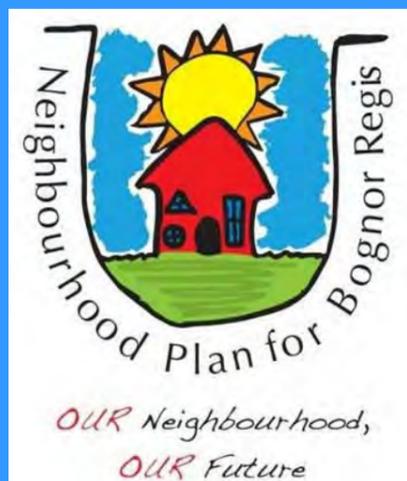


BOGNOR REGIS
2015—2030
NEIGHBOURHOOD
DEVELOPMENT
PLAN

AUGUST 2015

(including post exam modifications)





THE REPORT IS MADE ACCESSIBLE AT THIS WEBSITE: WWW.BOGNORREGIS.GOV.UK/BR-TOWN-COUNCIL/NEIGHBOURHOOD_PLAN-16104.ASPX

This document has been produced by Bognor Regis Town Council's Neighbourhood Plan Committee with support from:

Imagine Places, Royal Town Planning Institute/Planning Aid England, Locality, Integrated Urbanism, BPUD, the Prince's Foundation for Building Community and - most importantly - the good people of Bognor Regis that have at various stages of the process so far contributed and helped to shape this plan.

Disclaimer: This document is optimised for online viewing only. Please consider the environment before printing. Hardcopies are available for viewing at the Town Hall in Bognor Regis.

FOREWORD

WELCOME TO THE BOGNOR REGIS NEIGHBOURHOOD DEVELOPMENT PLAN!

Bognor Regis Town Council are very aware of the strength of feeling and loyalty towards the town and the oft-expressed view that many of its finer buildings have been lost over the years or replaced with ones of lesser architectural merit or inappropriately sited. The Town Council believe that having a Neighbourhood Plan in place will give local people much more say in the future planning of the town with regard to buildings and green spaces; their quality, look, feel, usage and location, as well as offering some protection to existing sites and buildings, much loved and valued by the community.

The idea of Neighbourhood Plans initially came about because central government felt it important that local people had more of a say in what happened in their own town or village. To make this happen, the Localism Act of 2011 was passed to devolve more decision making powers from central government back into the hands of individuals, communities and council's. The Act covers a wide range of issues relating to local public services, with particular focus on the general power of competence, community rights and neighbourhood planning and housing to make the planning system more democratic and more effective, and to ensure that decisions about housing are taken locally.

To bring this plan to this stage we engaged with local people using a variety of methods such as open days, surveys, workshops, social media, local newspapers and outdoor events. We went into workplaces, businesses, clubs and schools, in order to gauge a wide range of views from as broad a section of the community as possible. Our Neighbourhood Plan Steering Group includes a cross section of people representing key organisations, businesses and neighbouring parishes, as well as Town Councillors. We have had expert advice from organisations such as Locality, The Royal Town Planning Institute/Planning Aid, Imagine Places, Integrated Urbanism, BPUD and the Princes Foundation, who all assisted in the preparation of this Plan and we wish to thank them for their invaluable guidance and expertise throughout the process. I would also like to thank everyone else who contributed to this plan, most particularly the members of the Steering Group for all their hard work and dedication in compiling this important document and bringing it to life!

Our plan has to comply with the National Planning Policy Framework and Guidance as well as with strategic policies in the saved policies of the 2003 Plan. It also takes into account those in the emerging Local Plan. Two rounds of public consultation will be undertaken, each for six weeks, followed by amendments if necessary. It will then be reviewed by an independent examiner and requires a 50% +1 vote in a local referendum, before its policies can become material consideration in making decisions on Planning Application. With that in mind, we do hope that we have captured the spirit and wishes of the people who live, work and enjoy our town and is broadly representative of the majority of the views heard, as far as we are able to reflect them within this planning document.

Finally, we sincerely hope that the Plan contributes to a better and brighter future for Bognor Regis, because we believe that Bognor Regis, its heritage, its present and its future really do matter.

Councillor Sandra Daniells

Chairman of Bognor Regis Neighbourhood Plan Committee

November 2014

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Picture by Imagine Places

01 WHY A NEIGHBOURHOOD DEVELOPMENT PLAN FOR BOGNOR REGIS?

The idea of Neighbourhood Plans initially came about because central government felt it important that local people had more of a say in what happened in their own town or village. To make this happen, The Localism Act of 2011 was passed, to devolve more decision making powers from central government back into the hands of individuals, communities and councils.

Over the last 15 years, the residents of Bognor Regis have seen an array of visions, strategy documents, initiatives, policies and planning policy guidance documents developed. These are listed in the Appendix 1 and provide an evidence base for this plan-making process. This evidence base is supplemented by the more recent evidence base work carried out by Arun District Council as part of the Local Development Plan and emerging Local Plan.

Fundamentally though, and as identified in the Section 3 'Bognor today', regeneration policies and efforts by a range of public agencies have not (yet) led to significant investment and social-economic improvements for the population and businesses in Bognor Regis.

We, at Bognor Regis Town Council, decided to grasp the opportunity provided by the Localism Act and prepare our own Neighbourhood Development Plan to identify key policy and project priorities for future investments. The neighbourhood planning policies by law have to conform with higher level strategic planning policies. However, we believe our local knowledge and drive will support the development of policies and projects that can deliver investments that we collectively would like to see happen in our town.

Related to and at the heart of our Neighbourhood Plan is the ambition that in the future we see more residents, businesses and landowners actively and effectively involved when decisions about the look and feel of our town are made.

1.1 WHAT IS A NEIGHBOURHOOD PLAN?

The Localism Act covers a wide range of issues relating to local public services, with a particular focus on the general power of competence, community rights, and neighbourhood planning.

Neighbourhood Planning was introduced through the 2011 Localism Act to allow communities to shape development in their areas through the production of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build Orders.

Once adopted the Neighbourhood Plan will form part of Arun District Councils Local Planning Policy Framework and be used to help make planning decisions. Neighbourhood Plan Policies are a material consideration when planning applications are being decided upon.

The remit of Neighbourhood Plan is not to block development but to shape where that development will go and what it will look and feel like.

Once adopted the Neighbourhood Development Plan Policies (Section 4) carry legal weight when planning decisions are being made within the four wards of Bognor Regis (Orchard, Hotham, Pevensey and Marine). The Plan must be taken into account when Arun District Council, who are the Planning Authority, are deciding whether or not to grant planning permission. Neighbourhood Planning Policies are, as the planners and lawyers call it, 'material planning considerations'. The suggested list of Priority Community Projects (Appendix 4) are our projects that we would like to see funded first as and when Community Infrastructure Levy (CIL) contributions from developers and other funds come along.

The lifespan of the plan is in our case 15 years, which means the Neighbourhood Development Plan for Bognor Regis will take us to 2030

It is a long term vision for how Bognor Regis aims to change over time it is intended to do a number of things such as:

- Provide a vision for the future of the area, based on evidence of what is needed and what makes the local area distinctive.
- Translate this vision into priorities and policies to guide future development, the allocation of land and resources, and investment.
- Support other priorities for the area – such as the local economy, improving transport, building better homes and action on climate change.

The production of the plan is led by Bognor Regis Town Council. The Local Planning Authority, Arun District Council, will make decisions at key stages of the process, such as approving the neighbourhood area within which the Neighbourhood Development Plan will have effect. It will also organise the independent examination of the plan and the referendum that is held at the end of the process.

1.2 WHAT IS HAPPENING NEXT?

Before our policies can become 'material planning consideration' in making decisions on Planning Application, this plan has to :

- A round of public consultation and amendments lasting for six weeks;
- be tested against compliance with the National Planning Policy Framework as well as with the strategic policies in the saved Local Plan 2003 and emerging Local Plan 2014;
- be checked by an independent examiner and get 50% + 1 vote in a local referendum.

We expect all of these stages to be completed by mid 2015.

02 THE STORY SO FAR

2.1 GETTING STARTED

Bognor Regis Town Council formed the Neighbourhood Plan Committee in December 2011 and was awarded Front Runner status securing a grant for £20,000.

In September 2012 the Steering Group was set up to include Council Members and co-opted members from stakeholder and community groups.

In October 2012 the Town Council area of Bognor Regis was designated by Arun District Council as a Neighbourhood Plan Area.

Various other organisations have lent their support such as the Prince's Foundation who were on board until March 2013 and following a successful application for direct support, Locality/Royal Town Planning Institute Planning Aid for England, have also been assisting. The latter gave us access to a policy writer and support network. The Committee have also commissioned support from consultants such as BPUD, Integrated Urbanism and Imagine Places.

The Steering Group meet monthly and have held a number of workshops and drop in days throughout the process to encourage community participation. They have gathered a document and database of information to establish what people like and dislike about Bognor Regis and what is important.

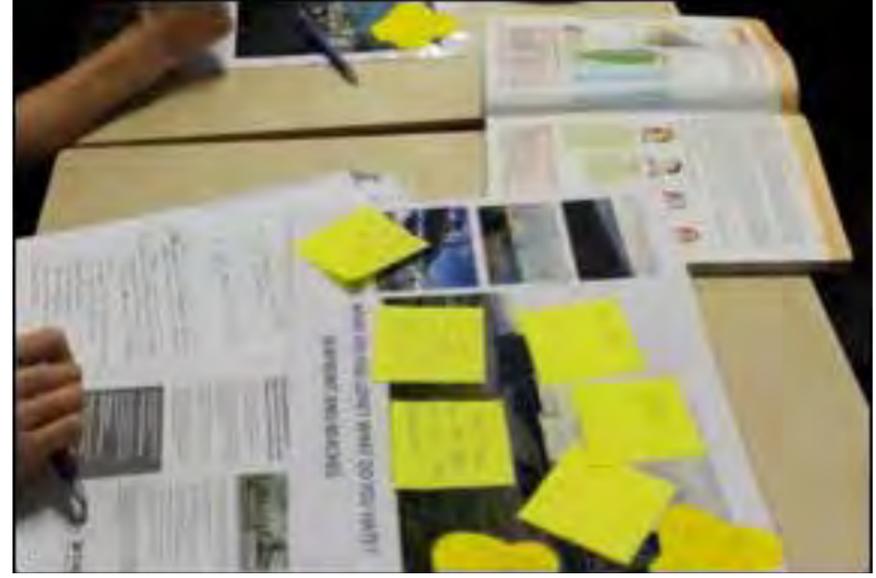
The full list of documents are listed in the Consultation Statement that can be viewed on the Bognor Regis Town Council Website

www.bognorregis.gov.uk

BOGNOR REGIS NEIGHBOURHOOD DEVELOPMENT PLAN



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4 TIMELINE OF EVENTS

December 2011

Neighbourhood Plan Committee set up by Town Council. Made up of all Councillors and chaired by Mrs Sandra Daniells, with Mrs Jeanette Warr as Vice Chairman.

