

# Clymping Neighbourhood Plan 2015 - 2030



Submission Plan including Post Examination Modifications  
October 2015

**Published by Clymping Parish Council under the Neighbourhood Planning (General) Regulations 2012 and in accordance with EU Directive 2001/42**

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## 1. Foreword

*Clymping is a very special place being surrounded by countryside and bordering the sea with historic sites and areas of great beauty. It is, therefore, important that any change in the parish makes a real and positive difference to the lives of local people and the future of its community, whilst retaining the heritage, culture and identity of Clymping.*

*This final version of the Plan (the Submission Plan incorporating the Post Examination Modifications) sets out a vision of the future of the parish and contains policies covering the themes of Community Leisure and Wellbeing, Employment and Tourism, Environment, Sustainability and Design and Roads and Transport, which have been written to reflect the views of the community. A favourable result in our local referendum will lead to the Plan becoming adopted as part of the development plan, for the parish to manage future development decisions alongside the Arun Local Plan and the National Planning Policy Framework.*

*The Clymping Neighbourhood Plan has been produced by the Neighbourhood Plan Steering Group which includes Parish Council members and community volunteers. There has been considerable help and input from local residents and stakeholders who have given their views by attending open days, and responding to surveys and consultations. In addition we have been given financial and consultancy support by Planning Aid and received ongoing advice from Arun District Council.*

*On behalf of the Parish Council, I would like to take this opportunity to sincerely thank everyone for their assistance in developing this plan.*

*Best regards,*

**Colin Humphris**  
**Chairman of Clymping Parish Council**

## 2. List of Policies

1	Protect Community Facilities
2	Designation of Local Green Spaces
3	Protection of Open Spaces:
4	Protection of existing commercial premises or land
5	Support and promote recreation and tourism
6	Retention of Car Parking
7	Protection of open views
8	Protection of Trees and Hedgerows
9	Protection of Natural Habitats
10	Protection of high grade Agricultural Land
11	Quality of Design
12	Reducing the risk of flooding
13	Retain buildings or structures of character
14	Traffic and the Environment

## 3. Introduction

### Purpose

- 3.1 Arun District Council (ADC), the local planning authority, designated a Neighbourhood Area for the whole of Clymping Parish for the purpose of preparing the Clymping Neighbourhood Plan (referred to hereafter as the Plan) on 29 November 2012. Clymping is the more traditional spelling of Climping and will be used throughout the Plan.
- 3.2 Map showing the Neighbourhood Plan Designated Area (the parish boundary) – *Figure 1*.

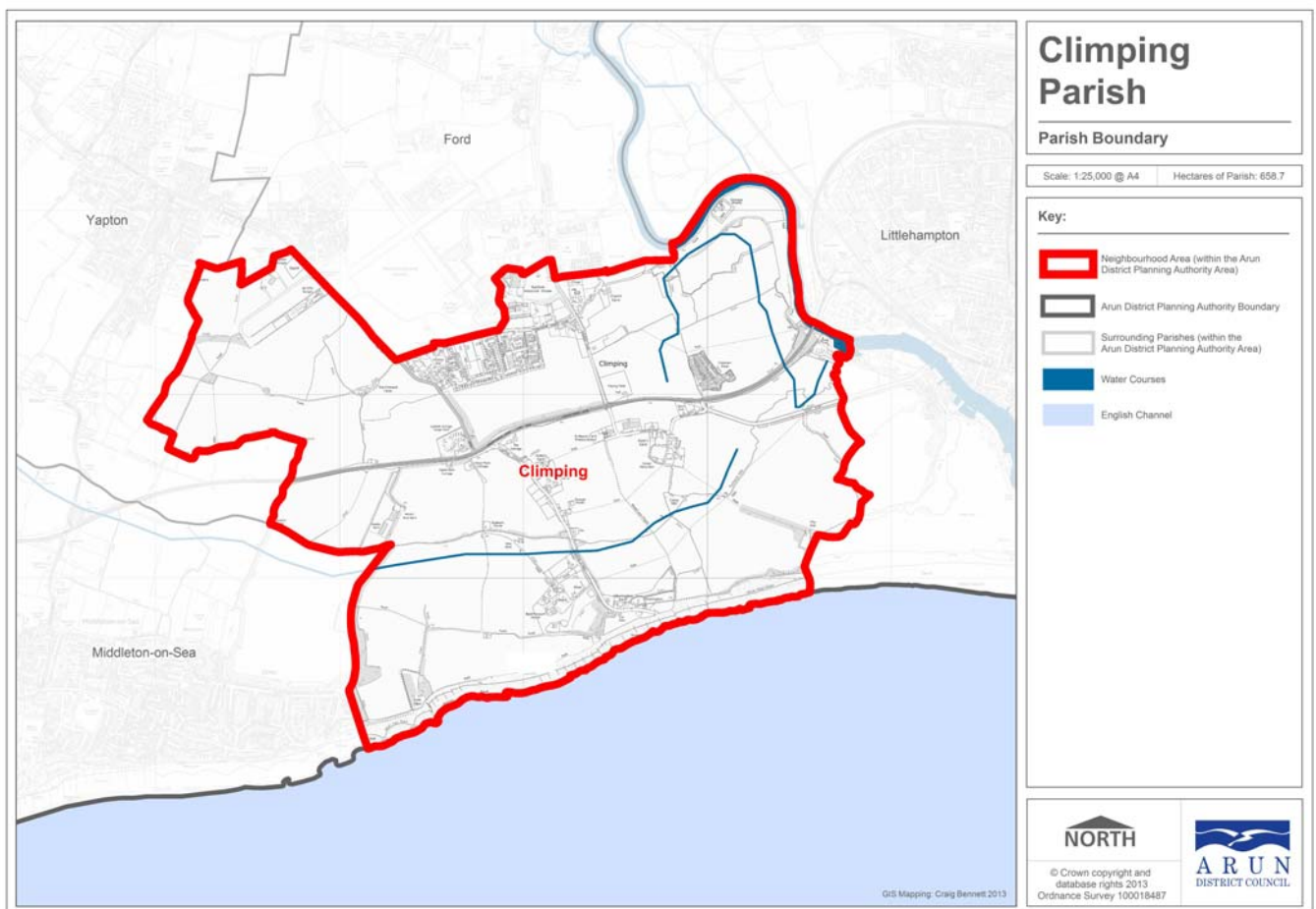


Figure 1- Map of the Neighbourhood Plan Designated Area (the Parish of Clymping)

- 3.3 The Plan provides a vision for the future of the parish, and sets out clear policies and objectives to reflect this vision. The policies are in accord with higher level planning policy in the National Planning Policy Framework and the Arun District Council Local Plan 2003 as well as the emerging Arun District Local Plan 2011-2031 (October 2014 publication version), as required by the Localism Act.
- 3.4 The Plan has been developed through extensive consultation with the people of Clymping and others with an interest in the parish.

- 3.5 The Plan has been prepared in accordance with the Neighbourhood Planning (general) Regulations 2012, the Localism Act 2011 and Directive 2001/42/EC on Strategic Environmental Assessment.
- 3.6 The purpose of this plan is to set out specific policy proposals for the parish with a view to the document becoming part of the development plan for the parish.

### Neighbourhood Development Plans

- 3.7 Neighbourhood Development Plans have been prepared in England since provided for in the 2011 Localism Act. The National Planning Policy Framework states:

*“Neighbourhoods should develop plans that support the strategic development needs set out in Local Plans ... (and) ... plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan.”* (para. 16)

*“Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Parishes ... can use neighbourhood planning to set planning policies through neighbourhood plans to determine decisions on planning applications.”* (para. 183)

*“Neighbourhood planning provides a powerful set of tools for local people to ensure that they get the right types of development for their community. The ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan ... Neighbourhood plans should reflect these policies and neighbourhoods should plan positively to support them. Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies.”* (para. 184)

*“Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area. Once a neighbourhood plan has demonstrated its general conformity with the strategic policies of the Local Plan and is brought into force, the policies it contains take precedence over existing non-strategic policies in the Local Plan for that neighbourhood, where they are in conflict. Local planning authorities should avoid duplicating planning processes for non-strategic policies where a neighbourhood plan is in preparation.”* (para.185)

### The Plan Preparation Process

- 3.8 The plan preparation process has been led by Clymping Parish Council, as a ‘relevant body’ under the Regulations, with the preparation of the Plan delegated to the Clymping Neighbourhood Plan Steering Group (hereafter referred to as the Steering Group).
- 3.9 The process up to Submission of the Plan included:
- State of the Parish Report - Gathering the evidence on which the Plan is based

## Clymping Neighbourhood Plan – October 2015

- Pre-Submission Plan – this document included the vision, objectives and policies of the Plan and was subject to a statutory six week public consultation period ending on the 14<sup>th</sup> March 2015.
- Submission Plan – this document, took into account the representations received on the Pre-Submission Plan during the public consultation period and was submitted to the local planning authority, together with the Basic Conditions and Consultation Statements. The Submission Plan was then the subject of an Independent Examination.

3.10 This final version of the Plan is the Submission Plan as modified by the recommendations of the Independent Examiner. The Plan will be the subject of a parish referendum and a majority vote will lead to it being formally adopted and becoming part of the development plan for the parish to manage future development decisions alongside the Arun Local Plan and National Planning Policy Framework.

### Consultation

- 3.11 Throughout the process the intention of the Steering Group has been to get as many members of our community as possible involved, using a variety of consultation techniques to ensure that we have a true picture of what the issues are for our community.
- 3.12 A full description of the consultation process is included in the separate Consultation Statement.

## 4. State of the Parish

### An Introduction to the Parish

- 4.1 Clymping is a parish of 690 hectares on the south coast to the west of Littlehampton. It is in West Sussex County Council area and within the Arun District. In the 2011 census it had a population of 771 with 348 dwellings. Whilst Clymping is the spelling used within this Plan the name is often spelt "Climping" and this is the way it usually appears on maps.
- 4.2 Clymping's history traces back to Saxon times - around 600AD - with a settlement protected by the ancient earth works still to be seen south east of the present church and listed as scheduled ancient monuments. By the time of the Norman Conquest there were important manors at Clymping and Atherington. The entry in the Domesday Book shows Clymping to be far more significant than Littlehampton. Clymping at that time lay within the remit of the abbey of St Martin at Sees and the monks established a grange for a bailiff to look after their affairs, at what is now known as Bailiffscourt.
- 4.3 By 1220 the wooden Saxon Church was replaced by the current St Mary's built from the finest Caen stone. A first mill on the current site worked for 700 years until replaced by the existing building in 1799. With no river crossing the village developed slowly as groups of houses that define the traditional parts of the village as they are today: around the Church and Church Farmhouse; around Kent's Farm and Brookpit Manor; at Atherington, and some cottages along Horsemere Green Lane. A first school is mentioned in 1808 and the first bridge across the river Arun opened in 1908.



- 4.4 The twentieth century has left its mark with the: arrival of an airfield at Ford (to the north of the parish and now defunct with much of the land being used for industrial units): use by the military of the Moyne family house at Bailiffscourt during World War II and its subsequent use as a hotel; the breakup of the original farms; and housing development along Horsemere Green Lane on land previously used for nurseries.
- 4.5 The Parish is both rural and coastal and has no defined built-up area. It is rich in farmland, together with a business park to the north of the Parish (which mainly falls within the neighbouring Parish of Ford) and other smaller business units within the parish mainly in converted agricultural buildings.



