there were no constraints to delivery, the policies would be implemented to their maximum. The policies were appraised for sustainability against the framework in the Sustainability Appraisal that accompanied the Draft Local Plan, and where necessary, recommended changes to be incorporated to ensure a higher degree of sustainability. The policies within the Regulation 19 version of the Local Plan have been appraised again and any mitigation measures required to ensure sustainable development recorded.

10.3 As additional evidence and information becomes available throughout the sustainability process and the drafting of policies, these need to be reflected in the appraisal. As a result the policies have initially been appraised separately, then for their cumulative and synergistic impacts and finally collectively.

10.4 There have been some significant changes in approaches that have occurred to the structure of the Local Plan and the policies since the original consultation in 2012. The changes in approach have been incorporated into section 9 outlining the evolution of approach. Taking account of the fact that the policies are still being refined the appraisal has been done on the basis of the policies in the Publication Version of the Local Plan (February 2014) and those within the emerging Local Plan.

10.5 Local Plan policies have been categorised as either Strategic Policies (prefixed by SP), or Development Management (prefixed by DM). Within most policy areas there is a mixture of both SP and DM policies.

Sustainable Place

Chapter 6 Sustainable Development

Strategic Policies

Policy **SD SP1** Sustainable Development

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
SD SP1	++	++	++	++	++	++	++

Development Management Policies

10.7 There are no Development Management Policies in Chapter 6.

Appraisal

10.8 This policy encapsulates the principles of sustainable development within the National Planning Policy Framework. As such this promotes sustainable growth and development. There are points that have been added into it to make it relate to the local circumstance. Therefore this has been appraised as having a significant positive effect against the majority of the framework with a slight acknowledgement of the fact that there is still the potential that the environment may be detrimentally affected.

Chapter 7 Settlement Structure & Green Infrastructure

Strategic Policies

Policy **SD SP2** Built-up Area Boundary

Policy **C SP1** Countryside

Policy **GI SP1** Green Infrastructure and development

Policy **SD SP3** Gaps Between Settlements

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
SD SP2		++	+				
C SP1		+	++	0/+	++	++	++
GI SP1		+	+		+	++	+
SD SP3		0/-	0/+	0/+	0/-	++	+

Development Management Policies

Policy **LAN DM1** Protection of landscape character

Policy **LAN DM2** The setting of Arundel

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
LAN DM1			++	++	+	++	++
LAN DM2		+	++	++	+	++	++

Appraisal

10.10 This Chapter is new and combines green infrastructure and landscape policies, together with the built up area (included in the Draft Local Plan consulted on in 2012) and new policies relating to the countryside. Importantly this includes a new Gaps Between Settlements policy that replaces the previously proposed Green Infrastructure Corridors. The appraisal has mainly focused on the Arun Landscape Study⁴⁰ and the Soil and Agricultural Land Assessment Study⁴¹, although as necessary considered information from other evidence documents.

10.11 The points relating to the spatial options for addressing the change that has occurred in the evolution of this policy area, is covered in detail within section 9 of this report. The supporting text in this Chapter covers the importance the Council will give to schemes that look to enhance biodiversity or to positively manage land. Unsurprisingly, these policies have been appraised as making a significant contribution towards the criteria of the framework relating to the natural environment, especially local distinctiveness; heritage assets and biodiversity. However the last paragraph of the Countryside policy provides flexibility, which means it has been appraised as also making a significant contribution towards the social and economic objectives. As a result of the widening across the framework of aspects that will be positively affected, there has been a change to the appraisal to reflect this. There has been no change to the landscape policies and so no change to the appraisal of those policies. Overall, as there was originally duplication of policies protecting green infrastructure and biodiversity, combined with a lack of certainty over various aspects, the policies of this Chapter are now more sustainable than the Draft Local Plan consultation document.

⁴⁰ Arun Landscape Study: Landscape and Visual Amenity Aspects of Development Choices in Arun District 2006-2026 (Hankinson Duckett Associates, 2006)

⁴¹ Soil and Agricultural Land Assessment Study (Reading Agricultural Consultants, 2013)

Prosperous Place

Chapter 8 Employment & Enterprise

Strategic Policies

Policy **EMP SP1** Employment Land Provision

Policy **EMP SP2** Strategic Employment Land Allocations

Policy **TEL SP1** Strategic Delivery of Telecommunications Infrastructure

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
EMP SP1	+	+	++	++		0/+	0/+
EMP SP2		+	0/+	+			+
TEL SP1	+	++	++	++	+		