March/April 2012

Logo competition held, with the Regis School students as a way of raising awareness and publicity. The design winner was Connie Dummer, and the strapline winner was Daisy Lawrence

March April 2012

Questionnaire published across the town. Information flyers with a questionnaire were distributed in public places. This was also translated into Polish, Lithuanian and Russian to gauge opinion and seek everyone's ideas.

Things you like best where you live:

Quality of life came out on top, with the weather and in particular the sunshine being a key part. Close behind was the seafront and beach, followed by greenspace and leisure facilities. This included the parks, theatre and the Picturedrome.

Things you like best about the town centre:

Greenspace and leisure facilities came out top in the Town centre, again Hotham Park, the Picturedrome and the theatre. People also liked the economy, business and tourism on offer in the Town Centre – the arcade, the precinct and the shops.

Excluding anti-social behaviour issues, things for improvement generally:

Highways and transport matters came out on top with potholes being a big concern to people, also the uneven pavements. Infrastructure and community provision came close behind with people wanting to see improvements to include more police, more public toilets, more street benches and less litter.

Excluding anti-social behaviour issues, things for improvement in the town:

Improvements to matters relating to economy, business and tourism was what people wanted for the Town Centre. A revival of empty shops, more selection and less charity shops. Also highway and transport matters - the "so called" Pedestrianised London Road, enforcement of cycle paths, improvements to pavements and public transport.

April 2012

Front Runner status agreed with DCLG and £20,000 Front runner grant awarded

June/July 2012

Public meeting and 4 drop in days held in each ward. This was an opportunity for people to learn more and get involved. Flyers were also distributed to every group/organisation on the Bognor Regis Town Council database to encourage engagement and involvement and build capacity. A communication strategy was considered and a facebook page set up.

August 2012

Neighbourhood Plan Committee approached by the Prince's Foundation with offer of support until March 2013

September 2012

Neighbourhood Plan Steering Group set up comprising of Town Councillors, organisations such as members of Resident Associations, The Civic Society, Bognor Regis Local History Society, TBI (The Business Interchange) and the Chamber of Commerce as well as members of the public. It also includes representatives from Bersted Parish Council, Felpham Parish Council, Aldwick Parish Council, community groups and churches. Chairperson is Mrs Ann Rapnik, and Vice Chairman Mrs Sandra Daniells.

October/November 2012

Focus groups set up by Steering Group in response to issues identified by the community, regeneration, planning/housing, infrastructure and community provision, economy, business and tourism, roads and transport, greenspace and leisure facilities, seafront and beaches.

November 2012

Scoping workshop held with the support of the Princes Foundation to review issues, agree an indicative timetable and get agreement on the way forward regarding key design/planning issues. At the same time discussion was had around progressing further engagement to progress the neighbourhood plan.

December 2012

Visit to Regis School—Committee Chairman and Planning Support Officer engaged with years 7 & 10. There were lots of positive comments about the Picturedrome, the children wanted to see it improved, possibly with more screens added. They wanted more activities for youth including bowling alleys, improved skate parks, 3G football fields and an ice rink. Similar comments were made by the children as the adults, wanting to see cleaner streets, an improved shopping experience in the town with better quality shops and less potholes.

February 2013

Valentine's Day Event held in the Town Centre, called "Love Bognor Regis". There was a good turnout and over 80 comments were received. The following were identified as loved:

-Greenspace and Leisure in particular the Picturedrome and the parks

-Seafront and Beaches

And the following needed:

-Economy i.e. more shops and restaurants

-Leisure—more facilities needed, improvements to the theatre.

March 2013

A 3 day Design and Planning Enquiry by Design Process with public exhibition attended by over 80 people.

See report for more details (<http://www.bognorregis.gov.uk?BR-Town-Council/UserFiles/Files/Strategis%20Documents/130321%20FINAL%20Bognor%20Regis-neighbourhood%20planning%20reportrev%20b.pdf>)

April 2013

St Wilfrid's Cub Event—St Wilfrid's Church Hall Bognor Regis— Members for the Greenspace and Leisure Group assisted by the South Bersted Cubs collated information from the public at a drop-in day. As part of their community Engagement the cubs held an open day with some of the Steering Group members to help with the evidence gathering. Afterwards they collated all the evidence and presented it to the Town Mayor Cllr. Eileen Anderson. Working on the same theme as before—What do you like about Bognor Regis ?- What would you do if you were Mayor for the day?

May 2013

At the May 2013 Council Meeting the Neighbourhood Plan Committee membership was reduced to 9 Councillors.

18 June 2013

Seafront Strategy Action Plan Workshop.

An event organised by ADC and independently planned and facilitated by Angela Koch, Imagine Places. Over 30 local stakeholders attended the workshop.

August 2013

Consultants BPUD was commissioned to advise the group on strategies to advance the plan. It was then decided to redefine the groups into themes and to concentrate on one topic at a time for maximum input.

1-Seafront, Pier and Butlin's (J.Warr)

2-Conserving and enhancing assets– including Hotham Park and other open space (K.Davis)

3-Better connections and spaces across the town centre and its hinterland, minimising impact on the environment (T.Gardiner)

4-Focus on improving the town centre and station (S.Daniells)

5-Housing, employment and deprivation (R.Nash)

Each theme leader did some initial work with their focus groups which was presented to the Steering Group with relevant bodies invited to attend that particular meeting.

September 2013

Application for Direct Support was made to the Supporting Communities in Neighbourhood Planning and a Planning Aid Officer from Locality was assigned. Further support from Locality was given and a consultant was appointed to assist with the policy writing in Spring 2014.

21st January 2014-Meeting

Housing Allocation for Bognor Regis, including site allocations, numbers, developers and community consultation attended by (Donna Moles/Neighbourhood Planning Development Officer ADC)

18th February 2014—Meeting

Housing Allocation for Bognor Regis

Attended by (Andy Elder Housing Strategy and Enabling Manager for ADC: Donna Moles/Neighbourhood Planning Development Officer ADC: Val Souchet and Bobby Hewitt Bognor Community Organisation)

13th March 2014—Meeting

Seafront Station & London Road attended by (Caroline Gosford Senior Regeneration/LSP Manager ADC: Sue Holmes Head of Street Scene & Leisure Services BRTC; Donna Moles/Neighbourhood Planning Development Officer ADC)

22nd April 2014—Meeting

Conserving and enhancing assets including Hotham Park and other open space attended by (Martyn White Conservation Officer Planning Policy ADC, Oliver Handson Greenspace Contract & Development Manager Greenspace & Emergency Planning ADC, Donna Moles/Neighbourhood Planning Development Officer ADC)

27th May 2014—Meeting

Seafront and Pier attended by (Liz Beth Planning Aid, Angela Koch Imagine Places)

19th June 2014—Meeting

Butlin's seafront & Pier with Resort Manager Jeremy Pardy to discuss aspirations and plans for Butlin's Seafront (Sheila Green BRTC, Angela Koch Imagine Places)

24th June 2014—Meeting

Feedback seafront & Pier, Bognor Regis Characterisation Study inception (Aaron Davis and Lita Khazaka, Integrated Urbanism Donna Moles/Neighbourhood Planning Development Officer ADC)

4th July 2014

Public Drop In Days held by Integrated Urbanism as part of the Characterisation study work for Bognor Regis held at the Town Hall and the Methodist Church. People were asked to comment on what they felt captured the character and built heritage of Bognor Regis from iconic buildings to the local materials used.

29th July 2014—Meeting

Better connections and spaces across the town centre and hinterland, minimising impact on the environment– with particular focus on cycling routes (Dave Barton/ Greener Bognor Network, Graham Crouch/ Bognor Cycle Forum, Geoff Farrell/ Sustran Rangers, Liz Beth/ Planning Aid)

27th August 2014

Presentation of 1st outline Neighbourhood Plan (Angela Koch/Imagine Places)

23d September 2014– Meeting

Presentation of first Neighbourhood Plan (Angela Koch/Imagine Places, Donna Moles/Neighbourhood Planning Development Officer ADC)

24th September 2014

Open Evening Drop In Event at The Regis Centre Exhibition and discussion of 1st draft of the Neighbourhood Plan (Evidence base, Vision, Objectives and Draft Policies) attended by over 50 people.

30th September 2014—Meeting

Draft Neighbourhood Plan Review

21st October 2014—Meeting

Draft Neighbourhood Plan Review (Liz Beth Planning Aid)

12th November—24th December 2014

Regulation 14. six week Consultation Period
Draft copies of the plan available for public viewing on line and at various locations around the town. Response forms were distributed for public comments and feedback.

03 BOGNOR REGIS TODAY

In the following chapter we present some key data and insights intended to help us understand a bit more about our history, valued assets and aspects of our identity as a seaside town. This include information on who lives, works and visits Bognor Regis as well as observations on how easy it is for people to get around.

We conclude this section with a summary on opportunities and challenges as identified through the consultation activities at different stages of this neighbourhood plan process and the emerging visions and objectives for the future of Bognor Regis. This section of our plan helps to set the scene and provides a significant part of the rationale for key policies and projects.

3.1 HISTORY AND PLACE TODAY: OUR ASSETS*

Bognor Regis is one of the oldest Saxon sites on record in West Sussex. The town is recorded in AD 680 as Bucgan Ora meaning Bucge's shore. Bucge was one of the few Saxon women to have a place named after her. This Saxon landing place became a small fishing village. Very little remains of Bognor's ancient history today.

Today Bognor Regis with over 1,900 hours of sunshine a year is one of the sunniest places in Britain. At the end of the 18th Century (1785) Sir Richard Hotham began his grand scheme to create an up market resort of Hothampton on the site of a small fishing village called Bognor. He purchased 1,600 acres of land for development. Sir Richard hoped King George III would visit his new town. Hothampton Crescent, known locally as the "the Dome". was built specifically for his use, alas he never came. The Dome is today part of the Bognor Regis College. Sir Richard died on the 13th March 1799. He had created a thriving seaside resort.

In 1753, Dr. Richard Russell published a book entitled "A Dissertation on the use of sea water in the Diseases of the Glands". The fashionable upper and middle classes flocked to the south coast to bathe in the rejuvenating salt water. The bathhouse at No.9 Steyne Gardens was built in 1824 and was used by the more upmarket visitors to Bognor. The sea baths were situated in the basement of the house. The less well-off had hot seawater delivered to their rooms at 4 pence a bucket

" There was great controversy in 1907 when the Railway company broke its agreement with the town authorities and started encouraging day-trippers to Bognor."

BOGNOR'S GROWTH IN THE 19TH AND 20TH CENTURY

On 1st June 1864 the Barnham to Bognor branch line opened, the railway had reached Bognor, which many thought would change the town forever , but, it simply did not happen. Bognor remained a rural town run by and for the landed gentry and upper middle classes that came here for their health and relaxation, just as Sir Richard Hotham had intended. The station we see today was completed in 1902: the previous station has burnt down.