- 4.6 There are several busy roads running through Clymping. It is crossed roughly east to west by the A259 Littlehampton to Bognor Road which severs the north of the parish from the south with no controlled crossing points. The other main routes in the parish are Yapton Road (B2233) and Church Lane going from their junctions with the A259 north-west to Yapton and northward to Ford respectively. There is limited public transport directly serving the parish, but an Arun Community Transport service is available upon request. Most residents have access to a private car, with the remainder using a taxi, cycling or walking. The nearest train station is in the neighbouring parish of Ford.
- 4.7 The Parish is served by rural footpaths which provide access to the open countryside. Generally walking around the village can be hazardous due to traffic levels along busy roads, the limited extent of protected footpaths and lack of controlled pedestrian crossings across the main routes including the A259.
- 4.8 Whilst the Parish has limited facilities with no doctors or dentists surgeries, it is well served with facilities in nearby Parishes and Towns. The Parish does have a Parish Church, Primary School, Village Hall and Cricket ground, two public houses and a local Farm Shop. There is a large Hotel and Spa and several Bed and Breakfast establishments, as well as a popular beachside car park and cafe (outdoor seating only). More information about the buildings and landscape of Clymping can be found in the Clymping Character Assessment.
- 4.9 The Parish has a high sunshine record historically making it an attractive area to reside, or holiday and to grow high value crops, but its setting on the flat coastal plain and at the River Arun estuary also means there is an exposure to coastal, river and surface water flooding during stormy weather that needs management.



## Risk of Flooding

- 4.10 Certain areas of the parish are naturally prone to flooding, although in recent years there have been only a few localised incidents. The emerging Arun Local Plan 2011-2031 uses maps (see Appendix 2) projecting the areas at risk of flooding over the next 100 years due to climate change, both from the river Arun (fluvial) and from the sea (tidal). This is a high priority concern for residents.
- 4.11 The Parish Council, Arun District Council, West Sussex County Council and local Landowners are working collaboratively with the Environment Agency to find long term solutions to this problem. The Environment Agency are presently consulting upon the future of the Clymping Sea and River Defences and have published a summary consultation document which is part the of the Arun to Pagham flood and coastal erosion risk management strategy, they propose the recommendation for Clymping beach as 'Do Minimum' i.e. will try to maintain the existing defences to prolong their life, but assessing that Clymping beach has a limited remaining life as a flood defence (see Evidence documents), whilst Sustaining the River bank defences.

## Selected Parish Statistics

- 4.12 The following statistics are drawn from the **2011 Census data**. These are used to provide an overview of the current status of the community. For comparison the relevant % across England is shown in brackets. (It should be noted that in some of the comparative statistics and graphs the census figures have been rounded to the nearest 5 by the Office of National Statistics).

### Demographics

The usual (permanent) resident population of the parish is 771 people (359 male, 412 female). Of these:

130 People aged 15 and under = 16.7% (18.9% across England)

425 People aged 16 to 64 = 55.5% (64.7% across England)

215 People aged 65 and over = 27.8% (16.3% across England)



Source: Census 2011 (table KS102EW)

## Economic Status of residents

Of the 771 usual residents of the parish, 560 were aged between 16 and 74 of whom:

- a) 356 (63.6%) were economically active:
  - 167 were Employed full-time = 29.8% (38.6% across England)
  - 76 were Employed part-time = 13.6% (13.7% across England)
  - 85 were Self-employed = 15.2% (9.8% across England)
  - 14 were Unemployed = 2.5% (4.4% across England)
  - 14 were Full-time students = 2.5% (3.4% across England)
- b) 204 (36.4%) were economically inactive:
  - 149 were Retired = 26.6% (13.7 across England)
  - 12 were Students = 2.1% (5.8% across England)
  - 26 were Looking after home or family = 4.6% (4.4% across England)
  - 11 were Long-term sick or disabled = 2% (4% across England)
  - 6 were classified as Other = 1.1% (0.8% across England)

## Occupations

Of 340 residents in the parish in employment and aged between 16 and 74:

- 74 were Managers, Directors and Senior Officials = 21.8 % (10.9% across England)
- 62 were in Professional Occupations = 18.24% (17.5% across England)
- 48 were Associate Professional and Technical Occupations = 14.1% (12.8% across England)
- 44 were Administrative and Secretarial Occupations = 12.9% (11.5% across England)
- 38 were Skilled Trades Occupations = 11.2% (11.4% across England)
- 22 were Caring, Leisure and Other Service Occupations = 6.5% (9.3% across England)
- 14 were Sales and Customer Service Occupations = 4.1% (8.4% across England)
- 4 were Process, Plant and Machine Operatives = 1.2% (7.2% across England)
- 34 were in Elementary Occupations = 10% (11.1% across England)

## Qualifications & Skills

Of the 644 usual residents in the parish aged 16 and over:

132 possessed no qualifications = 20.5% (22.5% across England)

186 possessed Level 4 and above qualifications = 28.9% (27.4% across England)



There are 323 households located within the Parish (a household means one person living alone, or a group of people living at the same address):

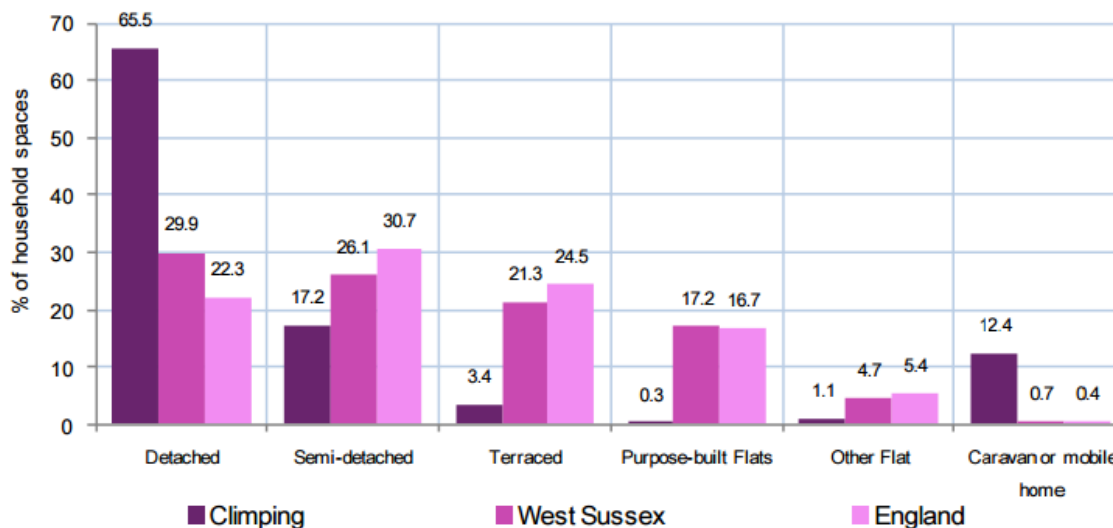
- 172 were Owner-occupied households, owned outright = 53.3% (30.6% across England)
- 126 were owned with a mortgage or loan = 39% (32.8% across England)
- 4 were Shared Ownership = 1.2% (0.8% across England)
- 2 were Social Rented from Council = 0.6% (9.4% across England)
- 2 were Social Rented Other = 0.6% (8.3% across England)
- 10 were Privately rented – by landlord or letting agency = 3.1% (15.4% across England)
- 5 were privately rented other = 1.5% (1.4% across England)
- 2 were rent free = 0.6% (1.3% across England)

## Dwellings

There are 348 dwellings located within the Parish (a dwelling means a self-contained household space): The figures show there is a significantly higher percentage of detached dwellings compared to the overall percentage across England with caravans/mobile homes also being higher than average, offset by lower percentages of semi-detached and terraced properties and flats:

- 228 dwellings are Detached = 65.5% (22.3% across England)
- 60 dwellings are Semi-detached = 17.2% (30.7% across England)
- 12 dwellings are Terraced = 3.4% (24.5% across England)
- 1 dwelling is a Flat/apartment - purpose built = 0.3% (16.7% across England)
- 3 dwellings are Flats/apartments - other = 1.1% (5.4% across England)
- 43 dwellings are Caravans/other Mobile/Temporary Structures = 12.4% (.4% across England)

Dwelling type breakdowns



Source: Census 2011 (table KS401EW)

Note: Information from Arun District Council shows there are 405 domestic properties subject to Council Tax assessment as at October 2014 (the difference being in part accounted for by the number of temporary holiday homes).

## Health

The health levels of residents is very similar to the overall levels across England - 771 residents of the Parish classified themselves as having the following health status:

374 were in Very Good health = 48.5% (47.2% across England)

271 were in Good health = 35.1% (34.2% across England)

94 were in Fair health = 12.2% (13.1% across England)

27 were in Bad health = 3.5% (4.2% across England)

5 were in Very Bad health = 0.6% (1.2% across England)

## Transport

The figures show there is a significantly lower percentage of households without a car compared to the overall percentage across England:

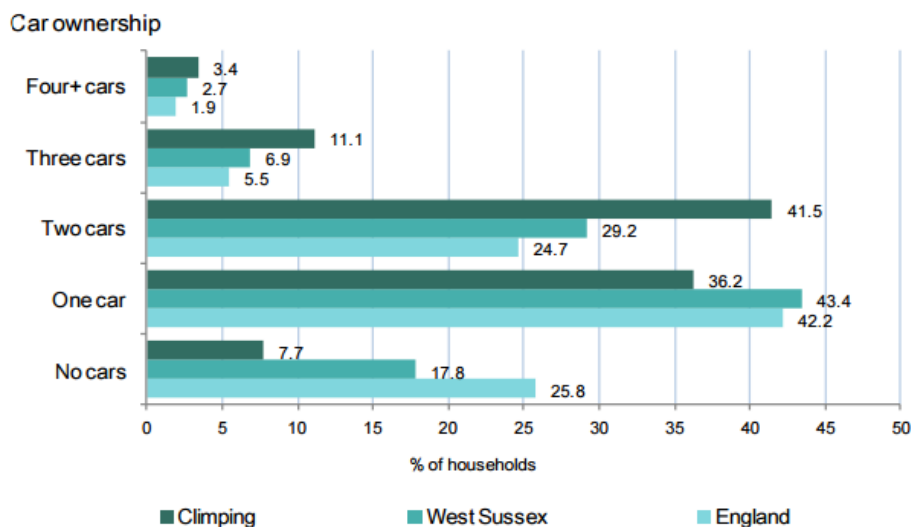
25 households had no car or van = 7.7% (25.8% across England)

117 households had one car or van = 36.2% (42.2% across England)

134 households had two cars or vans = 41.5% (24.7% across England)

36 households had three cars or vans = 11.1% (5.5% across England)

11 households had four or more cars or vans = 3.4% (1.9% across England)



Source: Census 2011 (table KS404EW)

## Biodiversity

4.13 The countryside surrounding Clymping is rich in natural wildlife that is detailed in a summary report from the Sussex Biodiversity Partnership contained in the Evidence documents. A number of protected or endangered species of flora and fauna are recorded particularly in the areas to the South and East of the parish associated with the lower Arun valley, the coastal plain and the undeveloped coast with its natural dunes and vegetated shingle. The area includes Mill Wood to the north of Clymping Mill and Sites of Nature Conservation Importance (SNCI) and of National importance for Nature Conservation

(SNINC) and of Special Scientific Interest (SSSI). Some of the land has been identified as being in the Climping to Houghton Biodiversity Opportunity Area (BOA) by the Sussex Biodiversity Partnership.

### Heritage

4.14 The Parish contains a large number of buildings and structures of special interest:

#### **Listed Buildings**

##### **Grade I**

The Parish Church of St Mary

##### **Grade II\***

Bailiffscourt Hotel and Country Club

Guest House to Bailiffscourt Hotel and Country Club

Chapel at Bailiffscourt Hotel

##### **Grade II**

Barn at Kent's Farm to the South East of the Farmhouse

Barn to the West of Nos 1 and 2 Church Farm Cottage

Brookpits Cottage

Brookpits Manor

Church Farmhouse East and Church Farmhouse West

Climping Mill

Cottage to Bailiffscourt to the North East of the Hotel

Dove Cottage

Dovecote at Bailiffscourt on a Field to the North East of the Hotel

Kent's Farmhouse

Kent's Dairy Cottages

Outbuilding at Bailiffscourt to the North of the Chapel

Outbuilding at Bailiffscourt to the North of the Chapel and Adjoining the Stables

The Black Horse Public House

The Cottage, 1 Climping Street,

The Gatehouse at Bailiffscourt to the North East of the Hotel

The Stables at Bailiffscourt to the North East of the Chapel

The Vicarage (*note: also known locally as Church House*)

Virginia Cottage

#### **Locally Listed Buildings or Structures of Character identified by Arun District Council**

March Elms, Horsemere Green Lane:

Southdown Cottage, Horsemere Green Lane:

#### **Ancient Monuments**

Medieval earthworks E and SE of St Mary's Church

#### **Other Buildings and Structures of Local Character identified by the Clymping Character Assessment**

In addition to the buildings and structures listed above the Clymping Character Assessment identifies the following Building and Structure of Local Character and Historic Importance:

The Village School - St Mary's Primary School, Brookpit Lane.