Development Management Policies

Policy **EMP DM1** Employment Land : Development Management

Policy **EMP DM2** Bognor Regis Enterprise Zone

Policy **EMP DM3** Littlehampton Harbour

Policy **EMP DM4** Knowledge and Cultural Based Economic Growth

Policy **TEL DM1** Telecommunications

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
EMP DM1		+	++	++	++	0/+	+
EMP DM2	0/+	+	++	++	++	++	
EMP DM3	+	++	++	++	++	++	
EMP DM4		+	++	0/+			
TEL DM1	+	++	++	+			

Appraisal

10.12 This section has significantly changed since the version included within the Draft Local Plan consulted on. In part this was due to evidence not being available for the consultation. As such a discrete consultation was held on a document containing policies relating to the specific sites, which were incorporated, taking account of responses into the future versions published. A broad appraisal in line with those previously carried out was done and published alongside the consultation relating to the new policies. The evidence for appraisal of this Chapter has been based on the numerous reports relating to delivery of the sites, together with need from the Economic and Employment Land Assessment⁴².

10.13 The main sustainability issue in relation to these sites is flood risk, although a sequential and exception test carried out for all the employment sites provides clarity

⁴² Economic and Employment Land Assessment (2010)

and firm evidence on this aspect. As might be expected the main sustainability benefits will be in relation to the economic and social aspects of the framework. A critical element to this has been mention of phasing in relation to the sites, as well as the increased flexibility. Additionally, access to the sites and connections to the main road network are also critical, though there is wide variance between the sites around Bognor Regis and that in Angmering. The proposed site at Angmering scores lower with respect to the social aspects of the framework but highly against sustainable and efficient movement, due to their proximity to the A280. Access to the existing allocated site at Bognor Regis is in place and there is a suggested route for access to the eastern site, although further evidence is required on this.

10.14 An expected phasing table is laid out in relation to these sites along with additional work on deliverability, which has provided firmer evidence for the appraisal. The policies in this Chapter allow flexibility for other uses to be allowed as long as there is no overall detrimental impact on the intended uses of the sites. However, there are strict requirements that need to be met in relation to these and it is clearly stated that C3 uses will not be considered acceptable. Overall this would also help to ensure delivery of the intended uses and prevent their loss to other uses.

10.15 Changes have emphasised the role of partnerships in helping to deliver these policies and the importance of the sites to the wider sub region, as well as being key to the regeneration of the town centre. The main result of these has been that the significant positive impact now applies more widely across the framework, affecting a number of the social aspects.

Chapter 9 Retail

Strategic Policies

Policy **RET SP1** Hierarchy of centres

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
RET SP1	++	++	++	++			

Development Management Policies

Policy **RET DM1** Retail development

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
RET DM1	+	++	++	+	++	++	+

Appraisal

10.16 The appraisal of this section has been largely informed by the NEMS Household Survey 2012⁴³ and the Retail Study by DPDS in April 2013⁴⁴. Specifically

⁴³ A survey of residents to assess shopping habits for main food and grocery, top up and non-food shopping

the changes that have occurred to RET SP1 with respect to terminology have resulted from recommendations within the 2013 Study. However, the policy overall is now much clearer about the levels that each town centre or village is considered under and the scale and type that will be acceptable within them. As such this retains the settlement hierarchy but allows flexibility to ensure the vitality and viability of all centres. Therefore it can be seen that the combination of policies in this chapter have been positively appraised on the basis of strong evidence.

Chapter 10 Tourism

Strategic Policies

Policy **TOU SP1** Sustainable tourism and the visitor economy

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
TOU SP1	+	+	++	++		+	

Development Management Policies

Policy **TOU DM1** Tourism related development

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
TOU DM1		+	++	++		+	+

Appraisal

10.17 This chapter is still appraised as having a positive impact across the majority of the framework. Since the 2012 version of the Local Plan, some minor changes have occurred to the content of this Chapter, although these do not have any significant impact on the overall appraisal. Through the recognition of historic and green assets in Bognor Regis within the supporting text and reference at the beginning of the policies, additional weight is provided to these characteristics. As such this increases the positive contribution towards local character and distinctiveness, under the last of the sustainability objectives. This is also important due to the significant contribution that tourism makes to the local economy and the part it will continue to play even in a diversified economy.