"Once established Bognor's growth was quite rapid, the population of Bognor in 1801 was 700: by 1831 this had grown to 3,000."

*Text on history extracted and adapted from http://www.bognor-regis.org/History/history_home.htm

Author Gerard Young



In 1910/11 the population of Bognor was 2,000, during the summer this was boosted by 5,000 day trippers. In 1928, King George V came to Bognor to convalesce after a serious illness. Despite the King's now famous remark "Bugger Bognor" the Royal Family in fact liked the town and Queen Victoria was known to refer to the town as "dear little Bognor".

On the 26th July 1929 the accolade "Regis" was bestowed to the town of Bognor.

"A weeks holiday for a weeks wages", Billy Butlin

BOGNOR AND BUTLIN'S:

Sir Billy Butlin opened Butlin's Holiday Camp in Bognor Regis in 1960. The camp became known as "Southcoast World" and is now known as Butlin's Bognor Regis Resort. The history of Bognor Regis and **Butlin's** goes back to the early 1930's with the opening of an amusement park and zoo.

In 1999, Butlin's built a large indoor leisure park. In 2005 a new £10m hotel called "The Shoreline" was unveiled at the Bognor Regis resort. A second hotel "The Ocean" opened on the site in the summer of 2009 and general landscaping and upgrading has also taken place.

A third hotel "The Wave" opened in the summer of 2012. There are significant investments planned for the future that aim to increase hotel capacity and improve Butlin's "relationship" with the seafront and town.



Butlin's



CONSERVATION AREAS AND LISTED BUILDINGS AND STRUCTURES

Today, there are four conservation areas in Bognor Regis. They are:

~Aldwick Road conservation area: This represents an early westward extension of the seaside resort with imposing regency style buildings fronting the sea with balconies.

~Bognor Regis railway station conservation area: The Railway station (1902), Picturedrome (1886) and the Reynolds Repository (1911) form an imposing group of late Victorian/Edwardian buildings and a potentially great arrival experience for those arriving and departing by rail.

~Steyne and Waterloo Square conservation areas: The Steyne dates from the 1820's and is formed of modest terraces, imitative of the early period of resort architecture and including the Royal Norfolk Hotel, dating from the 1840's. Waterloo Square conservation area represents an historically important space and landscape area, originally intended to protect views from Sir Richard Hotham's Fitzleet House (no longer standing). Within this space the Pier forms a strong focal point.

~A conservation area known as Upper Bognor Road, focuses on Hotham Park and the set of late 18th century university buildings built by Sir Richard Hotham.

Arun District Council has produced, consulted on but not yet adopted a Conservation Area Management Plan on all of the conservation areas in the district. To add further evidence and indeed guidance to our investors and applicants, Bognor Regis Town Council commissioned the "Bognor Regis Characterisation Study" to identify and map important landscape, townscape and architectural features as well as reoccurring patterns that underpin Bognor's built environment characteristics and identity as a seaside town. Useful evidence here is provided by Supplementary Planning Document "Buildings and Structures of Character", Adopted September 2005(saved Local Plan Policy, GEN22). It lists on pages 11 to 17 all 'Buildings or Structures of Character.' These are also illustrated in the Bognor Characterisation Study 2014 and in Appendix 2 of the document.

In the following, we summarise the key built environment features and some of the reoccurring patterns as picked up by the Bognor Characterisation Study. Together they contribute to Bognor Regis' seaside town identity.

In addition to the nationally Designated Heritage Assets mapped (FIGURE1, Page 9) and "Key Views and Vistas" identified below, we include all "Buildings and Structures of Character"(locally listed, appendix 2) as well as the following "buildings, spaces and structures" into our list of "designated and un-designated" Heritage Assets as used in the policy section of this document:

~Railway sheds alongside the nationally Listed Bognor Regis Railway station building

~The Heritage style lamp posts along the seafront

~ Quality of concession buildings along the seafront

~The Bingo Hall

1. 2-3-5 Marine Parade
2. Culver Cottage 37 Aldwick Road
3. White Tower 16 Aldwick Road
4. 14-19 Scott Street
5. 1 & 2 Norfolk Place ,West Street
6. The Lodge ,West Street
7. Royal Norfolk Hotel, Aldwick Road
8. Portland House, West Street
9. Gordon House, 25 The Steyne
10. 19-23 The Steyne
11. Salsbury House, The Steyne
12. Thorneycroft, 15—17 The Steyne
13. Edmond House, 14 The Steyne
14. Roseleigh, 11 The Steyne
15. 9 The Steyne
16. Jubilee Fountain, The Steyne
17. 8 and 10 The Steyne
18. 22 The Steyne
19. 17 Waterloo Square
20. 11-15 Waterloo Square
21. 7 and 9 Waterloo Saquare
22. Bognor Regis Pier, the Esplanade
23. 61-65 High Street
24. Bandstand, The Esplanade
25. Bognor Regis Town Hall, Clarence Road
26. 1-6 Albert Road
27. Manora & Valhalla, High Street
28. The Bognor Club, 2 Sudley Road
29. Susses Hotel, High Street
30. Picturedrome, Canada Grove
31. Railway Station, Station Road
32. 20 and 22 Glamis Street
33. Laurel cottage, Church Path
34. Sudley Lodge, High Street
35. The Icehouse of Hotham House, London Road
36. Hotham Park House, London Road
37. 71 Upper Bognor Road
38. 67 and 69 Upper Bognor Road
39. 65 Upper Bognor Road
40. 55A Upper Bognor Road
41. St Michaels, 57 Upper Bognor Road
42. The Dome, 55 Upper Bognor Road
43. Mordington, 53 Upper Bognor Road
44. Niagara House, 51 Upper Bognor Road
45. Otterham House, 49 Upper Bognor Road
46. Spencer Terrace, 45 &47 Upper Bognor Road
47. Redgate House, 43 Upper Bognor Road
48. The Shrubbery, 41 Upper Bognor Road
49. Myrtle Cottage, Mead Lane
50. Middleton Lodge, Mead Lane
51. Little Elms, Hook Lane
52. Manor House, Chichester Road
53. St Mary Magdalene Church, Bersted Street
54. Nan's cottage Bersted Street
55. Clematis Cottage, Bersted Street
56. Queen Victoria Tavern, Bersted Street
57. Daubeny Cottage, Bersted Street
58. Daubeny House, Bersted Street
59. Hollywood House & Oldlands House, Bersted Street
60. Boniface Cottage & Vicarage Cottage, Bersted Street
61. Leslie Cottage, Bersted Street
62. Hereford Cottages, 1-4 Bersted Street
63. 104 Highfield Road
64. Berghstede House, Shripney Road
65. The Farm, 1 and 2 Shripney Road

FIGURE 1: NATIONALLY DESIGNATED HERITAGE ASSETS(INCLUDING IMPORTANT VIEWS AND VISTAS MAPPED) 2014



SOURCE: HERITAGE ASSETS MAP INCLUDING IMPORTANT VIEWS AND VISTAS, BOGNOR REGIS CHARACTERISATION STUDY 2014

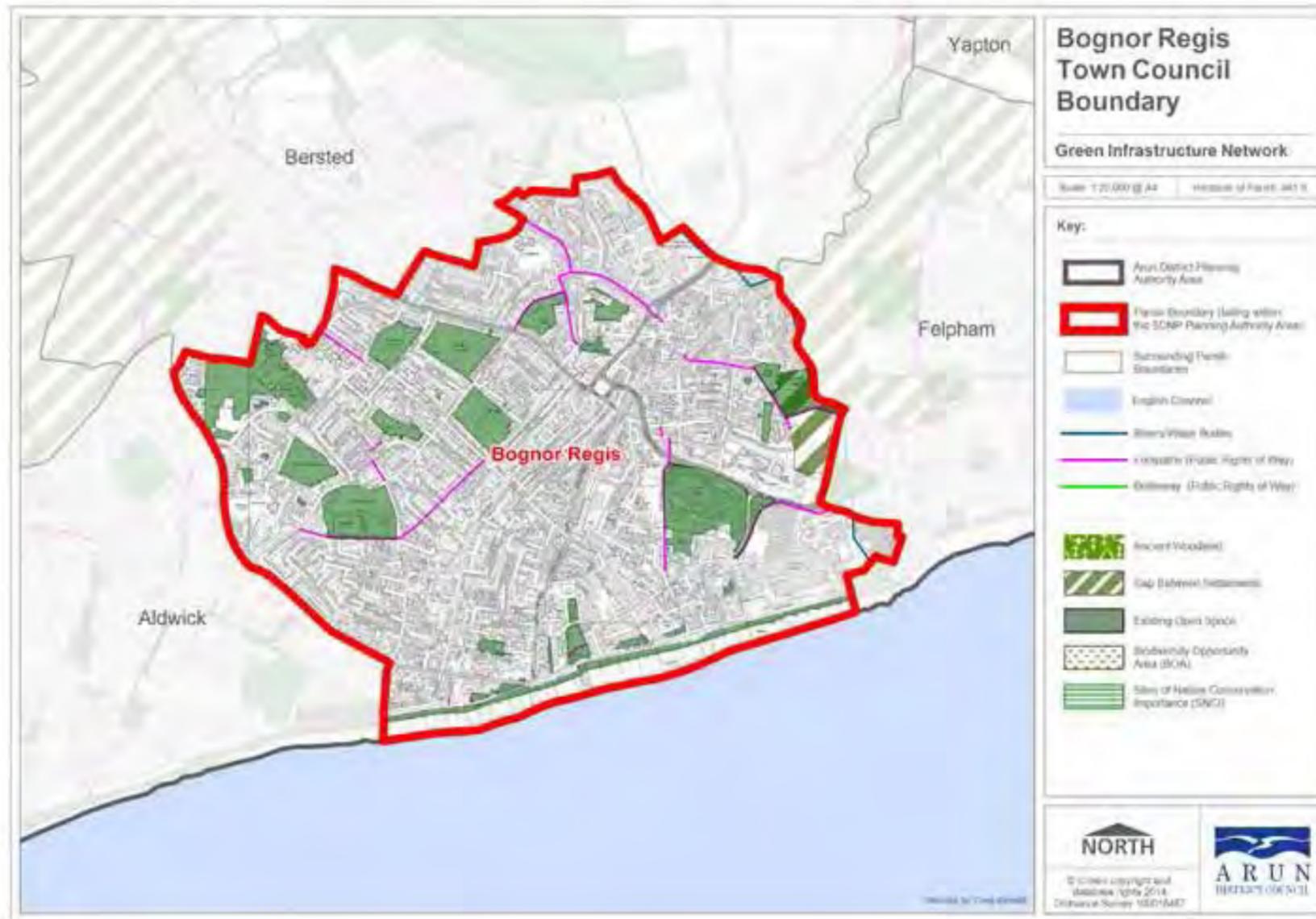
SELECTED LANDSCAPE FEATURES AND PATTERNS:

As illustrated in Figure 2 Bognor Regis comprises of a number of Green Infrastructure Assets such as open spaces, parks, playing fields and beach as well as the Strategic Gap between Settlements and Public rights of Ways. The sea and the estimated 1900 hours of sunshine a year further underpin the importance of outdoor spaces and the important role of green infrastructure in the ecological, economic and social fabric of Bognor Regis. Individually and together they form part of the local landscape character. The emerging Local Plan Policy G1 SP1 Green Infrastructure and development will provide a level of protection of these spaces by stating the following:

“All major development must be designed to protect and enhance existing Green Infrastructure assets and the connections between them, in order to ensure a joined up Green Infrastructure Network” (October 2014)

Along the seafront we find a landscape pattern framed by staggered and set back building blocks and linear parks of different scale.