### Community Views

4.15 Since the launch of the Plan, the Steering Group has been keen to make sure residents know what is going on and have a chance to comment. An Open Day was held in September 2013 and regular updates have been given in the parish newsletter. There was a good response to the residents' survey carried out in 2012 with 184 responses from 348 dwellings (52.9%) and a full report is part of Appendix 3 - Evidence. Key results from the survey are:

#### **The Natural Environment:**

87% agreed the Rural Character is the most important feature of Clymping.

76% agreed that the beach is an asset that should be shared further with others in environmentally sensitive ways.

88% agreed that we should both protect and support natural development of the flora and fauna of the Green Infrastructure Corridor (now termed the Gap between Settlements in the emerging Local Plan) for future generations.

#### **Flood Risk:**

91% agreed that reducing flood risk is a priority and action should be taken to mitigate adverse effects of predicted climate change.

54% agreed that we should encourage commercial activities to provide jobs for people who live within the parish.

44% did not agree that more tourism-based developments would be beneficial to Clymping (20% neither agreed nor disagreed).

#### **Roads and Transport**

75% of residents agreed that traffic noise and pollution are a major environmental concern for the Parish.

70% agreed that major road infrastructure investment is needed to control the growth of traffic through the village.

86% agreed that there should be a footpath alongside all main throughways to the village.

90% agreed that safe crossing points are needed across the A259 for pedestrians and cyclists.

#### **Facilities and Services:**

34% felt there is a need for more local shops or medical and dental services in the parish.

54% felt there are sufficient local education facilities within easy reach. 76% agreed more should be done to encourage local community Groups to make better use of the facilities (halls and sport fields) that are available in the village to meet the needs of our young and older residents.

### Housing:

68% agreed that future housing development should be based on a Clymping 'local needs only' basis.

88% agreed any new developments should take account of sustainable construction and energy efficiency and be designed in keeping with surrounding buildings.

41% agreed that small housing developments on the scale seen recently in Horsemere Green Lane would be acceptable if located outside of the Green Infrastructure Corridor (now termed the Gap between Settlements in the emerging Local Plan).

- 4.16 A Youth survey included in the Parish newsletter in September 2013 had 6 responses (Census 2011 showed there were 130 age 0- 16 in the Parish). Those who responded provide insights into possible issues:

Travel to school: 5 travelled to school in their parent's car with the option to use the train (67%). 1 walked or used the school bus.

Getting around the village: 4 said walking or by car 2 said they cycled.

Travel outside of the village: 5 travelled by car and 1 cycled. 3 also used public transport.

Employment: 4 would be interested in part time work if available in Clymping.

Road safety: 4 expressed a medium to high level of concern about the A259. 5 expressed a medium to high level of concern about other roads in the village.

What improvements would they like to see: a place for teens/children to go that is easy and safe to get to – an opportunity to socialise - a shop or café.

- 4.17 A survey included in the Parish newsletter in March 2014 had a response rate of 37 (10%): Key results from the survey are:

Assets of Community Value:

95% supported the registering of some Assets of Community Value

Clymping Beach:

86% supported an extended beach café to include indoor seating

97% supported free/subsidised parking for Clymping residents.

- 4.18 Businesses were also surveyed in 2013 with a response rate of 28.75%

Key results from the survey are:

- Less than 5% of those working in Clymping live in the village. Most have good reasons for not living here. 20% of respondees cited a lack of affordable housing and 4% cited house prices as a deterrent to moving to Clymping.
- The majority of employees like Clymping as a place to work.
- Most of the businesses themselves seem happy with their Clymping location with their main concerns being:



- Existing levels of congestion on the local roads
- Poor public transport (especially to Rudford Industrial Estate)
- Poor internet speeds
- Availability of suitable business units and storage to grow

Full results of the above surveys can be viewed as part of Appendix 3 - Evidence.

### Current Issues for Clymping

4.19 Taking account of the survey responses and other developments in Arun District, the Steering Group summarised the current issues for Clymping as:

- Maintaining the rural identity of the Parish whilst managing change
- Improving local facilities to meet the needs of the community
- A fragmented village, severed by the A259 with no controlled crossing points for pedestrians and cyclists.
- Traffic congestion and safety hazards at junctions with the A259 and other local roads, which is likely to increase due to the impact of large commercial and housing developments in neighbouring towns and villages. You can read more about this in the Roads and Transport Background Paper (researched and prepared by the Steering Group).
- The impact of climate change and potential for flood (and drought) as witnessed in Horsemere Green Lane and on low-lying areas of agricultural land in recent years.
- The Environment Agency's proposals for the future of the local sea defences (currently 'Maintain')

Note re Housing: There is no Strategic Housing Allocation in the emerging Local Plan (publication version October 2014) and the lack of affordable housing is not a concern raised by our residents or in the Arun Housing Needs Survey. In the household survey residents supported the view that future housing development should be based on a Clymping 'local needs only' basis.

### Opportunities for the Clymping Neighbourhood Plan

4.20 Looking at these issues the Steering Group identified some key opportunities to be taken forward in the Plan or to be taken forward by Clymping Parish Council in a Community Action Plan if not within the remit of the Plan:

- Rural small village character enhanced.
- Countryside retained between Clymping and surrounding villages/towns to ensure a separate identity:
  - Cooperation with Ford Parish Council to the north
  - Cooperation with Littlehampton Town Council, Middleton-on-Sea Parish Council and Arun District Council regarding the Littlehampton and Middleton Settlement Gap Policy in the emerging Local Plan 2011-2031 (Strategic Gap Policy in the 2003 Arun Local Plan). Further to this, it is noted that the emerging Local Plan establishes

that an Area Action Plan be produced for the Littlehampton Economic Growth Area which includes Littlehampton Harbour and its West Bank, part of which falls within Clymping, and that a strategic policy in the Local Plan takes precedence over the Neighbourhood Plan.

- A stronger and more cohesive community:
  - Movement around the village enhanced despite traffic growth from surrounding district housing and commercial/industrial developments through improvements to key road junctions,
  - Ease of movement for pedestrians and cyclists also enhanced with appropriate footpaths, cycle-ways and controlled safe major route crossing points (e.g. A259) as part of District wide schemes,
  - The villages community and leisure assets (Village Hall/Playing field, Church Hall, School) developed and well used by all in ways appropriate to the needs of those who live, work, study and play in Clymping.
- Land in the Settlement Gap and along the coast-line continues to be a protected environment.
- Tourism developments in keeping with the environment, the settlement gap policy and small in scale.
- Housing and commercial development supported where a local need has been demonstrated and at locations chosen in consultation with Clymping residents.
- Flooding risks from sea, river or surface water continuing to be managed effectively.

The Plan would include measures to:

- Retain the countryside between Clymping and surrounding neighbourhoods to ensure a separate identity
- Reduce flood risk.
- Protect the natural environment
- Retain the rural setting and character.
- Promote Improvements to footpaths and cycle-ways (including safe crossings at busy roads)
- Promote traffic management schemes and improve road junctions.
- Ensure that the design of any new housing or other development is sympathetic to the character of the neighbourhood.
- Retain and encourage more local use of the village's community assets (the halls, sports fields, play areas and countryside) by young and old.

### Shared Vision

4.21 The Steering Group used the evidence it had gathered to develop a shared vision for Clymping Parish that is set out in chapter 5.

### Planning Policy Context

- 4.22 The Parish is part of the Arun District and West Sussex County. Each of these administrations has policies and proposals that have a significant influence over the strategy and detailed content of the Neighbourhood Plan.
- 4.23 The National Planning Policy Framework (NPPF) published by the Government in 2012 is also an important guide in the preparation of local plans and neighbourhood development plans. The Neighbourhood Plan must demonstrate that it is consistent with the provisions of the NPPF.
- 4.24 The Neighbourhood Plan also has to be in general conformity with the saved policies of the adopted 2003 Arun Local Plan. Additionally the Neighbourhood Plan refers to draft policy in the emerging Arun Local Plan 2011-2031 as appropriate.

### The Arun Local Plan 2003

- 4.25 There are a number of saved policies of the 2003 Local Plan that remain especially relevant to the Plan, the majority of which have been updated in the emerging Local Plan:
- Protection of the Countryside (GEN3)
  - The Form of New Development (GEN7)
  - Inland Flooding (GEN11)
  - Public Access to the Coast (GEN13)
  - Buildings of Character (GEN22)
  - Areas of Special Character (AREA1)
  - Protection of Open Spaces (AREA5)
  - Strategic Gaps (AREA10)
  - Extension to existing residential buildings (DEV19)

### The Arun Local Plan 2011 - 2031 (publication version October 2014)

- 4.26 There are a number of policies in the emerging Local Plan which will be especially relevant to this Plan once they are adopted and they can be viewed on the Arun District Council website: <http://www.arun.gov.uk/>. The Local Plan is at the formal examination stage.

## 5 Vision and Objectives

### Vision

- 5.1 Clymping is a very special coastal and rural community with a strong desire to maintain a sense of place whilst making community improvements through development and infrastructure improvements. Our Vision of Clymping in fifteen years' time has sought to capture all the community's views and aspirations for the parish. It therefore forms the basis on which the strategic objectives and proposed policies have been formulated.

*“Our vision is to retain the balance and character of Clymping, strengthening established features of our neighbourhood through supporting sustainable development and encouraging infrastructure improvements to mitigate the effects of through traffic and the severance of the Parish by the A259.*

*Clymping will remain a strong cohesive community where people want to live and work now and in the future. The community will meet the diverse needs of existing and future residents, being sensitive to the natural environment and thus contributing to a high quality of life.*

*While encouraging relevant development and infrastructure improvements to meet local needs, the community wishes for Clymping Parish to retain its unique and special character”*

*To achieve this the community will encourage and support:*

- *Development which fits harmoniously within the local environment*
- *Responsible and sustainable development along with enhanced provision of amenities, activities and facilities, and relevant infrastructure*
- *Retention of our identity as a small rural and coastal community by maintaining the ‘gaps’ between neighbouring settlements and protecting important areas of countryside and coastline*
- *Infrastructure improvements in particular to help mitigate concerns about the adverse effect of through traffic and flooding risks from sea, river or surface water.*

### Objectives

- 5.2 To achieve our vision four key themes and overarching objectives have been identified to provide a structure to our policies. The policies are grouped under the themes:

- **Community Leisure and Wellbeing**  
**Objective:** The Plan seeks to ensure that there are adequate medical, educational and recreational facilities available for our residents and to secure the long term future of community facilities that make the parish special.
- **Employment and Tourism**  
**Objective:** The Plan seeks to encourage small scale and appropriate tourism to help sustain the local economy and to help local businesses to remain viable as well as retaining and creating additional employment opportunities.

- **Environment, Sustainability and Design**

**Objective:** To retain Clymping's rural small coastal village character whilst meeting the aim of sustainability by locating any development in areas with existing services, infrastructure and facilities and protecting valuable agricultural land, countryside and coastline. Clymping does not have a housing allocation within the Arun Local Plan, however it is recognised that small scale development may come forward in the future to meet demonstrated local housing needs, and the Plan allows for sensitive, appropriate, well designed development.

- **Roads and Transport**

**Objective:** To reduce traffic impact, including that from HGVs, on the local community and its environment and improve accessibility and safety for travel around the parish for drivers, pedestrians and cyclists.

- 5.3 The objectives cover a range of economic, social and environmental issues that together provide a basis on which the sustainability performance of the Plan can be judged.
- 5.4 They reflect the nature of the parish and the direction the local community wants the Plan to take, especially in securing the long term future of those community and environmental assets most precious to local people. They also accept and welcome change that will enable the community to grow in a sustainable way.