Chapter 11 Soils, horticulture and equine developments

Strategic Policies

There are no strategic policies in this chapter

Development Management Policies

Policy **SO DM1** Soils

⁴⁴ Arun District Retail Study (DPDS, April 2013)

Policy **HOR DM1** Horticulture
 Policy **RET DM2** Garden centres
 Policy **EQU DM1** Equine development

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
SO DM1							++
HOR DM1		+	++	0/+		++	++
RET DM2		+	+		+		+
EQU DM1		+	++		++	++	++

Appraisal

10.18 The minor changes that have occurred have not significantly changed the appraisal of this chapter or its policies, as these simply provide additional weight to the original appraisal. The changes to the supporting text resulting from the Soils and Agricultural Land Study recognise that the value of soil is not simply to agriculture and increases protection for higher grade agricultural land.

10.19 Significantly, the appraisal for the equine policy has changed from scoring positively against a number of the framework to the majority. The main areas to have increased are in terms of sustainable travel movements, as well as the much clearer link to rural diversification and expansion increasing the economic impacts and for there to be no deterioration in soil quality. This has come from the increased certainty from the study. In addition, the previous concerns relating to potential for pollution have been addressed through incorporation into the policy wording.

Living Place

Chapter 12 Housing Delivery

Strategic Policies

Policy **H SP1** Strategic Housing, Parish and Town Council Allocations
 Policy **H SP2** Affordable housing
 Policy **H SP3** Rural housing and exception sites
 Policy **H SP4** Houses in multiple occupation
 Policy **H SP5** Traveller and Travelling Show people accommodation

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
H SP1	++	++	++		++	++	++
H SP2	+	++	+	+	+		
H SP3	+	++	+	+	0/-	0/-	
H SP4	+	++		0/+	0/+		
H SP5	+	++	+		++	+	+

Development Management PoliciesPolicy **H DM1** Housing mixPolicy **H DM2** Independent living and care homesPolicy **H DM3** Agricultural, forestry and horticultural workers' dwellings

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
H DM1		++		+	+	+	
H DM2	+	++		+	+	+	
H DM3	+	++	++	+	+	++	++

Appraisal

10.20 There is an extensive amount of evidence relating to housing within the evidence base, covering the critical issues of need, historical delivery rates, infrastructure and constraints. In addition, there is a wealth of documentation relating to individual sites. This evidence has informed the appraisal of the policies contained in this chapter along with the detailed appraisal of the differing approaches and spatial options, discussed in section 9 of this report. The approach now included through this new Chapter is based on a wide range of evidence, has been informed by the responses received to the Draft Local Plan and is considered to be more sustainable for the long term.

10.21 The proposed policy H SP1 has significantly evolved since that contained within the consultation Draft Local Plan. Originally the policy only referenced allocations at Barnham/Eastergate/Westergate and Angmering in addition to consented extensions on the north of the coastal settlements. It now additionally proposes that there will be an Area Action Plan carried out in relation to the West Bank site and Site Specific DPDs for Ford and Fontwell. Through the combination of the contents of the supporting text and the policy wording it is clear that these additional areas and sites have been included for the later part of the Plan period. Therefore the Plans sustainability on this aspect has increased through the appraisal as its flexibility has increased, allowing greater contingency if significant issues were to occur relating to any of the sites intended for the later plan period. It is also made very clear that there are a number of constraints relating to West Bank, Ford and Fontwell that need further investigation. As such, this increases the overall appraisal both through increasing the certainty over the outcomes that should be expected and therefore the scoring for a number of the objectives.

10.22 The overall amounts allocated to the parishes, to be delivered through Neighbourhood Plans has not changed. As such this will either reduce the overall risk in terms of delivering the strategy set out or could increase the likelihood of the Plan failing if these are not delivered. It is not expected that this should be a significant issue as the Plan contains mechanisms by which it is intended to monitor the delivery of both Neighbourhood Plans and also the amounts of housing being provided in line with that allocated to the parishes. Overall for the greatest benefits

to occur resulting from this strategy and on the basis of the evidence, to ensure the long term sustainability of the District full implementation of this strategy both in respect to the strategic and parish allocations must be achieved. If this does not occur then the overall sustainability aspects originally identified will not be addressed, especially in terms of the social and economic aspects and there would be an increased potential for a worsening of the existing situation to occur.

10.23 Significantly, the changes discussed above importantly recognise the outcomes of the site appraisals contained in section 9 of this report. Due to expressing the clear reasoning and intention of addressing the significant constraints of West Bank, greater certainty is provided to enable the creation of a more sustainable place. The inclusion of other locations at Ford and Fontwell for site specific documents in part recognises the lack of service and infrastructure provision in these locations and how more limited growth could help to deliver some of these in the long term. Neighbourhood Plans, where appropriate, will carry out their own environmental assessments. These will form an important evidence base for overall sustainability of the Local Plan over time.