FIGURE 2: GREEN INFRASTRUCTURE ASSETS, EMERGING LOCAL PLAN, JULY 2014





KEY TOWNSCAPE FEATURES AND PATTERNS
(PLEASE VIEW BOGNOR REGIS CHARACTERISATION STUDY 2014 FOR MORE INFORMATION)





TERRACED HOUSES



BUILDINGS WITH VERANDAS



KEY ARCHITECTURAL FEATURES AND PATTERNS: SEA TO LAND (PLEASE VIEW BOGNOR REGIS CHARACTERISATION STUDY 2014 FOR MORE INFORMATION)



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3.2 WHO'S HERE AND WHO'S VISITING?

In 2011, the year of the most recent census, the parish of Bognor Regis was home to 24,064 people. The 2001 census had our residential population at 22,555 that year. In 2011 there were over 1,500 more people living in Bognor Regis compared to 2001. That's an increase of 6.7% which is higher than the average increase across Arun District Council (6.2%) but lower than the average national increase of 7.9%

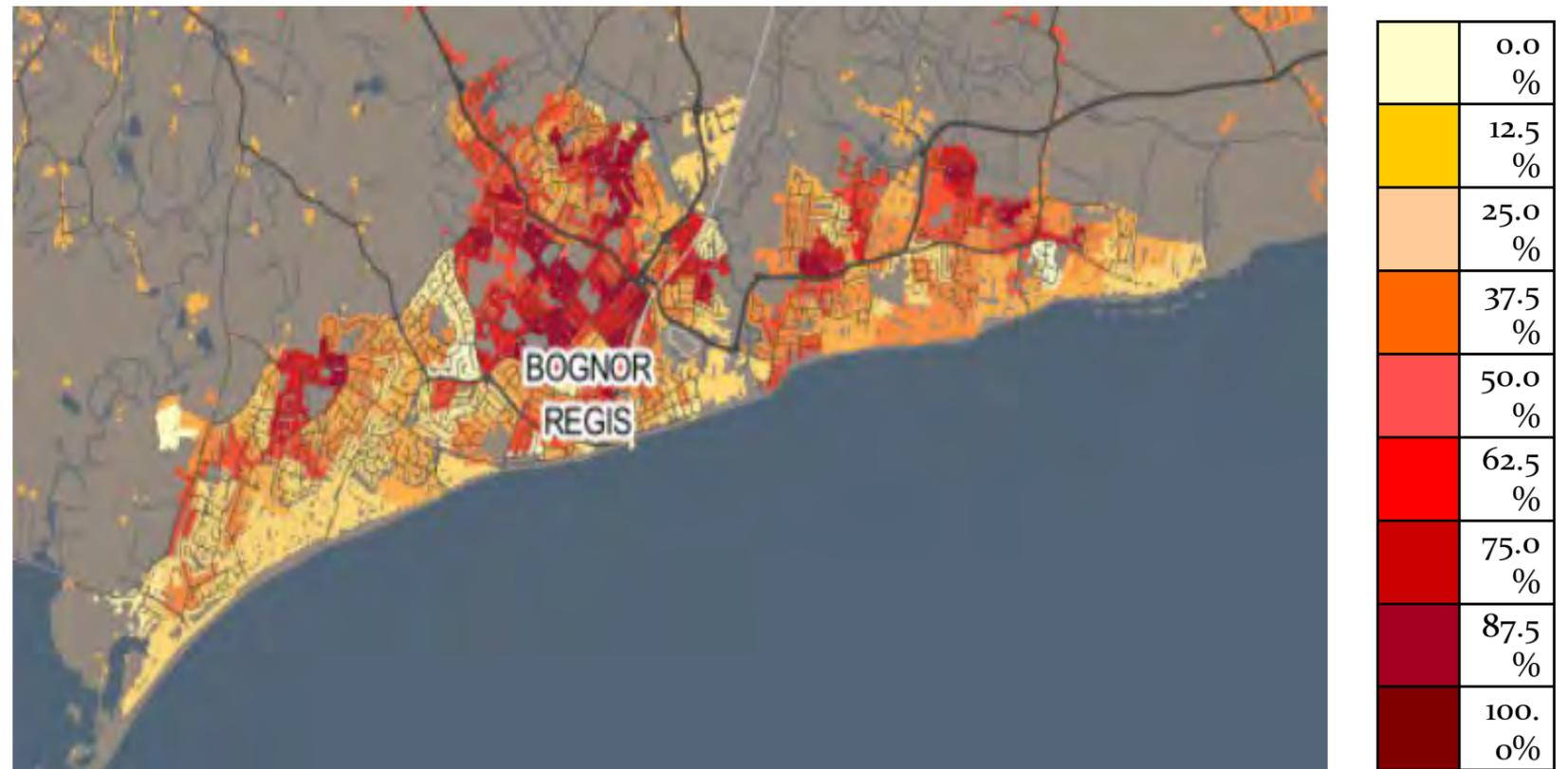
In 2011, each of the four wards within Bognor Regis (Hotham, Marine, Orchard and Pevensey) was home to about 5,500 to 6,500 local people. Considering the size of the parish of 4.41km² or 1.70 sq. mile, a population density for the mostly built up parish of 5,457 inhabitants per km² or 14,130 per sq. mile can be calculated.

Bognor Regis is located at the heart of a larger built-up area along the coast with the parish of Aldwick lying to the west, the parish of Bersted to the north and Felpham to the east. In 2011, the four parishes together had a residential population of about 53,000 people. It is estimated that the wider catchment of the Bognor Regis town centre comprises a residential population of about 65,000 people.

Aligned with the increase in population the census suggests an increase of the number of households from 9,915 in 2001 to 10,352 in 2011. In 2011, over 1700 households (16.1%) in Bognor Regis lived in conditions defined as overcrowded. Across England the average is stated at 8.7%. This indicates a significant lack of rooms in local homes.

Looking at the composition of households, we find that in 2001 about 48.5% (4811) of all households were single or lone parent households. Remarkably, between 2001 and 2011, the number of single pensioner households dropped significantly from 2,058 to 1,656 and the number of single households below pension age increased from 2,013 to 2,404. This is reflected in the overall trend in the age structure of our local population.

FIGURE 3: PROPORTION OF HOUSEHOLDS WITH DEPENDANT CHILDREN 2011



SOURCE: CASAULC, www.datashine.org.uk

The people in Bognor Regis are younger compared to the rest of the district and we are getting younger.

In 2011, 41.7% (10,039) of all residents were aged between 17 and 44, compared to 39.1% in 2001. This increase in residents aged between 17 and 44 is in line with a district wide trend. However, with 30.8% in 2001 and 32.9% in 2011 for the district as a whole, Bognor Regis has a much higher proportion of residents in this age group. This would indicate that the need for family sized accommodation, local employment, training, education, entertainment, cultural and play facilities, as well as child and family friendly movement networks is greater than ever.

Figure 3 illustrates the geographical distribution and significantly higher proportions of households with dependant children in Bognor Regis compared to Aldwick and Felpham and between coast and hinterland.

WHO'S VISITING?

Bognor Regis is nationally if not internationally, synonymous with Butlin's. Butlin's holiday resort is owned and run by Bourne Leisure Ltd, a major local employer and stakeholder. With about 350,000 guests each staying annually between 3 to 7 nights and using not only many of the on-site attractions but also the seafront and facilities within the town centre, they are the undisputed powerhouse of our tourism offer and seaside economy. There are only three Butlin's holiday resorts remaining in the UK: Bognor Regis, Minehead and Skegness.

Beyond Butlin's there are also around a dozen guest houses, Bed & Breakfast establishments and independent hotels, such as the Royal Norfolk, The Royal and The Prom.

Reviewing online pages such as Trip Advisor highlights that beyond Butlin's our overnight visitors and would-be visitors have a relatively limited range of accommodation options to choose from, particularly in terms of medium to higher end seafront hotels, B&Bs and guest houses. Even private accommodation options offered via Air B&B and similar online booking platforms are limited. This is possibly related to the high proportion of socially rented properties and associated tenancy restrictions along the seafront, town centre and Bognor Regis as a whole.

There is no visitor data collected for the whole of Bognor Regis which would allow us to understand more about the volume and needs of day visitors, beach users, town centre uses, employees or how many of these are based at Butlin's. The team at Butlin's kindly assisted the Town Council in understanding a bit more about the people who visit Bognor Regis and stay at Butlin's by sharing their data.

Figure 4: annual visitors to Butlin's in Bognor Regis by postcode (British Mainland)



In the following we summarise some of those key facts and figures:

- 350,000 guest annually stay on average about four to five days at Butlin's which adds to over 1.5million visitor nights spent in Bognor Regis. That's as many guest nights in Butlin's alone as people who used the British Library in 2012 or, 50% more people than went to see the Eden Project in Cornwall in 2012.

- About 25% of all guest bookings are during the summer holidays with guests staying usually for seven days. During the rest of the year most guests stay three nights (Fri-Mon) or four nights (Mon-Fri).

- There are over 2,400 hotel rooms and over 2,500 apartments in the resort, adding up to over 5,800 beds.

- During peak times there are up to 4,500 guests at Butlin's equating to an increase of 18% in the daytime population of Bognor Regis. During less busy times there are between 3,500 to 4,000 guests

- The average size for groups of adults is 5.5 and for families 4.1

- The average age of visitors is heavily dependant on the type of break offered. For adult breaks it is around 38 years. For family breaks it varies significantly with usually two adults and two children during school holidays and two adults with younger children on midweek term breaks.

- Figure 4(left) illustrates from where visitors originate . The analysis highlights the importance of London (about 22% of all guests at Butlin's live in Greater London), the towns of the Thames Gateway and around Greater London, Bognor Regis itself, the coastal towns along the South Coast and the Midlands. Interestingly though, nearly 18,000 (5%) of the annual 350,000 visitors to Butlin's in Bognor Regis are from Minehead in West Somerset, the location of another Butlin's Holiday Resort. The other important fact illustrated in Figure 4 is that many of Butlin's guests (about 7900) originate from Bognor Regis itself.