### Implementation, Monitoring & Review

- 5.5 The Clymping Neighbourhood Plan, if approved in the referendum, will become part of the Arun Local Plan. Its policies will therefore carry the full weight of the policies of a development plan and, in Clymping, they will have precedence over the non-strategic policies of Arun's Local Plan. Applications will be determined by Arun, as they now are, but the policies against which they will be judged will be those of the Neighbourhood Plan.
- 5.6 The Plan will be monitored by Clymping Parish Council on an annual basis, using the planning data collected by Arun District Council and any other data collected and reported at a parish level relevant to the plan. The Parish Council will be particularly concerned to judge whether its policies are being effectively applied by Arun's officers.
- 5.7 The extensive survey work carried out to create this plan identified a number of issues and projects that residents feel are important (such as developing a Traffic Management Plan) which cannot form part of the Neighbourhood Plan as they do not relate to land use. It is intended that these issues will be picked up and dealt with by Clymping Parish Council via a Community Action Plan,
- 5.8 The Parish Council proposes to complete a formal review of the Plan at least once every five years or earlier if necessary to reflect changes in the Arun Local Plan or the NPPF (National Planning Policy Framework) and other local factors relevant to the Plan.

### 6. POLICIES - INTRODUCTION

This section sets out the policies to support and deliver our vision.

- 6.1 The Plan contains a series of policies, the successful delivery of which during the plan period will help to achieve the community's vision for the parish.
- 6.2 The policies in the Plan are set out in the format of boxes and each policy has a numbered reference. There are some aspirations and intentions referring to matters which are associated but not strictly land use matters, which can be in the Plan for reference, but cannot be formal policies. These are included in the text accompanying the policies for reference, in some cases, in an amount of detail. In other cases, these aspirations are referred to as subjects for further work in a "Community Action Plan" and are listed as a separate section on page 43. Whilst, in accordance with the basic conditions the Neighbourhood Plan must be in general conformity with the saved policies of the adopted 2003 Local Plan, it is recognized that an emerging Plan which is at the examination stage is of material relevance and it is good practice to take it into account.
- 6.3 Each policy is numbered and is accompanied by a reference to its conformity with the National Planning Policy Framework (NPPF) and the Local Plan 2003 Saved Policies (LP saved) and where relevant with the policies of the emerging Arun Local Plan 2011-2031 publication version October 2014 (emerging LP 2011-31).

There is a short explanation of the policy intent and a justification, including a reference to the relevant key evidence (listed in the Appendix of Evidence).

## 7. COMMUNITY LEISURE AND WELLBEING POLICIES

**Objective:** The Plan seeks to ensure that there are adequate medical, educational and recreational facilities for our residents and to secure the long term future of community facilities that make the parish special

### **Policy CPN 1: Protect Community Facilities**

In order to promote a thriving village for all ages, there will be a strong presumption against the redevelopment of community facilities for non-community uses. Identified Community Facilities are:

- Clymping Village Hall and Playing Field
- The Black Horse
- The Oyster Catcher
- Clymping Beach Car Park & Café
- The Farm Shop
- St Mary's Church Green
- St Mary's Church Hall

Development proposals to sustain or extend the viable use of existing community facilities and the development of new facilities will normally be supported if they comply with other policies in this Neighbourhood Plan.

Development proposals that will result in the loss or significant reduction in the scale and value of a community facility will not normally be permitted unless :

- It is essential to meet utility infrastructure needs and there is no viable alternative or
- Alternative facilities of equal or better accessibility, size and suitability are provided or
- It can be clearly demonstrated that the operation of the asset or it's ongoing delivery is no longer of value to the community or
- It is no longer economically viable for its current use and has been marketed at an independently agreed price by a property professional for at least a year as a community use or other suitable employment or service trade uses and it is verified that no interest in acquisition has been expressed.

(Conformity Reference: NPPF para 70 and para 76)

- 7.1 The policy intent is to protect the popular and valued community facilities in the parish from harmful development proposals but encourages proposals that are intended to sustain or extend those facilities.
- 7.2 Our community facilities are seen as vital to maintaining a happy, healthy and cohesive community. In our household survey 76% agreed more should be done to make better use of the facilities that are available in the village to meet the needs of our young and older residents'.

There is a need to allow for flexibility for redevelopment of sites where it is not possible to continue such a use or find an alternative community facility or suitable employment use. In these cases, there must be a rigorous marketing attempt at a reasonable price which is supported in writing by a property professional, who is a member of the Royal Institute of



Chartered Surveyors. If it can be demonstrated that it is not possible to find an alternative community or employment use and there has been the appropriate marketing then it is reasonable for other uses to be considered in terms of other relevant planning policies.

- 7.3 In a related survey on Assets of Community Value (an asset/facility which furthers the social wellbeing or social interests of the local community), 37 residents responded (10%). Of these 95% supported consideration of various community facilities for registration as Assets of Community Value (ACVs). If an asset is registered and then comes up for sale, the community has a total of 6 months to put together a bid to buy it (including a 6-week cut-off for an initial proposal to be put forward). It is outside of the remit of this Plan to register ACVs and this will be included in the Community Action Plan for the Parish Council to consider submitting a request to Arun District Council that they be registered where this adds to their protection for community use.

### **Policy CPN 2: Designation and protection of Local Green Spaces:**

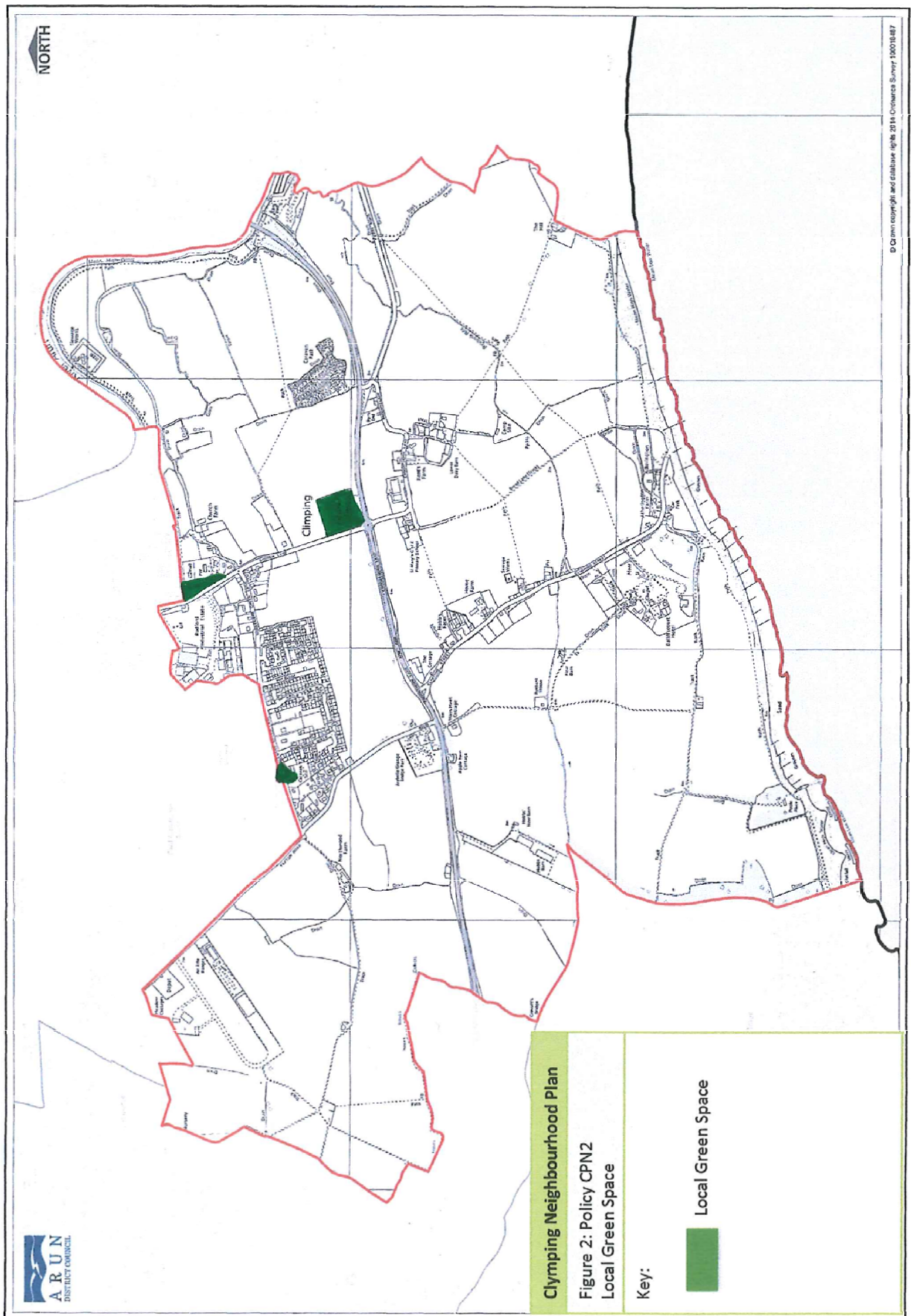
The Plan designates the following locations (see map) as Local Green Spaces.

- Clymping Village Hall Playing Field
- St Mary's Church Green
- Horsemere Green Lane – Pond area

Development that does not enhance their value as Local Green Space will not normally be permitted unless very special circumstances apply, including to meet utility infrastructure needs where there is no viable alternative.

(Conformity Reference: NPPF paras 76 and 77)

- 7.4 This policy designates important open spaces in the parish as Local Green Spaces in accordance with the criteria of the NPPF (para's 76 and 77) in line with its provision for local communities to "identify for special protection green areas of particular importance to them" (para 76).
- 7.5 The justifications for designating these Local Green Spaces are as follows:
- Clymping Village Playing Field is a key recreational facility for the village. It is used as a community recreation area for sports such as cricket, football and stoolball, and for community events and fetes.
- St Mary's Church Green is an important historic open space and is used for community events as Clymping Open Gardens. There is a seating area and an area used for occasional parking by Church visitors.
- Horsemere Green Lane Pond Area is an ecological and visual amenity for residents to enjoy.
- 7.6 Map *Figure 2* showing the location of the proposed Local Green Spaces:



Map *Figure 2* showing the location of the proposed Local Green Spaces

**Policy CPN 3: Protection of Open Spaces:**

Development that results in the loss of, or harm to, the following areas of Open Space as shown on the map *Figure 3* will be resisted:

Croptorne Drive – Open space with play equipment

May Close - Open space with play equipment

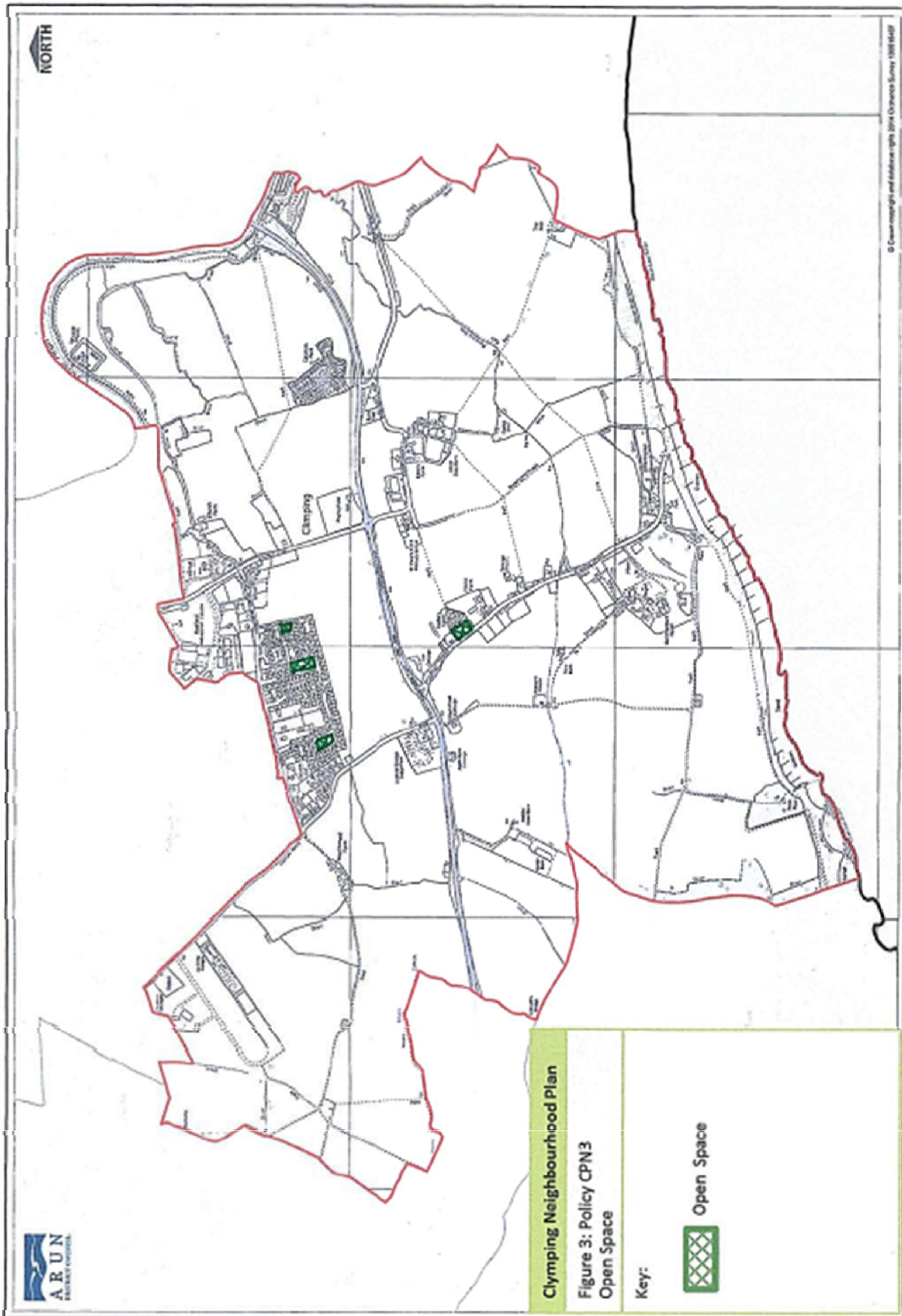
Wooldridge Walk – Open space

Langmead Close – Open Space

Development that results in any harm to their character, setting, accessibility, appearance, general quality or amenity value would only be permitted if the community would gain equivalent benefit from the provision of suitable replacement open space or gain significant social, economic or environmental benefits from an alternative development.

(Conformity Reference: LP Saved Policy AREA5, NPPF paras 28 & 73)

- 7.5 This policy protects the identified open spaces from inappropriate development.
- 7.6 These areas provide relief to the built form of the parish. They are an important feature in the parish and contribute to its character, adding to the distinctive open feel. Open Spaces equipped with play equipment provide an important recreational facility for families as well as being used for local community events.
- 7.7 Map *Figure 3* showing the location of the existing Open Spaces:



Map Figure 3 Location of existing Open Spaces

## 8. EMPLOYMENT AND TOURISM POLICIES

**Objective :** The Plan seeks to sustain the local economy and to help local businesses to remain viable as well as retaining and creating additional employment opportunities.

### **Policy CPN 4 Protection of existing commercial premises or land**

Proposals to upgrade or extend existing employment sites will be supported provided that:

- the impact on the amenities enjoyed by occupants of surrounding properties is acceptable; and
- they do not compromise the character of the area or openness of the countryside or beach; and
- traffic impact is acceptable in terms of highway safety and living conditions of residents. Proposals should include a traffic impact analysis or transport assessment which is proportionate to the development and demonstrates traffic impact and measures which may be taken to mitigate impacts.
- they comply with other policies in this Neighbourhood Plan.

There will be a strong presumption against the loss of commercial premises or land which provide employment and are of demonstrable benefit to the local community.

Applications for a change of use to an activity that does not provide employment opportunities will only be permitted if it can be demonstrated that:

- the commercial premises or land in question have not been in active use for at least 12 months; and there is little or no prospect of the premises or land being reoccupied by an employment generating user. This must be proven through an independent sustained marketing campaign lasting for a continuous period of at least six months; and
- the new use will not be hazardous to road safety or the living conditions of residents and the scope for mitigation of any impacts is identified and implemented;
- the application complies with other policies in this Neighbourhood Plan.

(Conformity Reference: LP saved Policy DEV30, GEN7 and NPPF para 28 and 70)

- 8.1 The intention is to help local businesses to remain viable, sustaining the local economy and protecting or creating employment opportunities.
- 8.2 The majority of businesses are located to the north on the Rudford Industrial Estate (most of which falls within the Parish of Ford) or in smaller business units to the south. Bailiffscourt Hotel and Spa is a large hotel set back from the beach in 30 acres of private parkland. There are smaller Bed and Breakfast establishments dotted around the parish. Additionally there is a Farm shop, a beach café, rifle range and a paintballing centre.
- 8.3 Encouraging business in Clymping is important given the limited amount of employment opportunities. No new land has been specifically designated in this Plan for business



development recognising that many new businesses start at home or may use existing or extensions to existing employment sites.

- 8.4 In many cases traffic impact assessments can be a relatively straightforward estimation of traffic generation and identification of the scope for mitigation. In the case of developments which have significant traffic generation or impacts the NPPF in paragraph 32 and the NPPG (National Planning Practice Guidance) in its advice on “Travel Plans, transport assessments and statements in decision-taking” establishes Local Planning Authorities must make a judgment as to whether a development proposal would generate significant amounts of movement on a case by case basis. The need for an impact assessment may be a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility. West Sussex County Council has expressed a desire to incorporate further advice in the emerging Local Plan.
- 8.5 There is a need to allow for flexibility for redevelopment of sites where it is not possible find an alternative and suitable employment use. In these cases, there must be a rigorous marketing attempt at a reasonable price which is supported in writing by a property professional, who is a member of the Royal institute of Chartered Surveyors. If it can be demonstrated that it is not possible to find an alternative employment use and there has been the appropriate marketing then it is reasonable for other uses to be considered in terms of other relevant planning policies.

### **Policy CPN 5 Support and Promote Recreation and Tourism**

Proposals for small scale recreational and tourism facilities or small scale improvements to recreational and tourism facilities will be supported provided that:

- the siting, scale and design has strong regard to the local character, historic and natural assets of the surrounding area and complies with the Clymping Character Assessment; and
- the design and materials are in keeping with the local style and reinforce local distinctiveness and a strong sense of place and comply with the Clymping Character Assessment; and
- the traffic impact is acceptable in terms of highway safety and the living conditions of residents;
- the proposal preserves the open character of the Gap Between Settlement and as a minimum is not detrimental to the Green Infrastructure Network; and
- the proposal complies with other policies in this Neighbourhood Plan.

(Conformity Reference: NPPF Paras 20, 56, 58)

- 8.6 The intention is to help local tourist facilities to remain viable and maintain the level of tourism and visitor facilities.

- 8.7 Tourism amenities are used and enjoyed by residents and tourists. The beautiful unspoilt beach is a popular destination and in a survey for residents in March 2014 on the Beach Car Park and Café, 86% supported an extended beach café to include the introduction of indoor seating.
- 8.8 It is important that any such minor development complies with the strategic gap policy in the 2003 Arun Local Plan and Settlement Gap Policy in the emerging Local Plan in order that the integrity and tourist appeal of Clymping is maintained.

### **Policy CPN 6 Retention of Car Parking**

Change of use of existing public Car Parking areas will not be permitted unless equivalent and equally accessible parking can be provided as a replacement.

(Conformity Reference: NPPF para 28)

- 8.9 The intention is to maintain levels of public car parking around the Parish.
- 8.10 Retention of car parking provides an important amenity for residents and for tourists. In a survey for residents in March 2014 on the Beach Car Park and Café, 89% supported limited hard standing for the beach car park during the winter months.



## 9. ENVIRONMENT, SUSTAINABILITY AND DESIGN POLICIES

**Objective :** To retain Clymping’s rural small coastal village character whilst meeting the aim of sustainability by locating any development in areas with existing services, infrastructure and facilities and protecting valuable agricultural land, countryside and coastline.

Clymping does not have a housing allocation within the Arun Local Plan, however it is recognised that small scale development may come forward in the future to meet demonstrated local housing needs, and the Plan allows for sensitive, appropriate, well designed proposals.

### Retaining Local Identity

- 9.1 It is important for the community that Clymping retains its distinctive character and sense of place.
- 9.2 The designation of the parish as ‘Countryside’ in the emerging Arun Local Plan (Publication version October 2014: Policy C SP 1) is supported and its additional role in Clymping of aiding the visual separation of settlements is welcome. This additional role is particularly important for Clymping – as shown by comments received during consultation on the Neighbourhood Plan.
- 9.3 The Countryside policy in the emerging Arun Local Plan is also supported for its provision of space for wildlife habitats and ecosystems as well as its more general intent of protecting the countryside for its own sake. In our household survey 2012, 88% agreed that we should protect and support natural development of the flora and fauna in the Green Infrastructure Corridor (now termed the Gap between Settlements in the emerging Local Plan)
- 9.4 Development proposals in Clymping should also comply with the strategic gap policy in the saved 2003 Arun Local Plan and Settlement Gap Policy in the emerging Local Plan

### Protection of Important Features

#### **Policy CPN 7 Protection of Open Views**

All development will be considered with regard to the need to protect the open landscape character of the countryside and beach. The Clymping Character Assessment will be used as a reference to assess the impact of proposals.

(Conformity Reference: NPPF Para 58 and LP saved policy GEN3)

- 9.5 The policy seeks to protect the distinct open rural character of the area as expressed in the Clymping Character Assessment. The Character Assessment highlights important buildings, landscape features and views that require protection.
- 9.6 Retaining the open character is valued by residents and tourists and crucial for maintenance of visual separation in the gaps between settlements. In the household survey 2012, 87% agreed that the rural character is the most important feature of Clymping.
- 9.7 Development proposals which have a significant visual impact on the open landscape should be subject to a landscape impact appraisal carried out by the applicant.

### **Policy CPN 8 Protection of Trees and Hedgerows**

Development requiring planning permission that damages or results in the loss of trees or hedgerows of arboricultural and amenity value will not be permitted unless the benefits of the proposed development outweigh the amenity value of the protected trees.

Development proposals must be designed to retain trees or hedgerows of good arboricultural and amenity value. Trees, woodlands and hedgerows which are important to the generally open rural environment of the Parish are identified in the Clymping Character Assessment.

Development proposals should be accompanied by a survey that establishes the health and longevity of any affected trees or hedgerows and a management plan to demonstrate how they will be so maintained.

(Conformity Reference: NPPF Para 118, LP saved policy GEN28)

- 9.8 The policy seeks to protect and actively manage the trees, woodlands and hedgerows that are an important feature in the generally open rural environment of the Parish. Protection will enhance the landscape character of the area as set out in the Clymping character Assessment and provide an important habitat for wildlife and plants. This policy expands the protection to trees and hedgerows by Tree Preservation Orders<sup>1</sup>, conservation areas<sup>2</sup> and hedgerow regulations<sup>3</sup>.
- 9.9 87% of residents agreed in the household survey 2012, that Rural Character is the most important feature of Clymping, and 88% agreed that we should both protect and support the natural development of the flora and fauna of the Green Infrastructure Corridor (now termed the Gap between Settlements in the emerging Local Plan) for future generations.