10.24 As development management policies provide more detail, they predictably score highly against the social aspects but also make some positive impacts across the majority of the framework. This comes especially as a result of the last policy supporting the rural economy and H DM2 allowing for increased provision for the elderly and so accessibility and successful and inclusive communities. These therefore address at least two of the sustainability issues of concern for the District. Furthermore, the combination of the Strategic and Development Management policies, mean that there will be a significant contribution towards addressing the social criteria of the framework.

Chapter 13 Design

Strategic Policies

Policy **D SP1** Design

Policy **ECC SP1** Adapting to climate change

Policy **ECC SP2** Energy and climate change mitigation

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
D SP1	+	++	+	+			
ECC SP1	+	++	+	+	++	++	+
ECC SP2		+	+	+		+	+

Development Management Policies

Policy **D DM1** Aspects of form and design quality

Policy **D DM2** Internal space standards

Policy **D DM3** External space standards

Policy **D DM4** Extensions and alterations to existing buildings (residential and non-residential)

Policy **ECC DM1** Renewable energy

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
D DM1	+	++	+		++	+	
D DM2	+	+	++	++			
D DM3	+	+				+	
D DM4	+	+	+			+	
ECC DM1				+		+	+

Appraisal

10.25 The mention in the Strategic Policy of the need to take account of climate change mitigation and nearby settlements provides a clear link. However, it is only within the Development Management policies that additional detail is provided. Though these explicitly detail aspects relating to climate change mitigation, there is no detail provided in the same way with respect to treatment of habitats. Overall however the combination of policies can be seen to have a number of positive impacts on the environmental objectives of the framework. However, as can be seen there are a number of policies, especially those relating to space standards that will have a significant impact on the social and economic aspects of the framework.

Chapter 14 Health, Recreation and LeisureStrategic PoliciesPolicy **HWB SP1** Health & wellbeingPolicy **OSR SP1** Allotments

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
HWB SP1	+	++	+	++	++		
OSR SP1	++	++		++		++	++

Development Management PoliciesPolicy **OSR DM1** Open space, sport & recreation

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
OSR DM1	+	++		++			

Appraisal

10.26 The main documents used for appraising this Chapter have been the Open Space, Sport and Recreation Study 2009, along with the Green Infrastructure Study 2012. As an additional requirement for essential infrastructure has been added to

the open space policy, this could create a more permissive environment and the possibility of increased potential for energy supply and utilities, therefore increasing the positive impact of the policy.

10.27 The changes incorporated into the allotments policy have added emphasis to certain aspects but not fundamentally changed the appraisal. Though this scores positively in terms of the social aspects with a greater contribution towards social isolation, this was included in the original appraisal.

Connected Place

Chapter 15 Transport

Strategic Policies

Policy **T SP2** Littlehampton to Arundel Green Link

Policy **T SP3** Safeguarding the Main Road Network

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
T SP2	++	++	++	++	++	++	+
T SP3	+	++	+	+	++	++	

Development Management Policies

Policy **T SP1** Transport and Development

Policy **T DM2** Public car parks

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
T SP1	0/+	++	++	+	++	+	++
T DM1		++	+	+	++	0/+	0/-

Appraisal

10.28 The appraisal is based on the District Transport Study (2013) and the Green Infrastructure Study. At the beginning of the chapter there has been an addition to one of the first paragraphs which highlights the fact that improvements and changes to the network within the district could have consequent impacts on junctions within neighbouring authorities. Clarity on evidence relating to this aspect is provided and the clear intention to work cooperatively to address any issues that may result from air quality is included. The main additions to policy T SP1 identify exactly where air quality assessments will be required, as well as increasing the flexibility of the policy. As such this makes an increased contribution towards this criterion under the sixth objective, resulting in a slight change to the appraisal. Previously this had been appraised as having the potential for a negative impact on air quality, and this has now changed to a positive impact. In addition, these changes also mean that in

relation to designated environmental sites, through the potential to improve air quality there could equally be a positive impact on the maintenance and condition of these sites. Policy TSP3 included some spatial options and the discussion over these is included in section 9 of this report.

10.29 A more significant change reflects the revised approach following advice from the land owner, Network Rail, is the complete removal of the section on Transporting Freight by Rail. This policy was originally only appraised as impacting on 3 aspects of the framework, so was never going to have a significant impact. The landowner has stated that the existing sidings at Barnham station are too short to accommodate freight operations and due to this it is unlikely that freight development is likely to be expected to be viable or deliverable in the long term. The original appraisal was overly optimistic in terms of the expected impact of the original policy and as such it is not considered that its removal will have any significant or detrimental impact on either this chapter or the Plan.