3.3 LIVING IN BOGNOR REGIS

In 2011, the 24,064 residents of Bognor Regis lived in over 10,350 households. Compared to 2001, the average household size in Bognor Regis has increased from 2.27 in 2001 to 2.32 in 2011. This average household size increase compares to a constant household size in the district (2.24) and nationally (2.40).

In 2022, 83.9% of our residents were born in the UK and about 16.1% (3800) of our residents were born outside the UK (11.6% in the European Union and 4.5% outside the EU member state). The UK average in 2011 was 86.9% respectively 13.1% (9.4% in the European Union and 3.7% outside the EU). Compared with its rural hinterland Bognor Regis is as culturally diverse as many other towns and cities.

Figure 5 illustrates the variations in average house prices (red for higher price levels, green for lower price levels) in Bognor Regis and the wider urbanised area. Large parts of Bognor Regis, the town centre and particularly surprisingly the seafront, which is a great natural asset, show house price levels around the 200k mark, significantly lower than Felpham's and Aldwick's seafront properties that sell for more than 500k, even though they do not have a national railway station in walking distance.

These affordable house price levels in Bognor Regis are partly explained by the amount and distribution of social housing provided by the public sector and its agencies in the local area. Figure 6 opposite highlights that neighbouring parishes show significantly lower levels of social housing provision hence higher proportions of privately owned and occupied properties. This underpins the fact that our town provides by far the vast majority of social housing in the wider local area.

A more detailed look at the type of tenure by ward is provided in Figure 7. It is notable that the reposition of people/households living in social and private rented homes from agencies (38%) and to a lesser extent from the local council (8%) are significantly higher than in the District (19.3%) and England (25.1%) as a whole.

FIGURE 5: AVERAGE HOUSE PRICES IN JUNE 2014 (LAND REGISTRY DATA, SOLD PRICES)

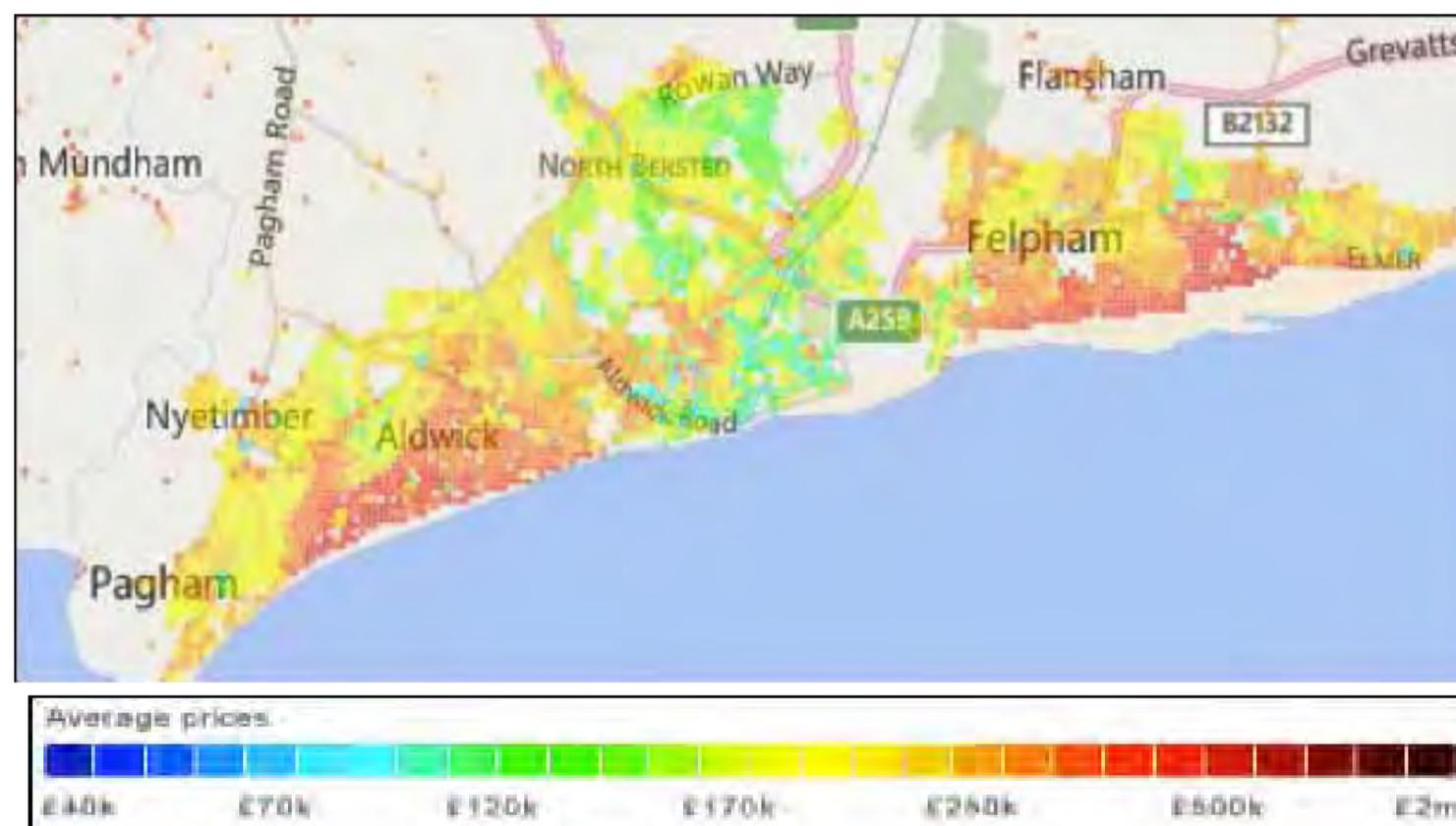


FIGURE 6: PROPORTION OF SOCIAL HOUSING OF ALL HOMES

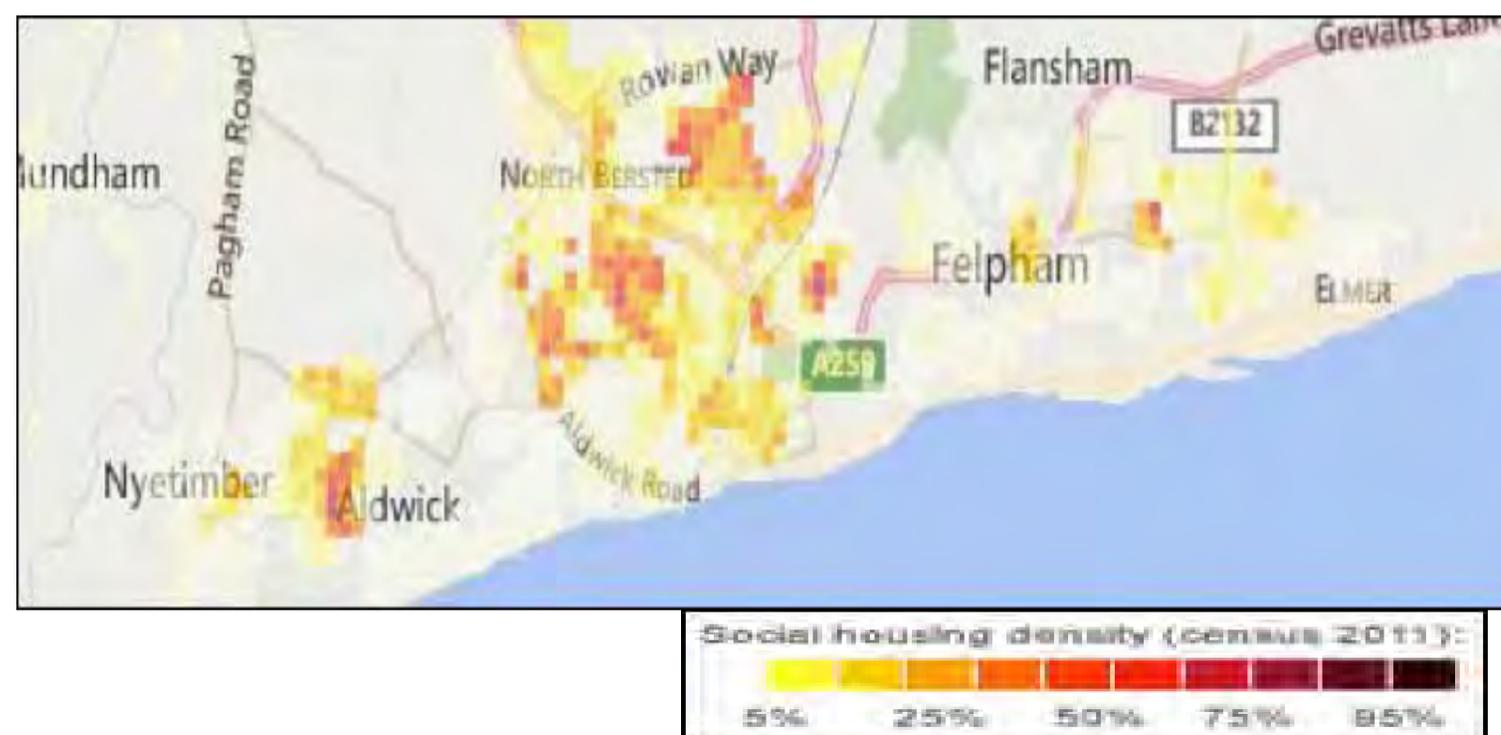
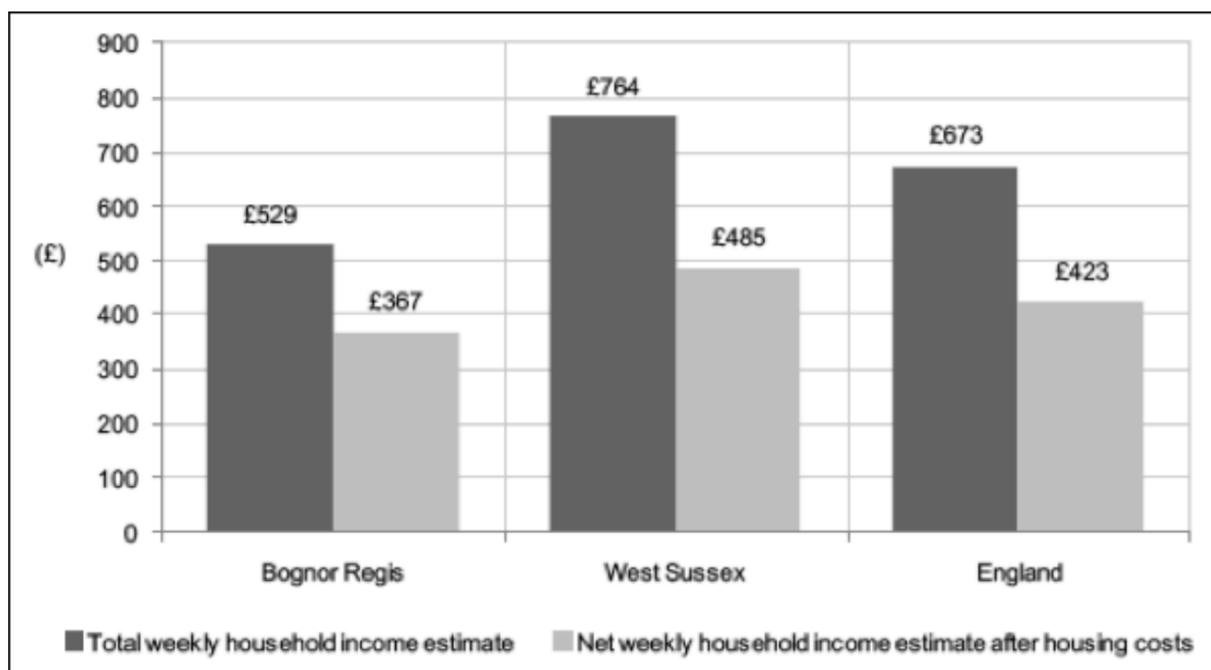