<sup>1</sup> TPO - Part 3 of the T&CP Act 1990 and the T&CP (Tree Preservation)(England)Regulations2012

<sup>2</sup> Conservation Areas - section 211 of the T&CP Act 1990

<sup>3</sup> Hedgerows - Hedgerow Regulations 1997

**Policy CPN 9 Protection of Natural Habitats**

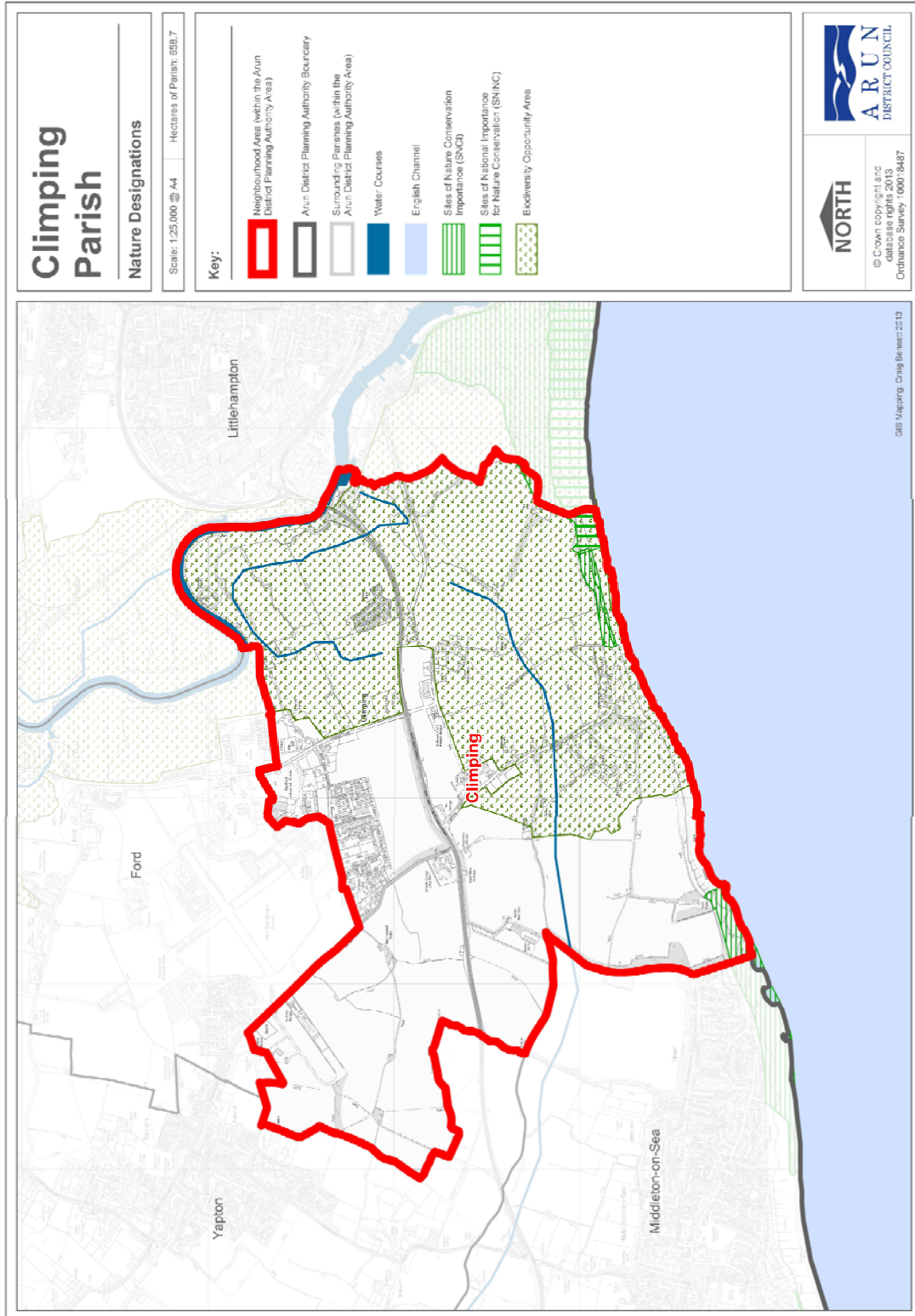
Development that results in harm to existing national and locally protected habitats will not normally be permitted. In some circumstances development proposals may be acceptable if accompanied by:

- An independent assessment of the overall net environmental impact, and
- Acceptable proposals to mitigate harm, or
- Acceptable proposals for the provision of equivalent alternative habitats

(Conformity Reference: NPPF Para 118, LP saved policy GEN29)

- 9.10 The policy seeks to protect and maintain valuable flora or fauna that are an important part of the local ecology system. Some wildlife and natural habitat sites of importance are identified on the Clymping Nature Designations map, see Figure 4, and on the Site of Special Scientific Interest Map, see Figure 5. There may be other habitats which are worthy of protection under this policy.
- 9.11 There are extensive biodiversity areas to the South and East of the parish associated with the lower Arun valley, the coastal plain and the undeveloped coast with its natural dunes and vegetated shingle. The areas so identified include Sites of Nature Conservation Importance (SNCI) and of National importance for Nature Conservation (SNINC) and of Special Scientific Interest (SSSI) and the part of the parish which lies within the Clymping to Houghton Biodiversity Opportunity Area (BOA). See Evidence documents.
- 9.12 The Sussex Biodiversity Record report - see Appendix of Evidence - demonstrates a rich diversity of wildlife in the Clymping countryside. Some species will be transient visitors whilst others have made the Clymping countryside home. The report specifically avoids mention of Badgers or Otters but includes:
- 5 protected species, including Great Crested Newt, and European Water Vole
  - 4 species of bats,
  - sightings of 262 species of birds 132 of which are protected, are on the priority list of UK Biodiversity Action Plan list, or are on the Red List of Globally threatened species
  - 36 species of flowering plants, insects, mollusc, amphibians, reptiles and mammals that have species action plans under the UK Biodiversity Action list
  - 104 species of flowering plants, insects, mollusc, amphibians, reptiles and mammals that appear in the Sussex rare species lists
- 9.12 Significant areas of biodiversity lie along the coastal plain, including the Clymping Beach SSSI, and proposals for necessary coast protection and sea flooding defence works are supported subject to this Policy and Policy CPN 13.
- 9.13 88% of residents agreed in the household survey 2012 that we should both protect and support natural development of the flora and fauna of the Green Infrastructure Corridor (now termed the Gap between Settlements in the emerging Local Plan) for future generations.



**Map CPN 9 Figure 4 - Wildlife and natural habitats sites as identified on the Clymping Nature Designations map in the emerging Arun Local Plan (Publication version)**

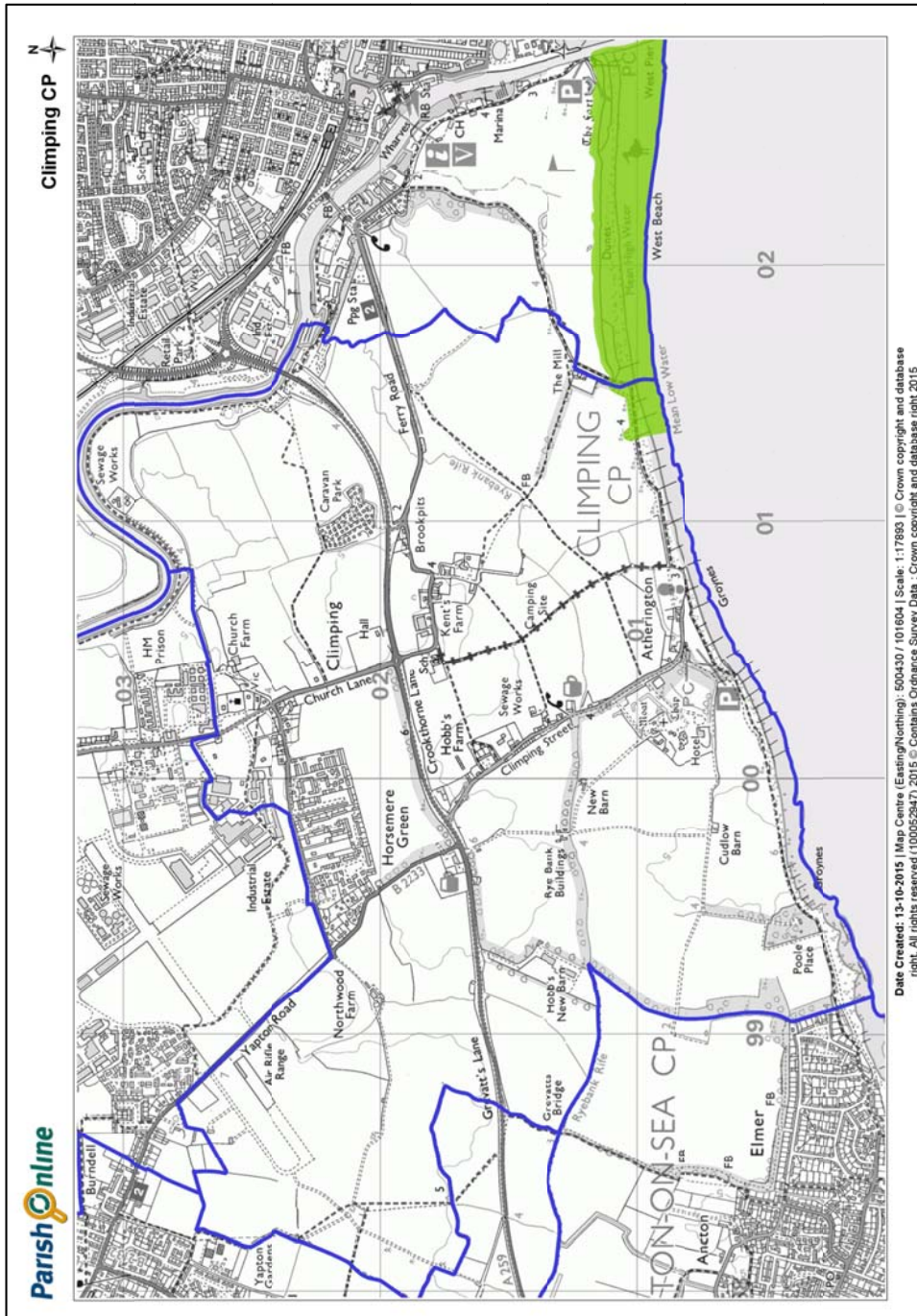




# Clymping Neighbourhood Plan – October 2015

**Map CPN 9** Figure 5 - Site of Special Scientific Interest as designated by Natural England

Site of Special Scientific Interest (SSSI)			
KEY			
PARISH BOUNDARY		SSSI	



**Policy CPN 10 Protection of high grade Agricultural Land**

Development will not be permitted on the best and most versatile agricultural land, defined for the purposes of this policy as land graded 1, 2 or 3A in the national farmland grading scheme unless special circumstances can be demonstrated which may include

- there is an overriding need for the development in the proposed location and development on the site is demonstrated as the most sustainable option
- the development conforms to other statutory national and local planning policies

(Conformity: NPPF Para 112)

- 9.14 The policy seeks to protect valuable agricultural land classified as Excellent quality (Grade 1), Very good quality (Grade 2) and Good quality (Grade 3a) which contribute to the sustainability of the area given the importance of farming to the economy of Clymping and the surrounding farmland to the village's setting.
- 9.15 In order to demonstrate there are exceptional circumstances whereby development is acceptable on higher grade land it will be necessary to provide evidence of options for the location of the development and the reasons these are not acceptable.
- 9.16 Planning applications for development of agricultural land may need to include an updated survey of land quality in accordance with current guidelines.

## Development Features

### **Policy CPN 11 Quality of Design**

New development, including, rebuilding or alterations, must be of a high quality of design and protect and enhance local character as assessed by the Clymping Character Assessment.

Good design in Clymping means:

- a) responding to and integrating with the local built environment and landscape context as described in the Clymping Character Assessment; and
- b) respecting established building set back, using boundary treatments that reflect local context, and arrangements of front gardens, walls or trees and hedges; and
- c) using good quality materials that complement the existing palette of materials used within Clymping; and
- d) maintaining the visual importance and setting of landmark buildings as designated in the Clymping Character Assessment; and
- e) adopting the principles of sustainable urban drainage; and
- f) taking into account the requirements of 'Secure by Design'<sup>4</sup> to minimise the likelihood and fear of crime; and
- g) using innovation to achieve low carbon sustainable design; and
- h) providing for:
  - sufficient external amenity space,
  - refuse and recycling storage
  - car and bicycle parking
  - child and disabled facilities where appropriate
  - the Integration of meter boxes, lighting, flues and ventilation ducts, gutters and pipes, satellite dishes, aerials and telephone lines

Development proposals of poor design that fail to take the opportunities available for improving local character and quality of an area and the way it functions will not be permitted.