10.30 Finally, through cumulative impacts of this Chapter, noise levels may be reduced and so there will be at least a neutral, if not potential for a slight positive impact in relation to noise pollution and there will be a positive contribution towards embodied materials as the use of recycled materials is becoming increasingly common in repair and construction of roads. Overall this reappraisal has meant that the last sustainability objective is now appraised as having a significant positive effect, on the basis of firm evidence.

Protected Place

Chapter 16 Building Conservation & Archaeological Heritage

Strategic Policies

Policy **HER SP1** The historic environment

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
HER SP1		++	+	++		+	+

Development Management Policies

Policy **HER DM1** Listed Buildings

Policy **HER DM2** Locally Listed Buildings or Structures of Character

Policy **HER DM3** Conservation Areas

Policy **HER DM4** Areas of Special Character

Policy **HER DM5** Remnants of the Portsmouth and Arundel Canal

Policy **HER DM6** Sites of Archaeological Interest

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7

HER DM1		+	0/+	+		++	+
HER DM2		++				++	
HER DM3		+	+	+	0/+	++	
HER DM4		+	+	+		++	++
HER DM5	0/+	0/+	0/+	0/+		++	
HER DM6		+				++	

Appraisal

10.31 The cumulative impact of a number of minor additions throughout the chapter, provide additional references to where to find the Council's supporting planning documents for this area and so added protection for historic assets of all levels. However, this has not changed the original appraisal, as this had already been appraised as making a positive impact on the basis of strong evidence. Policy HER DM5 though mentioned within other policies within the Draft Local Plan consulted on in 2012, it was only as a result of representations received that caused a separate policy to be created, which has been included within the appraisal matrices above. As implementation of this policy is partially dependent on other policies within the Local Plan, this is generally considered to have neutral or no effect although on the basis of weak evidence may have high potential for a positive impact. Additionally, the most direct impact is on local distinctiveness and the historic environment, based on strong evidence plus that as a result on weaker evidence there would be a positive impact on efficient and sustainable movement.

Chapter 17 Natural Environment

Strategic Policies

Policy **ENV SP1** Natural environment

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
ENV SP1	+			+	+	++	+

Development Management Policies

Policy **ENV DM1** Designated sites of biodiversity or geological importance

Policy **ENV DM2** Pagham Harbour

Policy **ENV DM3** Non designated sites

Policy **ENV DM4** Protection of trees

Policy **ENV DM5** Development and biodiversity

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
ENV DM1		+	+	+		++	
ENV DM2	+	++	++		++	++	
ENV DM3	+	0/+				++	+

ENV DM4							+	
ENV DM5		+					++	

Appraisal

10.32 The main documents used for informing the appraisal of the policies within this Chapter are the Habitats Regulations Assessment for the Arun District Local Plan⁴⁵, the Arun Landscape Study and as necessary or applicable ecological information or environmental assessments. In addition to the sustainability appraisal documents, screening and appropriate assessment documents have also accompanied both the previous draft Core Strategy and the emerging Local Plan, specifically in terms of impacts on conservation sites and Birds. These considered the impacts on the Arun Valley and the Pagham Harbour SPA, which is also designated under the Ramsar convention. They evaluated the impact of water resources and abstraction; from waste water; the introduction of non-native species and the loss of supporting habitats, through considering the baseline and likely pathways and then reviewing the policies and overall documents in terms of avoidance and mitigation for each.

10.33 There have been no significant changes within this chapter. In the main the changes that have occurred have been as a result of formatting issues or minor corrections, although in respect to Pagham Harbour there has been a change to the overall designation with this officially being designated as a Marine Conservation Zone in November 2013 and this has been acknowledged within these changes. In a similar vein there has been additional recognition of the importance of chalk streams in the supporting text to ENV DM3. This has made a minor alteration to the scoring of the last objective for this policy. However the overall scoring reflects that though based on strong evidence, it only relates to one criterion. The other more significant change is the introduction of impact assessments for trees which has been incorporated into policy DM35 Protection of Trees, meaning that there will be a minor additional contribution towards the sixth overall objective and so increases the scoring from positive weak evidence to positive strong evidence. Cumulatively the policies in this Chapter provide a high degree of protection for environmental assets and aim to enhance and improve these.