FIGURE 7: HOUSEHOLD TENURE BY WARD 2011

Tenure	Hotham	Pevensey	Orchard	Marine	Bognor Regis	District	England
Owned Outright	796 29.0%	567 23.8%	654 26%	678 25%	2,695 26%	28,581 42.8%	6,745,584 30.6%
Owned with Mortgage/Loan	612 22.3%	721 30.3%	842 33.5%	499 18.4%	2,674 26%	20,673 31%	7,229,440 32.8%
Shared Ownership (part own/part rent)	39 1.4%	37 1.6%	18 0.7%	24 0.9%	118 1%	566 0.8%	173,760 0.8%
Social Rented (from local Council)	111 4.0%	353 14.8%	252 10.0%	81 3.0%	797 8%	3,225 4.8%	2,079,778 9.4%
Social or Private Rented (Agency/Letting Agency)	1,154 42%	667 28%	725 28.9%	1,396 51.5%	3,942 38%	12,872 19.3%	5,539,696 25.1%
Living Rent Free	34 1.2%	34 1.4%	23 0.9%	35 1.3%	126 1%	789 1.2%	295,110 1.3%
TOTAL					10,352	66,706	22,063,368

Source: Census 2011

FIGURE 8: WEEKLY AVERAGE HOUSEHOLD EARNING, 2008 DATA AND IN £'s

Source: Community profile for Bognor Regis (Parish) produced by ACRE 2013 using ONS2008 Household Income survey time survey was run nationally)

Marine and Hotham wards, with 52% and 42% respectively, display the highest levels of social and/or private rented properties in Bognor Regis. This could suggest that a more targeted approach regarding the mix of tenure for new homes could have a positive impact on greater local housing choice, particularly in the town centre and along the seafront.

Figure 8 compares weekly average household earnings before and after housing costs in England, West Sussex and in Bognor Regis. Perhaps unsurprisingly, households in Bognor Regis show lower average earnings in the 2008 data set. This is also reflected in the cost of housing which is on average £162 per week. Correspondingly, the household income is significantly lower than housing costs in West Sussex (£279) and in England (£250).

A stark reminder of the links between economically hard-pressed households, available choices of tenure, access to qualifications, education, health and aspiration is strongly underpinned by the following facts:

- Life expectancy of people living in Marine ward in 2011 was 74.2 years nearly 6 years lower than the average across the district.

- 21.6% of local people suffer from a limiting long-term illness which is significantly higher than the stated proportions of the people in West Sussex (17.2%) and England (17.6%)

- In 2011 there were over 950 children (21.3% of all children aged 0-15 years old) living in households in receipt of out of work benefits, which is too often connected to child poverty

- In 2010 over 33.7% of children lived in lone-parent households which is a significantly higher proportion compared to England (on average 28% between 2005 and 2010) and West Sussex (on average 20% between 2005 and 2010)

In the following section we take a closer look at some selected facts around "Working in Bognor Regis" our key areas of economic activity and inactivity, important industries and future opportunities.

3.4 WORKING IN BOGNOR REGIS

Geographically, we have at least four main local centres of employment in Bognor Regis:

EMPLOYMENT CENTRE NO1: THE TOWN CENTRE AND SEAFRONT

Our town centre is the largest in the district and designated as "town centre". We are also a popular tourist and holiday destination. The local catchment area of our town centre is estimated at about 60,000 people. In addition, there are on average around 3,500 daily Butlin's guests and many of those guests visit our town centre.

The centre is located at the heart of the wider built up area and towards the seafront with the primary retail frontage at London Road leading to The Arcade (South of the High Street) but not quite linking up with the promenade. The secondary retail frontage is focussed along the High Street, the northern section of the London Road and Queensway. It is not known how many people work in or town centre on a daily basis however a study by GOAD in 2007 estimates that there are 121,000 square meters of floorspace and about 250 units (from Arun District Council Retail Study 2013). It is estimated that there are thousands of jobs located in the town centre.

Business vacancy rates for the town centre were stated as 6.8% (17 units) in 2007 and 7.9% (20 units) in 2012. Since late Spring 2014 a Town Centre Manager and local partnerships are working actively to bring empty shops and units back into use. Lennox Street and Norfolk Street form part of the wider town centre and provide links to the Esplanade. A small town market (largely non-food) operates at Place St Maur near the seafront every Saturday (March– December) Tuesday (April–October) and Thursday (May–October)

"The household survey results for the Bognor Regis zone confirm the choice and quality of service facilities to be considered good/very good (87%)".

(ARUN RETAIL STUDY, ARUN DISTRICT COUNCIL, APRIL 2013)

There are a number of national retailers present in the main shopping area, London Road, and a fair number of independent cafés, eateries and shops. Overall, the town centre shopping area, which is anchored around the tucked away Morrison's supermarket and a broad range of retail businesses and leisure services, is a busy place during the day but has not yet developed its potential as a place that is open for business providing local services and employment in the evening hours.

"Respondents to the 2013 household survey from within the Bognor Regis zone identified that the majority (66%) considered the range and choice of comparison shops to be average to poor. The scope for a broader range of shops was identified by approximately 24% of respondents as a factor which would encourage greater use of the centre".

(ARUN RETAIL STUDY, ARUN DISTRICT COUNCIL, APRIL 2013)

"The results of the 2012 NEMS Household Survey confirm a general level of satisfaction with the town centre. Of those respondents from the Bognor Regis zone, the main specific issues which attracted more negative than positive feedback related to the range of choice of leisure/entertainment facilities: quality of the environment, and the quality of the evening entertainment. The improvement in the range of shops and leisure facilities were identified as the key factors in encouraging more visits to the town centre".

(ARUN RETAIL STUDY, ARUN DISTRICT COUNCIL, APRIL 2013)

Tourism, cultural and leisure facilities employ a large number of local people in our town. Our seaside economy and the direct and indirect benefits from visitor spending which supports local jobs and businesses is however highly seasonal. During the season the seafront, existing restaurants, pubs, eateries and concessions are certainly part of the town centre experience. The ease of movement between the town centre and the seafront, the range and quality of evening leisure activities, the opening hours of concessions and the weather dependency are however, key barriers to more local jobs and income.

Most of our leisure destinations and facilities are located along or in walking distance of the seafront, with perhaps the exception of two larger caravan parks located north of Shripney Road and west of Chichester Road*, (both in the parish of Bersted).

**mostly an all year round residential static park*

The seafront and beach is Bognor Regis' greatest natural asset and is one of the sunniest places in Britain. A pedestrian and cycle-friendly walkway along the seafront sustains a range of seasonally operated businesses including the pier amusement arcade. The businesses offer beach paraphernalia, deck chairs, ice cream and seafood, children's amusements and rides and the Bognor Regis promenade train.

The Alexandra Theatre, located in the Regis Centre at the point where the town centre is closest to the seafront, has a 352 seat auditorium. It provides on average about four concerts and shows a week with a peak during the busy summer season.

The pier itself has lost its broad appeal due to the lack of public access, reach into the sea and generally poor maintenance through lack of investment. The beach today is made of shifting shingles and an outer sandy foreshore which can be accessed by more able-bodied visitors during low tide. The beach has its attraction all year round.

However, with currently no easy access to the water for parents with buggies and prams, wheelchair users and other mobility impaired visitors there is huge untapped potential for making our seafront and town centre a more attractive place. Better pedestrian links between the town and the seafront would further improve the experience.

Over the last decade, Butlin's has invested heavily in contemporary high quality on-site accommodation and entertainment facilities. They have significantly improved the look and feel of the resort with attractive landscaping and planting. For the near future there is a plan to build three more hotels and associated facilities along the seafront. These facilities are reserved for Butlin's guests.

This level of care and infrastructure investment has not been taking place in the rest of the town. Significant growth in employment, local income and prosperity enjoyed by other southern coastal towns is yet to be experienced in Bognor Regis. Important all weather facilities providing an attractive alternative to a day on the beach off season and/or when its too cold or rainy during the British Summer, are, outside of Butlin's, mostly absent in Bognor Regis.

"The shortage of high quality restaurants in both town centres (Bognor and Littlehampton) is somewhat surprising given the number of visitors to the towns but represent a major weakness of the existing offer which would help create a genuine mixed use destination"

(ARUN RETAIL STUDY, ARUN DISTRICT COUNCIL, APRIL 2013)

Further there is a gap in facilities and services typically associated with a town of Bognor's size such as good quality restaurants and shops.

EMPLOYMENT CENTRE NO2: ARUN RETAIL PARK: SHRIPNEY ROAD NORTH EAST EDGE OF OUR TOWN

Durban Road Industrial Estate and Southern Cross Trading Estate have a significant number of large-scale retail, industrial and manufacturing premises.

In recent years a significant number of national supermarkets, fast food chains, DIY and other typical out-of-town retail chains have opened large scale premises in the area, stretching along the A29, Shripney Road, often offering free car parking. The number of jobs in the area has not been assessed but is likely to be in the hundreds if not thousands. The average wage paid and job density (jobs per m2 floorspace) is assumed to be on the lower end of the scale typical for the retail industry in out-of-town locations.

EMPLOYMENT CENTRE NO 3: BUTLIN'S RESORT

Since its beginning Butlin's has been one of the biggest employers in our town and beyond. Today there are over 850 full-time and part-time jobs with additional staff employed during seasonal peaks.