(Conformity Reference: NPPF Para 58, LP saved policy GEN7)

- 9.17 Clymping is a small village in a sensitive location being partly within in an area of beautiful countryside with an undeveloped coastline rarely found along the south coast.
- 9.18 The policy seeks to ensure that new development, including, rebuilding or alterations, is sustainable and contributes to local character by creating a sense of place appropriate to its location and well integrated into local drainage systems.
- 9.19 In the household Survey 2012, 88% agreed any new developments should take account of sustainable construction and energy efficiency and be designed in keeping with surrounding buildings.

<sup>4</sup> Established in 1989, this is a government initiative, via the Police, to encourage the designing out of crime



### Management of Surface water

#### **Policy CPN 12 Reducing the risk of flooding**

All developments in flood sensitive areas, including new green spaces, will be designed and constructed to reduce the level of flood risk.

Proposals for flood prevention works, including that for coast protection and sea flooding defence, will be supported provided that every attempt is made to reflect the visual character of the area, maintain the attractiveness and access to the beach.

Where there is potential for harm to existing coastal and inland habitats as part of any flood defence, an assessment of the environmental impact and proposed mitigation measures must be submitted and will be considered by taking into account the environmental benefits of the protection measures

(Conformity Reference: Emerging LP ECC SP1, W DM3 and DM4, NPPF Para 99)

- 9.21 The intention of this policy is to meet the concerns expressed by the residents for the management of water so as to minimise the risk of flooding either from the sea, watercourses or from surface water. It is also intended to safeguard both the important coastal habitats and those behind the beach in the event of flood defence work by ensuring harm is minimised or alternative habitats created.
- 9.22 The Clymping Character Assessment refers to certain areas of the parish which are naturally prone to flooding both from the river Arun (fluvial) and from the sea (tidal). Recent years have witnessed significant surface water flooding with locally persistent flooding of fields, significant run off across the lower parts of Church Lane (by Field Place), flooding of the A259 at the Church Lane roundabout and in Horsemere Green Lane. Maps highlighting the areas at risk of flooding are contained in the Evidence documents.
- 9.23 The Arun to Pagham Flood and Coastal Erosion Risk Management Strategy November 2014 prepared by the Environment Agency and Arun District Council, defines the strategy for Clymping beach sea defences as 'Do Minimum' i.e. will try to maintain the existing defences to prolong their life, whilst assessing that Clymping beach has a limited remaining life as a flood defence (see Evidence documents).
- 9.24 In our household survey 2012, 91% agreed that reducing flood risk is a priority and action should be taken to mitigate adverse effects of predicted climate change.
- 9.25 The creation of a Flood Action Plan and formation of a community Flood Action Group is outside of the remit of the Plan and this will be included in the Community Action Plan for the Parish Council to consider taking forward.

### Energy Efficiency

- 9.26 All new housing developments and extensions with the exception of the conversion of listed historic buildings, should contribute to reducing carbon emissions through incorporating measures to reduce energy use. Development proposals are required to implement national standards applicable by the Building Regulations but are encouraged to improve on these, if possible.
- 9.27 It is important to encourage energy efficiency improvements to new and existing buildings
- 9.28 Increasing the energy efficiency of buildings makes a positive contribution towards a reduction in CO2 emissions.
- 9.29 In our household Survey 2012, 88% agreed any new developments should take account of sustainable construction and energy efficiency.

### Heritage

#### **Policy CPN 13 Retain buildings or structures of character**

As well as nationally listed buildings, locally listed buildings identified by Arun District Council and scheduled ancient monuments, other key buildings or structures which are of significant local architectural and historic interest and contribute to Clymping's distinctiveness are set out in the Clymping Character Assessment and listed in section 4.14 in this Plan.

Development proposals will be expected to retain and enhance the local distinctiveness of the identified buildings and structures and their setting.

(Conformity Reference: Emerging LP HER DM2, NPPF Para 58 and Para 60)

- 9.30 The policy seeks to protect buildings or structures which make a positive contribution to the character of Clymping
- 9.31 It is important to protect buildings or structures which reflect the local character of Clymping to retain the sense of place felt by the community

### 10. ROADS AND TRANSPORT POLICIES

**Objective:** To reduce traffic impact on the local community and its environment and improve accessibility and safety for travel around the parish for drivers, pedestrians and cyclists.

#### Mitigating the adverse traffic effects of development

10.1 Whilst Clymping currently has no strategic housing allocation within the Local Plan it is impacted by all of the planned housing and industrial developments in the surrounding areas. It is therefore essential that the various impacts on the Clymping roads – e.g. additional congestion and pollution - are properly evaluated, and that the necessary mitigating measures are implemented.

10.2 Proposals to mitigate the various effects of any development where the assessed traffic impacts within the parish have a material adverse effect on the roads and amenity of the parish, will be supported providing:

- they are in compliance with policies in this Neighbourhood Plan; and
- there has been prior consultation with the Parish Council where such an impact has been demonstrated.

Wherever possible, the mitigation measure should be in place before the development itself is permitted to be used.

10.3 This principle also applies to other infrastructure such as school places, sewerage and drainage, social and environmental impacts as well as transport and an action for this to be monitored by the Parish Council is included in the Community Action Plan.

10.4 In our household survey 2012, 75% of residents agreed that traffic noise and pollution are a major environmental concern for the Parish and 70% agreed that major road infrastructure investment is needed to control the growth of traffic through the village.

**Policy CPN 14 Traffic and the Environment**

Development which will have a detrimental impact on highway safety and the living conditions of residents will be resisted. Consideration will be given towards securing planning obligations which meet the national policy guidance in NPPF paragraph 204, in relation to increasing highway capacity, traffic management and traffic calming measures which will make the development acceptable.

Wherever possible, the mitigation measure should be put in place before the development itself is permitted to be used.

Priorities for Clymping are:

- Increasing and enhancing pedestrian and cycle networks
- Safe crossing points for pedestrians, cyclists and equestrians to reduce the severance effect of the A259, traffic calming measures on local roads whilst retaining their essentially rural character
- Measures that reduce the impact of heavy goods vehicles on local roads such as:
  - restrict commercial traffic to designated routes;
  - provide a signing strategy to ensure that only the most appropriate roads are used and unsuitable traffic is kept away from residential areas;
  - control traffic speeds to improve road safety and reduce environmental impact.

(Conformity: LP saved policy GEN 7, emerging LP policy T SP 3, NPPF Para 35 )

- 10.5 The policy seeks to reduce traffic impact from development on the local community and its environment and improve accessibility and safety for travel around the parish for drivers, pedestrians and cyclists. In some cases, it may be possible to make development acceptable if planning obligations are entered into in accordance with the relevant test expressed in paragraph 204 of the NPPF, to carry out off-site works to increase capacity, traffic calming and traffic management. An appropriate contribution will be decided for each individual application influenced by an assessment of the impact, the possible mitigation measures and their viability.
- 10.6 Local roads have high traffic levels which have an adverse effect on the local amenity and make getting around the parish difficult. The A259 bisects the village of Clymping and effectively severs the areas to the north and south of it. There is no signalled or other crossing point on the A259 through Clymping, although most of the residents live to the north of the A259 and many of the village facilities are to the south of it (e.g. primary school, shop, beach, walking and cycle paths) whilst children from the primary School have to cross the A259 if they wish to use the Village Hall playing field to the north. Priorities for Clymping have been formulated based on consultation with residents and businesses in the area. These are expressed in the policy.

- 10.7 Proposals to improve existing or provide new footways and cycle paths around the parish, to facilitate and encourage safe alternatives to the use of the private car, will normally be supported providing they are in compliance with policies in this Neighbourhood Plan.
- 10.8 Residents have expressed their considerable concerns about the ever increasing effects of traffic, but there is particular concern about the impact of heavy goods vehicles accessing the nearby industrial estate and waste management plants, the majority of which passes directly through the village.
- 10.9 West Sussex County Council have recorded the need for slower speeds and safer pedestrian and cyclist crossing points in both Church Lane and Yapton Road and along Horsemere Green Lane.
- 10.10 In our household survey 2012, 90% agreed that safe crossing points are needed across the A259 for pedestrians and cyclists, 76% agreed that the re-routing of Yapton Road to join the A259 at a proper roundabout is vital for the future safety of road users, and 69% agreed there is a need to provide a new A259 road layout to allow safer exit from both Clymping Park and Ferry Road.
- 10.11 It is essential that both development and strategic funding is provided to mitigate the adverse effects on road safety, accessibility and social impact of what will inevitably be increased traffic flows along the A259. Improvements to the A259 junctions with crossing facilities are vital.
- 10.12 As the creation of a Traffic Management Plan for Clymping is not within the remit of this Plan, it will be included in the Community Action Plan for the Parish Council to take forward with reference to the traffic issues outlined above and in the Roads and Transport Background Paper (researched and prepared by the Neighbourhood Plan Steering Group).

### **Encouraging walking and cycling**

- 10.13 This Plan supports the aim of encouraging walking and cycling for travel and recreational purposes and as an alternative to the use of a private car, by enhancing the footpath and cycle network.
- 10.14 Existing footways, footpaths and cycle ways are inadequate even for existing demands and there are no proper crossing facilities across any of the main routes (A259, Church Lane, Yapton Road B2233) through the village. The existing unsatisfactory situation is likely to deteriorate further with the increased traffic resulting from major developments in closely adjacent areas, including the proposed Grundon waste treatment facility on Ford Aerodrome.

- 10.15 In our household survey 2012, 86% agreed that there should be a footpath alongside all main throughways to the village. In our Youth Survey 67% expressed a medium to high level of concern about the A259 and 83% expressed a medium to high level of concern about other roads in Clymping.
- 10.16 Cycling and walking provide good exercise and are a popular recreational activity.
- 10.17 Better active and sustainable travel facilities will promote tourism and local businesses.

### **Improving Provision and Access to Public Transport**

- 10.18 This Plan supports the provision of additional bus and community public transport services to provide an attractive and viable alternative to the use of the private car to access work, education, shopping, and recreational facilities in both nearby and more distant places.
- 10.19 The intention is to support sustainable transport options by improving access to public transport.
- 10.20 At present there is little feasible alternative to the use of the private car for most trips.
- 10.21 Better and more frequent bus and community services would help, particularly for the relatively large number of elderly people who live within the village, but also for those who work locally or wish to commute longer distances.
- 10.22 More parking facilities at Ford station so that the railway can be used more conveniently for both coastal services and to London would encourage more use of this form of public transport. Ford station is not within Clymping so this is not within the remit of this Plan but could be an important factor in a Public Transport Strategy for Clymping.
- 10.23 The creation of a Public Transport Strategy for Clymping is not within the remit of this Plan, and it will be included in the Community Action Plan for the Parish Council to take forward

## CLYMPING COMMUNITY ACTION PLAN

The extensive survey work carried out to create this plan identified a number of issues that residents feel are important but which cannot form part of the Neighbourhood Plan as they do not relate to land use. It is proposed that these issues will be picked up and dealt with by Clymping Parish Council via a Community Action Plan:

1. **Traffic Management Plan for Clymping** – Create a Traffic Management Plan (including a strategy for an improved cycle and footpath network), with reference to the traffic issues identified in the Neighbourhood Plan and in the Roads and Transport Background Paper (researched and prepared by the Neighbourhood Plan Steering Group).
2. **Public Transport Strategy** – Develop a Strategy to improve access to Public Transport, including more frequent public and community bus services for Clymping and supporting improved parking facilities at Ford Railway Station.
3. **Infrastructure Evaluation and Monitoring** - Whilst Clymping currently has no strategic housing allocation within the Local Plan it is impacted by all of the planned housing and industrial developments in the surrounding areas. It is therefore essential that the various impacts on the Clymping infrastructure e.g. road congestion and pollution, school places, sewerage and drainage, social and environmental, are properly evaluated, and mitigation measures monitored.
4. **Flood Action Plan** – Create a Community Flood Action Plan and consider setting up a Community Flood Action Group.
5. **Assets of Community Value (ACVs)** - Identify community facilities which are important to the community and request Arun District Council to register them as ACVs where this adds to their protection for community use. The Neighbourhood Plan Steering Group has identified the following community facilities for potential registration as ACVs:
  - Clymping Village Hall and Playing Field
  - Clymping Beach Car Park & Café
  - St Mary’s Church Green
  - The Black Horse,
  - The Farm Shop
  - St Mary’s Church Hall
  - The Oyster Catcher