Chapter 18 Water

Strategic Policies

Policy **W SP1** Water

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
W SP1			++	++		++	++

⁴⁵ [Habitats Regulations Assessment for the Arun District Local Plan \(March 2013\)](#)

Development Management PoliciesPolicy **W DM1** Water supply and qualityPolicy **W DM2** Flood riskPolicy **W DM3** Sustainable Urban Drainage SystemsPolicy **W DM4** Coastal protection

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
W DM1			++	++		++	++
W DM2		++	++	++		++	++
W DM3		+	++	++	++	++	
W DM4	+	++	++	++	++	++	

Appraisal

10.34 Various national sources and specific studies relating to sites or areas have been consulted for appraising this Chapter. There have been a significant number of changes that have occurred throughout this Chapter to both supporting and policy text. These are fully documented within the Schedule of Changes presented to Local Plan Sub-committee on 31st January 2013.

10.35 The majority of changes have been to reflect new guidance that has been issued since the previous consultation. However, as can be seen in the table above the majority of these policies have been appraised as having a significant positive impact across the majority of the framework, based on firmer evidence. However there is a lack of evidence to inform the appraisal of the impact that sustainable drainage systems will have on a few of the criteria under the last objective. It has however been included as above for the fact that it will of course be predicted to make a significant contribution to water resources.

Chapter 19 Natural resources & minerals safeguardingStrategic PoliciesPolicy **NR SP1** Natural Resources and Minerals Safeguarding

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
NR SP1			+	0/+			++

Development Management Policies

There are no development management policies in this chapter as these are provided by the West Sussex Minerals Plan.

Appraisal

10.36 Minor changes that reflect comments put in response to the consultation, in relation to the protection of supporting infrastructure for minerals was added. This gave added protection to these supporting facilities, but does not change the overall appraisal for the policy or Chapter.

Chapter 20 Waste Management

Strategic Policies

There are not any strategic policies in this chapter as these are provided within the County Waste Plan.

Development Management Policies

Policy WM DM1 Waste management

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
WM DM1			+				++

Appraisal

10.37 The main changes that have occurred have reflected comments provided against the consultation document and the fact that the Waste Local Plan has now been adopted, so forming a crucial part of the development plan. Overall these have been minor changes and this has been to ensure applications for conversion of dwellings into multiple units will be covered and to reflect the need to ensure that developments do not have an adverse effect on existing, allocated waste facilities and identified infrastructure. These changes simply provide clarity and do not affect the overall appraisal.

Chapter 21 Quality of the environment

Strategic Policies

Policy QE SP1 Quality of the environment

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
QE SP1	++		++	+		++	++

Development Management Policies

Policy QE DM1 Noise pollution

Policy QE DM2 Light pollution

Policy QE DM3 Air pollution

Policy **QE DM4** Contaminated land

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
QE DM1			++	+		++	
QE DM2	+		+	+	++	+	
QE DM3	+		++		++	++	
QE DM4		+		++		++	++

Appraisal

10.38 Since Public Consultation for Local Plan 2013 - 2028 Version Regulation 18 (2012) some minor wording changes have occur in this Chapter to reflect new guidance that has been adopted. Therefore there has been no change to the overall appraisal.

Deliverable Place

Chapter 22 Infrastructure provision & implementation

Strategic Policies

Policy **INF SP1** Infrastructure Provision and Implementation

Policy	Sustainability Objectives						
	1	2	3	4	5	6	7
INF SP1	++	++	+	+	++	++	++

Development Management Policies

There are no Development Management Policies in this chapter

Appraisal summary

10.39 The approach taken forward is reflective of the decision on the spatial approach outlined under this part of section 9 of this report. There has been a significant change to the format of both the policy and the supporting text, however this has not changed the overall thrust resulting. As such there has been no change to the appraisal.

Chapter 23 Monitoring

10.40 This section does not in itself need appraisal, however it has been considered in terms of how effective the contents of it will be in terms of what is being monitored, its method to identify any significant changes and the intended response or action expected.

Conclusions

10.41 There have been a number of changes that have occurred as the emerging plan has evolved, which has resulted in a number of changes discussed within the above section of this report. Additionally, there has been significant new evidence that has been produced since the previous consultation, which has been used to inform stronger judgments.