EMPLOYMENT CENTRE NO 4: THE UNIVERSITY OF CHICHESTER

The university comprises of two campuses, one based in Bognor Regis and one in Chichester. During the 2013 academic year there were 1630 students attending the Bognor Regis Campus and the university employs up to a maximum of 300 staff at any one time (Data supplied by the University of Chichester Press Office)

OTHER RESIDENTS OF THE DISTRICT

In 2011 and according to published census data, 17,889 residents (74%) of Bognor Regis were of working age. Of those of working age, 12,673 (71%) stated that they were economically active and 5,216 (29%) stated that they were economically inactive. Of those residents that stated that they are economically active (12,673):

-7294 were full time employed (57.56% compared with 52.54% across the district)

-2,320 were part-time employed (18.30% compared with 21.98% across the district)

-1589 were self-employed (12.54% compared with 16.54% across the district)

-820 were unemployed (6.47% compared with 4.95% across the district)

-650 were full time students (5.13% compared with 3.99% across the district)

Based on a closer look at the data regarding the occupations of Bognor Regis and the other districts residents we can state the following:

-952 people were managers, directors or senior officials (8.13% compared with 11.6% across the district)

-1,141 were in professional occupations (9.75% compared with 13.3% across the district)

-910 were in associate, professional and technical occupations (7.78% compared with 11.1% across the district)

-1,023 were in administrative and secretarial occupations (8.74% compared with 11.4% across the district)

-1,584 were in skilled trade occupations (13.53% compared with 13.4% across the district)

-1,031 were in sales and customer services (8.65% compared with 8.2% across the district)

-1,083 were process plant and machine operatives (9.25% compared with 7.0% across the district)

-2,300 were in elementary occupations (19.65% compared with 11.9% across the district).

As illustrated in Figure 9 (the five top industries providing employment for about 60% of the economically active residents in Bognor Regis—which equates to over 7,000 local people—are retail (17%) human health and social work activities (15%) accommodation and food services (11%) manufacturing (9%) and construction (8%).

This underpins the significance of the town centre, the tourism and visitor economy including Butlin’s and the health and care sector as foundations of Bognor Regis’ local economy as important sources of income

These industries are typically associated with lower wages and limited opportunities for career progression.

Figure 9 also provides more detail regarding other key industries such as education (7%) and administration (7%) in this regard.

These numbers and proportions stem from the census 2011 and refer to residents. This does not necessarily mean that these jobs are based in Bognor Regis. In fact the census data from 2001 (2011 is not yet published for Bognor Regis) suggests that about half of the local people of working age commute less than 5km to their work place i.e. work within the wider Bognor Regis or neighbouring parishes. If we compare this with commuting distances across the District Council, which average over 16.7km in 2011(up by 2.4km since 2001) many of Bognor Regis’ commuters travel relatively short distances.

At the time of the census in 2011, there were 5,216 residents (29%) that stated that they were economically inactive:
 -2,343 were retired (44.92% compared with 62.80% across the district)
 -802 were students (15.37% compared with 9.54% across the district)
 -680 were looking after home/family (13.03% compared with 11.31% across the district)
 -988 were long term sick/disabled (18.95% compared with 10.82% across the district)
 -403 were classified as other (7.73 compared with 5.53% across the district)

These 2011 figures underpin that our economically inactive population is far less likely to be retired than the average across the district and is far more likely to be affected by long term sickness or different levels of disability. We are also home to over 800 students, related to the growing University of Chichester University campus north of Hotham Park.

FIGURE 9: KEY INDUSTRIES FOR BOGNOR REGIS RESIDENTS IN 2011, CENSUS 2011

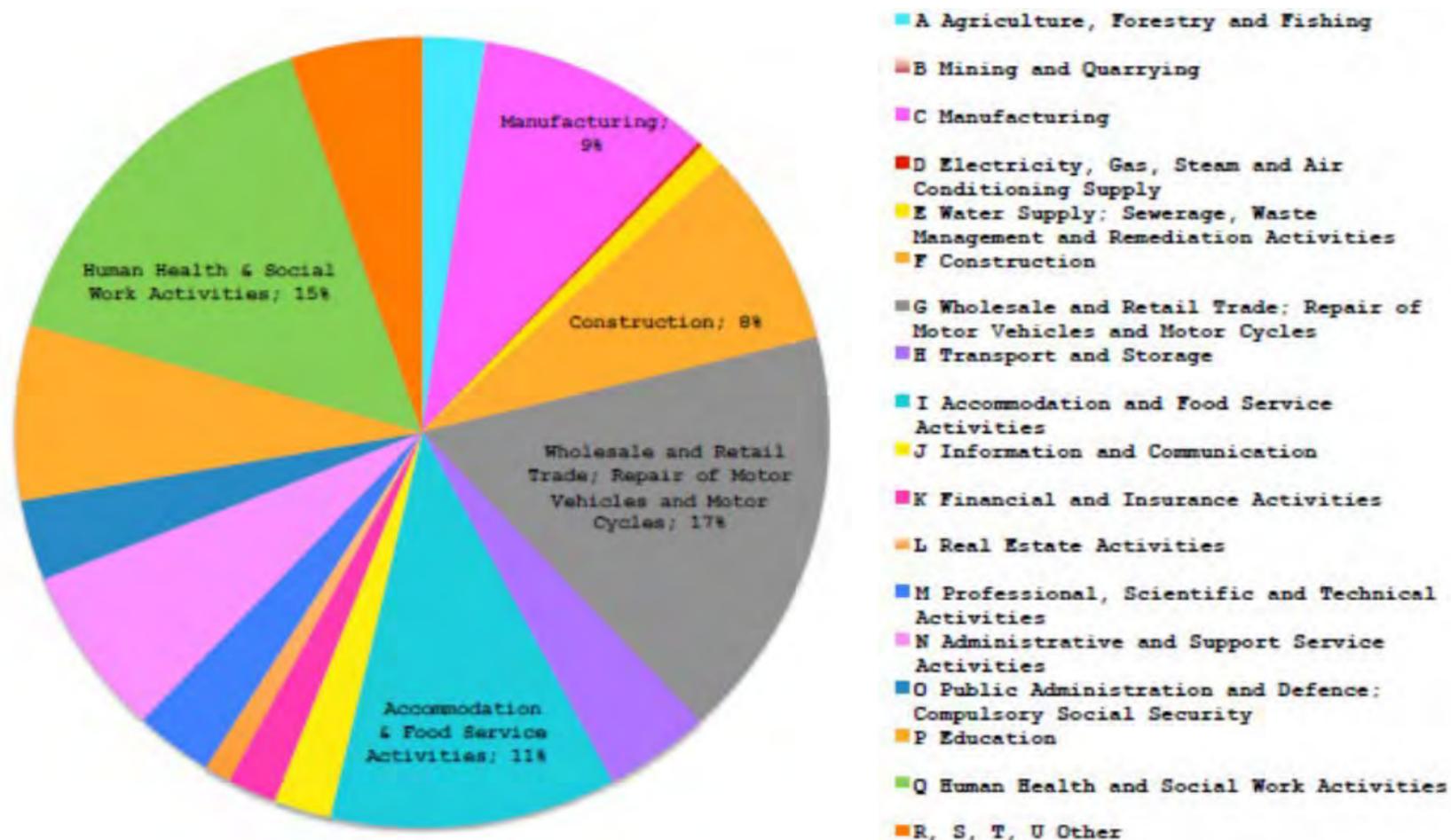
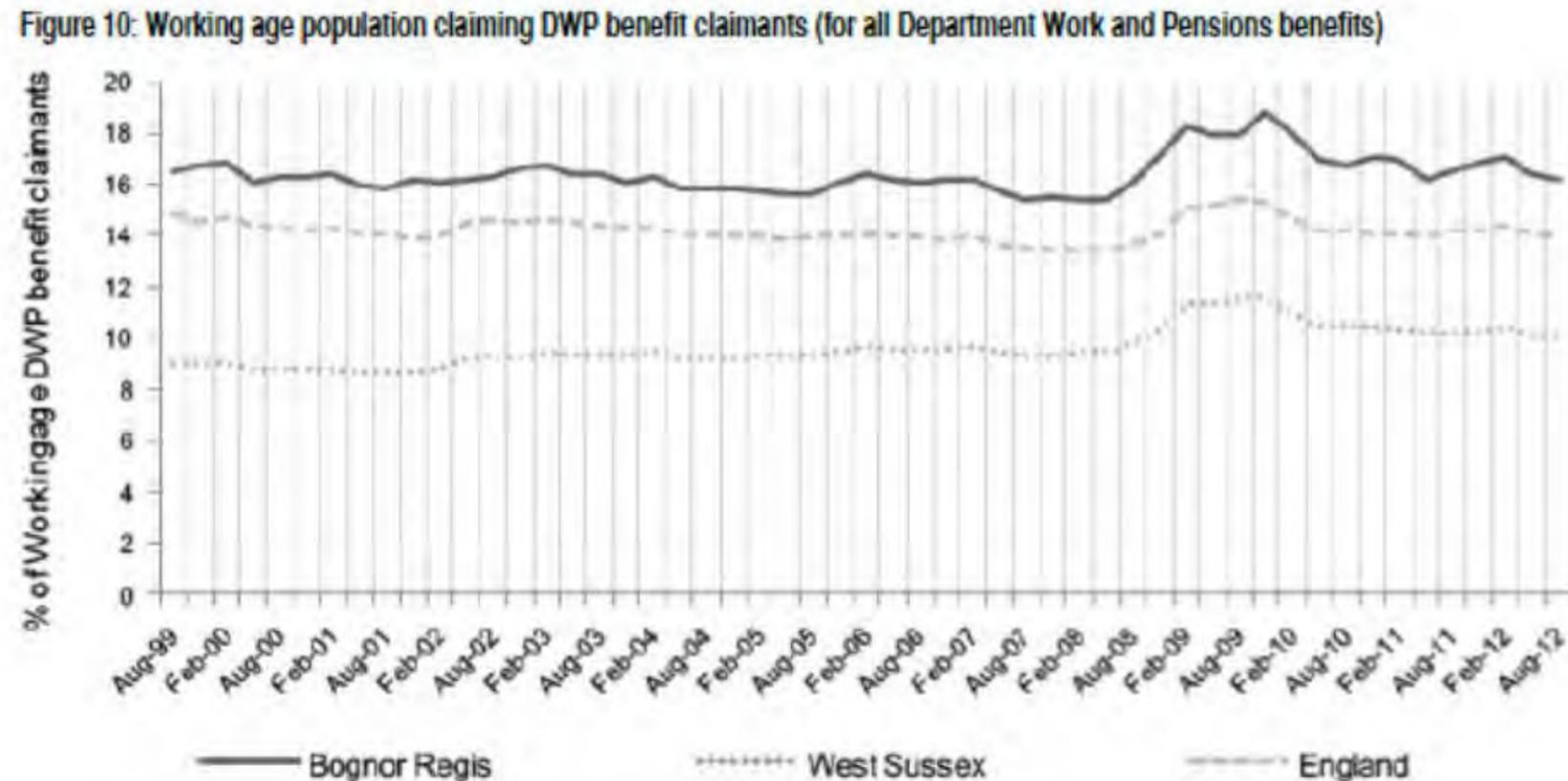


Figure 10 compares the proportion of the population of working age claiming Department for Work and Pension benefits in England, West Sussex and Bognor Regis. Perhaps unsurprisingly Bognor Regis shows consistently higher proportions between 1999 and 2012

The extent of the differences between the comparable rural West Sussex and the urban Bognor Regis is notable and highlights the larger proportion of households and people challenged by low incomes in urban Bognor Regis compared to more rural areas. Compared with the averages across the district our local employment profile suggests relatively lower skills levels of the economically active people in Bognor Regis, associated lower salaries and consistently higher unemployment rates

This is a recurring structural issue when comparing English coastal towns with their more rural hinterlands and when comparing the Coastal West Sussex Partnership Area with other parts of the “Coast to Capital Local Enterprise Partnership Area” (Source: Coast to Capital Economic Assessment Autumn 2013)

Local papers jobcentre information and local agencies suggest jobs in the care industry dominate local vacancies throughout the year. Care, human health and social work activities are indeed one of the key local industries. Nursing and residential care facilities are found across the four wards, often in converted premises.