## APPENDICES

These are available to view online at: <http://clympingnp.org.uk> or <http://clymping.org.uk>

### **Appendix 1: Clymping Character Assessment**

### **Appendix 2: Maps**

From the Arun District Council emerging Local Plan (Publication Version):

Clymping map – Flooding Tidal

Clymping Map – Flooding Fluvial

Clymping Map – Landscape Constraints

Clymping Map – Nature Designations

Clymping Map – Green Infrastructure Network

### **Appendix 3: Schedule of Evidence documents:**

Sussex Biodiversity Record report

Natural England SSSI report

Sussex Biodiversity Partnership - BOA

Environment Agency- Sea Defence Strategy

Clymping Parish profile 2013

Survey – Household September 2012

Survey – Clymping Businesses Report July 2013

Survey – Youth September 2013

Survey – Assets of Community Value March 2014

Open Day Sept 2013 Housing questionnaire

Agricultural Land – info from Natural England

## GLOSSARY OF TERMS

Subject	Explanation
Affordable Housing	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. Affordable housing does not include low cost market housing.
Arun District Council (ADC)	The Local Authority for Littlehampton ALP Arun Local Plan Local Plans set out the local planning policies that are used to manage new development and help determine planning applications. As well as allocating land for specific types of development, Local Plans also identify areas for protection and safeguarding. The Arun Local Plan has yet to be adopted but many of the key policies in the emerging plan are referred to in this document.
Arun Local Plan 2011-31 - emerging (emerging LP 2011-31)	The Local Plan is the principal development plan document and sets out the long term spatial vision for the Arun District. At the time the Clymping Neighbourhood Plan was drawn up, Arun's 2011-2031 Local Plan was still in progress i.e. "emerging" and had not been adopted.
Arun Local Plan 2003 – Saved Policies (LP saved)	The Clymping Neighbourhood Plan also references the 'saved' policies in the Arun District Council Local Plan 2003 (effective until the adoption of the emerging Local Plan).
Biodiversity Opportunity Area (BOA)	Biodiversity is the degree of variation of life forms within a given area. Rapid environmental changes can dramatically affect the biodiversity of an area, which is why the biodiversity needs protecting. Creating a 'Biodiversity Opportunity Area' is one way of further protecting local species and habitats.
Building or Structure of Character	A building or structure of character is one which, whilst not of the quality to be statutorily listed, is of good quality design and appearance that are important features in their own right. They contribute to the character and appearance of the area. In addition they illustrate, and are reminders of, the historical development of an area and are worthy of recognition.
Built-up Area Boundary (BUAB)	This is the boundary around areas that are defined in the Arun Local Plan as built up.
Clymping Neighbourhood Plan (CNP)	The full title in the Localism Act is 'Neighbourhood Development Plan but this is commonly shortened to Neighbourhood Plan. The CNP is a plan document for Clymping that is subject to examination in public and approval by referendum.
Code for Sustainable	The code for Sustainable Homes is the national standard for the

## Clymping Neighbourhood Plan – October 2015

Subject	Explanation
Homes (CSH)	sustainable design and construction of new homes
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area. The money can be used to support development, by funding infrastructure that the council, local community and neighbourhoods want.
Conservation Area	An area designated by the Arun District Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees.
Consultation Statement	A Consultation Statement accompanying the Clymping Neighbourhood Plan is required by the Localism Act. The Consultation Plan must set out what consultation was undertaken and how this informed the Neighbourhood Plan.
Core Objective	An objective developed specifically for the Clymping Neighbourhood Plan through consultation with local people.
Curtilage	The curtilage is a legal term which delineates the land immediately surrounding a house or dwelling, including any closely associated buildings and structures, but excluding any associated open fields beyond
Evidence Base	The researched, documented, analysed and verified basis for preparing the Clymping Neighbourhood Plan. It consists of many documents produced over a period of years, many of which have been produced by Arun District Council as part of the process of developing its Core Strategy.
Examination	An independent review of the Neighbourhood Plan carried out in public by an Independent Examiner.
Flood Plain / Flood Risk Zones	Areas identified by the Environment Agency, marking areas as high (zone 3), low to medium (zone 2), or little or no risk (zone 1).
Green Infrastructure (GI)	Green Infrastructure (GI) is a strategically planned and delivered network of high quality green spaces and other environmental features. Green Infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.
Green Infrastructure Corridors (GIC)	Green Infrastructure Corridors are undeveloped areas of land which provide space for wildlife habitats and ecosystems
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the Local Planning Authority (including local Listing).

## Clymping Neighbourhood Plan – October 2015

Subject	Explanation
Independent Examiner	The role of the Independent Examiner is to evaluate the Neighbourhood Plan. It could be anyone with appropriate qualifications and skills who meet certain requirements set out in the Localism Act. This could be a planning consultant or other planning professional, an employee of another local authority or a planning inspector.
Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals The facilities and services needed for a place to function. This includes roads and utilities as well as school places, GP surgeries, libraries, provision to promote health and wellbeing and many other facilities.
Intermediate Affordable Housing	Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.
Listed buildings	A Listed Building is one that has been identified by the Secretary of State as being of "special architectural or historic interest". As such it is worthy of special protection. The listing process is not restricted to buildings. It can include any structure of interest, for example bridges, walls, telephone kiosks and even gravestones. Listed Buildings are graded according to their relative importance. Grade I buildings are of outstanding architectural or historic interest and are of national importance. Only a small percentage falls into this category. Grade II listed buildings are of special interest and the majority fall into this group. This grade has a sub-group, known as grade II*, which is given to buildings that have some extra merit. For example, an outstanding interior. Despite this grading it should be noted that the statutory controls are the same to all grades of listed buildings.
Localism Act (The)	An Act of Parliament that became law in April 2012. The Localism Act introduces a new right for local people to draw up 'Neighbourhood Development Plans' for their local area.
National Planning Practice Guidance (NPPG)	The National Planning Practice Guidance is published by the Government in conjunction with the National Planning Policy Framework.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework was published by the government in March 2012. It sets out the Government's planning policies for England and how these are expected to be applied.
Neighbourhood Plan	The full title in the Localism Act is 'Neighbourhood Development Plan' but this is commonly shortened to 'Neighbourhood Plan'. It is a plan document for a defined area subject to examination in public and approval by referendum. It will be used on approval in the determination of planning applications.

## Clymping Neighbourhood Plan – October 2015

Subject	Explanation
Open Market housing	Housing for sale or for rent where prices are set in the open market.
Plan Period	The period for which the Clymping Neighbourhood Plan will set policy for Clymping. This will be from adoption of the Plan (anticipated late in 2015) until 2030.
Public Open Space	Open space that is open to the public and is normally owned and managed by a public organisation such as a Parish Council or Arun District Council.
Referendum	A general vote by the electorate on a single political question that has been referred to them for a direct decision. In the case of the Clymping Neighbourhood Plan, the referendum will decide whether or not to adopt the Plan.
Sites of Nature Conservation Importance (SNCI)	Sites of Nature Conservation Importance are areas which are designated locally (by Wildlife Trusts and Local Planning Authorities) for their wildlife importance. SNCI designation does not carry any statutory protection and is additional to national designations such as Sites of Special Scientific Interest.
Sites of Special Scientific Interest (SSSI)	Sites of special scientific interest give legal protection to the best sites for wildlife and geology. Natural England holds responsibility for identifying and protecting SSSIs in England under the Wildlife and Countryside Act 1981 (as amended).
Spatial	Relates to physical land use including landscape environment, urban development and transport links.
Steering Group (Working Group)	A group of people representing the Parish Council, the community and businesses that informed and produced the Clymping Neighbourhood Plan.
Strategic Environmental Assessment (SEA)	Assessments made compulsory by a European Directive (the SEA Directive). The purpose is to appraise the social, environmental and economic effects of the strategies and policies in the Local Development Documents from the outset of the Plan preparation process to ensure that decisions are made that accord with sustainable development. To be implemented in planning through Sustainability Appraisal of Development Plan Documents and Neighbourhood Plans where required. The Clymping Neighbourhood Plan was not required to produce a SEA document.
Strategic Housing Land Availability Assessment (SHLAA)	The SHLAA is a key component of the evidence base to support the delivery of the Arun Local Plan. The report aims to identify a sufficient supply of land for housing to meet the District's housing need.
Sustainable development	Development that meets the social, economic and environmental needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Urban Drainage Systems (SUDS)	A drainage system that controls the rate and quantity of run-off of surface water from developments. It replaces the conventional

## Clymping Neighbourhood Plan – October 2015

Subject	Explanation
	practice of routing run-off through a pipe to a watercourse, which can cause problems with flooding. SUDS minimises run-off by putting surface water back into the ground on site through measures such as permeable paving, underground infiltration blankets and drainage swales (similar to traditional ditches). Where surface water must still be taken off-site features to slow down the rate of run-off are used – these may include ponds or underground storage tanks to store water, and oversized pipes.
Town and Country Planning Act (T&CP Act)	The Town and Country Planning Act 1990 is an act of Parliament regulating the development of land in England and Wales
Use Classes	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. For example, A1 is shops and B2 is general industrial.
Wildlife Corridors	Green spaces that provide avenues for wildlife movement, often along streams, rivers, hedgerows or other natural features. They connect green spaces together, and often provide pleasant walks for the public away from main roads.
Windfall Sites	Sites including conversions which are not included as part of the housing land supply at the base date of the Plan but which subsequently become available for appropriate housing development, other than through the Local Plan allocation process .

**Arun Local Plan Countryside Policy**

The Countryside Policy from the 2003 Local Plan saved policies and the Countryside Policy from the emerging Arun Local Plan 2011 – 2031 are reproduced below for completeness as they are referred to in this Plan:

**Extract from the Saved Policies of the 2003 Local Plan**

**POLICY GEN3 Protection of the Countryside**

Outside the Built-Up Area, as defined on the Proposals Map, the countryside will be safeguarded for its own sake. Development will not be permitted unless:

- (i) it meets the operational needs of agriculture, forestry, the extraction of minerals or the deposit of waste; or
- (ii) for quiet, informal recreation; or
- (iii) for the diversification of the rural economy; or
- (iv) for essential road schemes; or
- (v) it is in accordance with a policy in Sections 2 and 3 of the plan referring to a specific use or type of development.

Permission will not be given for the extension of isolated groups of buildings or the consolidation of linear or sporadic development unless the proposal accords with criteria (i) to (iii) or (v).

**Extract from the emerging Arun Local Plan 2011 - 2031 (publication version October 2014)**

**Policy C SP1 Countryside**

Outside the defined Built-Up Area Boundary (as identified on the Policies Maps) as well as outside both the strategic, site specific and broad allocations, the countryside will be safeguarded for its own sake. Development will not be permitted there unless it is:

- a. for the operational needs of agriculture, horticulture, forestry, the extraction of minerals or the management of waste as part of a waste site allocation within the West Sussex Waste Local Plan; or
- b. for quiet, informal recreation; or
- c. for green infrastructure; or
- d. for the diversification of the rural economy; or
- e. for road and/or cycle schemes; or
- f. in accordance with other policies in the Plan which refer to a specific use or type of development.

Permission will not be given for the extension of isolated groups of buildings or the consolidation of linear or sporadic development unless the proposal accords with criteria (a) to (c) or (f).

The Council will take into account cumulative impact of development in the consideration of planning applications.

To ensure better management of the rural-urban fringe in those areas where significant new development is proposed, early consideration will need to be given to landscape and biodiversity enhancement, woodland management, recreation provision and access routes.