10.42 When the Plan is taken as a whole and read in its entirety, it is expected that it will make a significant contribution towards delivering sustainable development. This will allow growth to occur while recognizing and preserving characteristics key to the identity and functioning of the District as a whole. Though the Sustainability Appraisal of the policies in the Draft Local Plan did not conclude that there would be significant detrimental impacts or that mitigation would not be possible, the changes that have now been included have significantly improved the sustainability of the Local Plan overall. A large amount of this has been through the firming of the spatial approaches in the newly created Chapter 7 and towards housing and employment (as discussed in section 9 of this report).

10.43 This Plan is very clear in relation to addressing some of the key sustainability issues that have been identified, such as improving efficient and sustainable movement, increasing the provision of employment land linked to regeneration of the town centres and addressing key infrastructure issues of the District. It has also been positively written so the emerging plan now provides added detail in terms of flexibility, delivery, monitoring and contingency planning.

10.44 The key characteristics of the natural environment, historic assets and sense of place are recognised throughout the plan and in much of the supporting text to the policies. The plan when read in its entirety has enough detail to ensure significant infrastructure issues or constraints must be taken into account. The clearest example of this is in the Living place section of the Plan.

10.45 Significantly in terms of the changes that have occurred to the emerging plan, this has been within the Protected Place section. This has been in terms of further recognition of natural assets and their preservation in line with the evidence. The Habitat Regulations Assessment, has concluded that impacts from recreational disturbance can be expected through the increase in the local population, but recommends that the mitigatory actions intended in the Plan under policy ENV DM2: Pagham Harbour are sufficient to ensure no detrimental impacts result.

10.46 Further, the Plan also ensures infrastructure delivery is linked as far as possible to sites and that these are in place prior to occupation. Infrastructure is something that is mentioned and will be a key part of showing delivery of the Plan, although at present there is recognition of the economic conditions with a number of these being expected to be provided through partnership working rather than solely by the Council.

10.47 The appraisal of the overall Plan has come out showing that due to the significant changes that have occurred, there will be more sustainable change that could be expected, as a result. It is also important to take note that although the highest growth scenarios could not be delivered without significant issues relating to infrastructure occurring. Without sufficient growth appropriately located, it would be easy for many existing issues not to be addressed. However, at present this has been minimised and addressed in the Deliverable Place section, as well as the incorporation of contingency planning specifically in the Housing and Employment Chapters. The most significant remaining issue would be air quality both in terms of its quality and ensuring it does not deteriorate. These would be specifically expected in and around Arundel, as this is identified as having existing air quality issues due to congestion, and there would be insufficient growth in this location to ensure contributions towards improving this. It will also be important to ensure that increased traffic movements from the growth areas and in proximity to the Authority's boundary, do not cause any deterioration.

11. Monitoring Framework

Compliance with SEA Directive's requirement

"a description of the measures envisaged concerning monitoring in accordance with Article 10"

Article 10: *Member States shall monitor the significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action.*

11.1 Monitoring is an essential part of both the plan and sustainability appraisal processes. Article 10 of the Directive is specifically about this aspect, as it helps gauge the success of the Plan and its progress towards its objectives and achieving sustainable development. The Monitoring framework for the SA consists of assessing and reporting on the direction of travel towards achieving the seven objectives for sustainable development across the District. Where necessary the same sources and datasets will be shared with the Local Plan and reporting will be within the Authority Monitoring Report.

11.2 Monitoring can also help measure the performance of any mitigation measures within the Local Plan. The monitoring framework within the SA needs to be able to identify and incorporate any unforeseen effects.

11.3 Within section 10 there are a number of aspects that have been identified as improvements and also deterioration, these are summarised here:

- Ensuring water quality and that there is no deterioration as a result of accommodating growth;
- Reduction in surface water flooding and the number of properties at risk of flooding;
- Improvements and new accesses to the highway network to help improve movement, both through sustainable means and others, within and beyond the District;
- Better location of new development in relation to access routes to ensure access to key services and facilities;
- Retention of the character and landscape setting of the District, particularly across the northern half of the District;
- No deterioration in air quality either in the District around the areas of growth particularly or in neighbouring areas close to the boundaries of the District;
- No reduction in the overall provision of key services and community facilities, such as GP surgeries or schools; and
- An overall improvement to the economic situation.

11.4 As a result it is important that the monitoring framework established must be relevant to these aspects and that there is a clear response set out to any changes identified. As this will be related to the outcomes of the Local Plan it is important for this, as far as possible, to tie in with the monitoring framework established for that document.

11.5 Monitoring is an ongoing process which is implemented through the Authority Monitoring Report. If any significant negative impacts resulting from the Local Plan are identified or if a plan is not achieving its predicted impacts, it may be necessary to review relevant policies and make modifications to negate these effects. Specific contingency plans are laid out at the end of the Housing Allocation section and the Employment Chapter, identifying what actions will be taken to any downturn or non delivery that may occur.

11.6 The areas identified above in terms of potential change resulting from the SA process so far have been used as the basis of the SA monitoring framework below (Table 11.1). This will be reported alongside the monitoring of the Local Plan policies, as part of the Local Plan monitoring report. This may be updated in the Full Sustainability Appraisal to accompany the submission Local Plan, if considered necessary.

SA Objective/criteria	Significant effect	Monitoring table	
		LP policy	Baseline
Water Quality	Ensuring water quality and that there is no deterioration as a result of accommodating growth	Protected Place: - ENV SP1; ENV DM2; W SP1 W DM1	There is only one area where water quality standards are failing and this is within the Aldingbourn Rife due to outfall from the Tangmere Water Treatment Works
Flood Risk	Reduction in surface water flooding and the number of properties at risk of flooding	Protected Place: - W DM2 W DM3	Large areas were badly affected through surface water flooding in 2012 with 454 properties affected.
Ensuring efficient and sustainable movement within and beyond Arun	Improvements and new accesses to the highway network to help improve movement, both through sustainable and other means, within and beyond the District	Connected Place: - T SP1 T DM1 T SP3	There are a number of identified areas on the network affected by congestion, as the Arun Transport Study shows.
Ensuring efficient and	Better location of	Connected	There is a

<p>sustainable movement within and beyond Arun</p> <p>Access to:</p> <ul style="list-style-type: none"> — Education — Health care — Community facilities — Green infrastructure — Emergency services 	<p>new development in relation to access routes to ensure access to key services and facilities</p>	<p>Place: - T SP1 T DM1 T SP3</p> <p>Deliverable Place: - INF SP1</p>	<p>reasonable spread of most services, although GP surgeries are needing to serve a much greater population. Education facilities face similar issues, though pressure is greater on primary level facilities</p>
<p>Enhance Arun's Environmental Integrity</p> <p>Local Distinctiveness</p>	<p>Retention of the character and landscape setting of the District, particularly across the northern half of the District</p>	<p>Sustainable Place: - SD SP2 SD SP3 C SP1 GI SP1 LAN DM1 HER DM 3,4,5 and 6</p> <p>Protected Place: - W DM4</p>	<p>Currently a key characteristic of the District and settlements which is recognised by 10 key areas designated as Strategic and Local Gaps. There are also 29 conservation areas</p>
<p>Air Quality</p>	<p>No deterioration in air quality either in the District around the areas of growth particularly or in neighbouring areas close to the boundaries of the District</p>	<p>Protected Place: - QE DM3</p>	<p>There are no Air Quality Management Areas within Arun District but there are a couple that have been recently declared on the north eastern boundary with Horsham</p>

			District.
<p>Ensure high quality housing and provide excellent social infrastructure</p> <p>Access to:</p> <ul style="list-style-type: none"> — Education — Health care — Community facilities 	<p>No reduction in the overall provision of key services and community facilities, such as GP surgeries or schools</p>	<p>Living Place: - H DM2 HWB SP1 OSR SP1 OSR DM1</p> <p>Deliverable Place: - INF SP1</p>	<p>There is a reasonable spread of most services, although GP surgeries are needing to serve a much greater population. Education facilities face similar issues, though pressure is greater on primary level facilities</p>
<p>Ensure a diverse and thriving economic base to support Arun's growth</p> <p>Improve Vibrancy of Arun's Town Centres</p>	<p>An overall improvement to the economic situation</p>	<p>Prosperous Place: - EMP SP1 EMP DM4 SKILLS SP1 TOU SP1 HOR DM1 RET DM2 EQ DM1</p>	<p>In 2012 Arun had a job density of 0.62, which was well below the regional figure of 0.81 and the national figure of 0.78</p>

12. Future Steps

12.1 This document will be made available alongside the Local Plan during Autumn 2014. Any representations received will be considered and the main points identified and any changes that have resulted.

12.2 The Final report, along with all the previous documents relating to the sustainability appraisal work, will be submitted to the Planning Inspectorate alongside the Submission Local Plan. This is currently timetabled to be in Spring 2015.

Appendices

Appendix 1: Relevant Plans and Programmes

Appendix 2: List of Local Plan Objectives?

Appendix 3: Sustainability Framework against SEA criteria

Appendix 4: Appraisal Table of Policy Options

Appendix 5: Appraisal Table of Policies

Appendix 6: Monitoring Framework