Source: Community profile for Bognor Regis (parish) produced by ACRE 2013 using IMD 2010 (CDLG), working age benefits (DWP Aug-12) Multiple deprivation (Census 2011) data

3.5 GETTING AROUND

Bognor Regis is connected to London by relatively frequent train and bus connections by Southern Rail and other larger urban centres along the south coast such as Southampton and Portsmouth. There are also train and bus connections to the nearer settlements of Chichester and Littlehampton. Bognor Regis Town Centre is served by eight separate routes which are operated by Stagecoach. The West Sussex Transport Plan outlines ambitious aims in its implementation plan for Arun District (see Appendix 3).

The first phase of the Bognor Regis Relief Road was completed in December 2014. Other elements of the West Sussex Transport Implementation Plan addresses the need for a wide range of improvements. Census 2011 data in Figure 11 however, highlights the relatively low car ownership levels in Bognor Regis hence the dependency of local people on more healthy and sustainable modes of transport such as walking, cycling and using public transport to get around.

In 2001, about 40.4% of all economically active people stated that they work within 2km of their home (census data 2011 is not yet available).

Looking at our accessibility to key services Figure 12 illustrates that the agglomeration of services in our wider town centre and good provision with bus and rail services result in above average accessibility to a good range of amenities compared with West Sussex and England as a whole. The only exception is the time it takes to get to the main hospital Chichester (38 minutes). The Bognor Regis War Memorial Hospital which provides a smaller number of services including a minor injury unit is reported to be closing a ward. Considering the high number of households without access to a car, guests who visit the town and the expected growth in employment and housing within the catchment area of Bognor Regis there is concern that there is less than adequate provision for the care of the people in the town.

The diagram, Figure 13, on the next page was produced during the Princes Foundation Community Planning Workshop in 2013 and was presented and discussed at large public gatherings. The map illustrates the key routes for different modes of getting about in Bognor Regis, key destinations areas of expected significant change in the future and walking and cycling routes in need of improvement. We believe that walking and cycling between the seafront, town centre and the wider urban area is not as easy as it should be in a 21st century seaside town particularly considering the large numbers of households with no car (children, young adults without access to a car and the thousands of holiday guests)

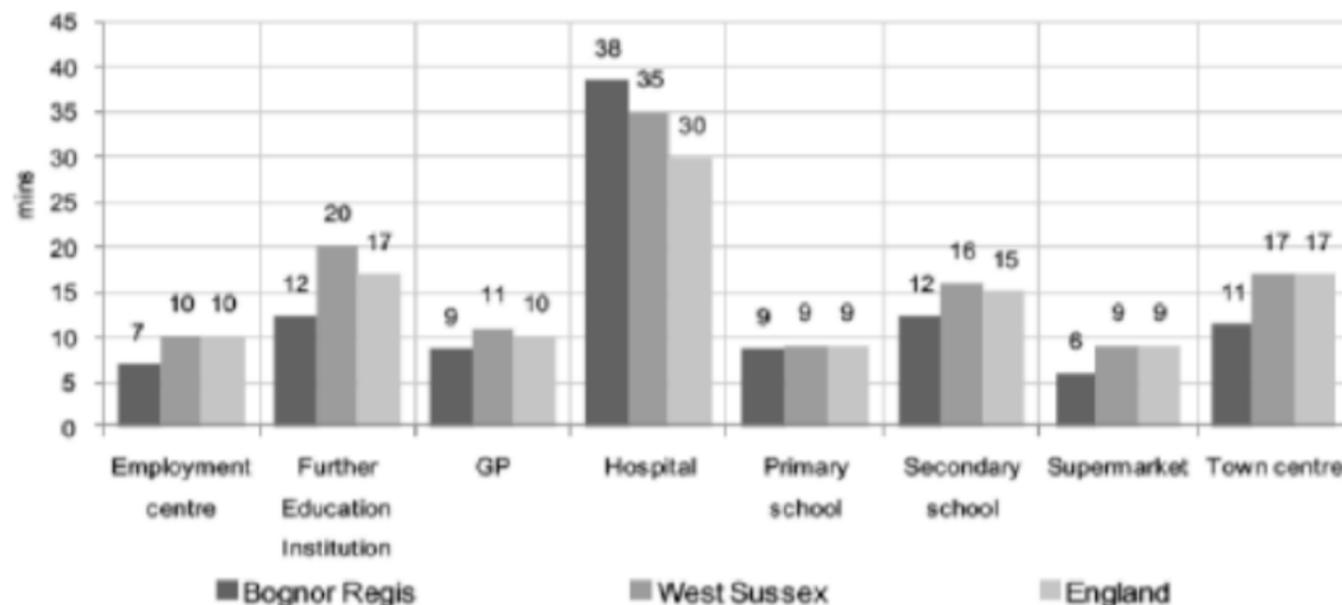
Acknowledged difficulties to move around stem from unnecessary variance in kerb levels, narrow paving, limited pedestrian crossings, guard railings walls and fast moving traffic on the Esplanade (B2189).

This has been identified as having a negative impact on the quality of the town centre and seafront experience. Improved streets and spaces with priority on pedestrians and cyclists being able to fully and safely enjoy the seafront and the town centre is expected to attract more returning visitors. It will encourage them to stay longer and boost support of local business and trade as well as making the experience of moving around the town centre and seafront more pleasant.

FIGURE 11: CAR OWNERSHIP BY HOUSEHOLD, CENSUS 2011

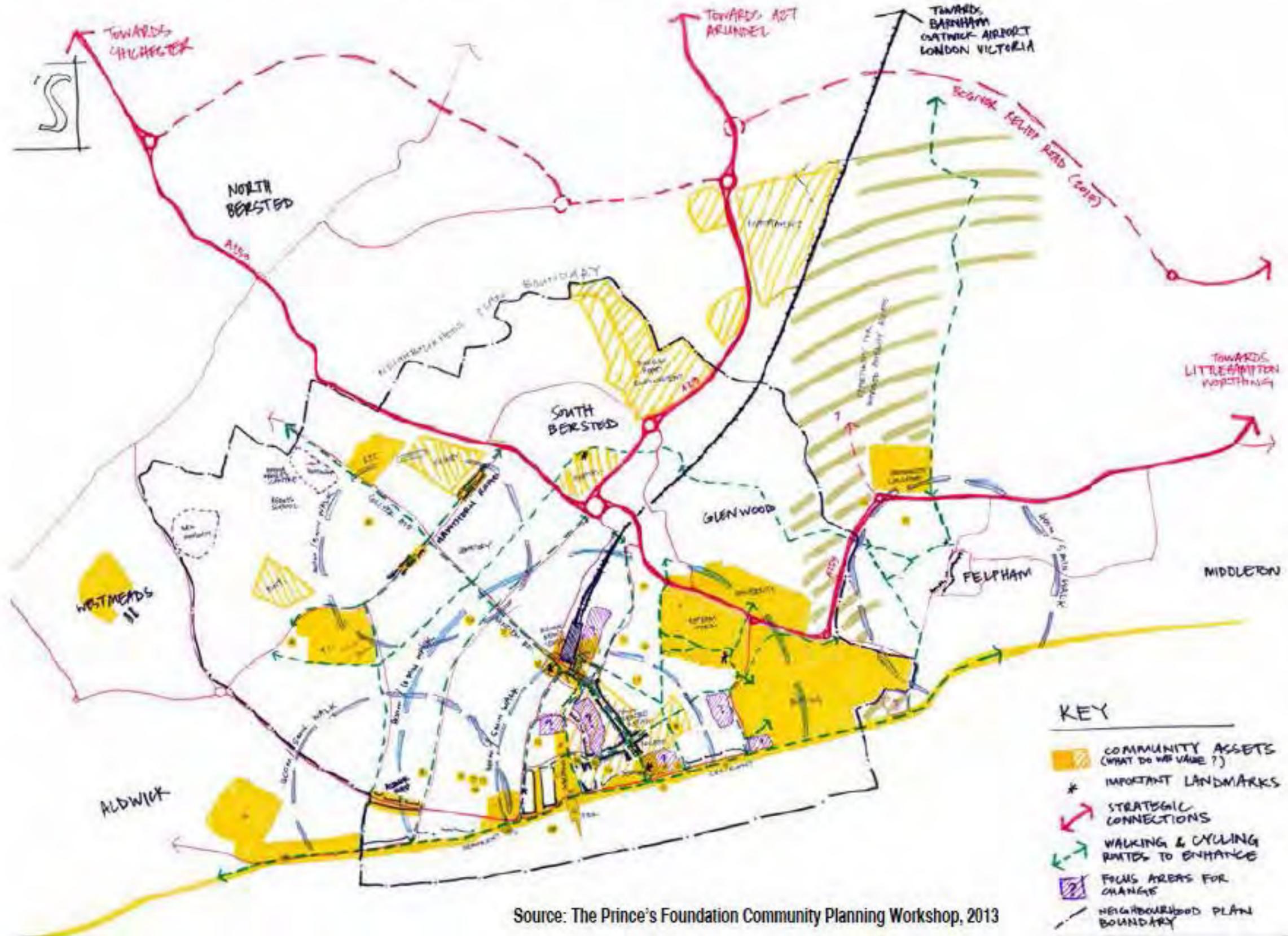
VEHICLE OWNERSHIP	NO OF HOUSEHOLDS	% OF BOGNOR REGIS HOUSEHOLDS	DISTRICT %	NATIONAL %
Households with no car or van	3517	34.0	19.5	25.8
Households with 1 car or van	4510	43.6	45.2	42.2
Households with 2 cars or more	2325	22.4	35.5	

FIGURE 12: AVERAGE TRAVEL TIME (MINS) BY WALKING OR PUBLIC TRANSPORT



Source: Community Profile for Bognor Regis, ACRE 2013 using data from Department of Transport 2011

Figure 13: Movement network, valued destinations and improvements to pedestrian and cycle network



Source: The Prince's Foundation Community Planning Workshop, 2013

3.6 INVESTMENT INITIATIVES UNDER WAY

LARGE SCALE GOVERNMENT AND EUROPEAN INVESTMENT IN LOCAL ECONOMIC GROWTH:

The Coast to Capital Local Enterprise Partnership has signed a Growth Deal with central Government that will see the start of a six year investment programme in jobs, infrastructure and transport.

The deal is worth £202 million over six years starting with investment of £38m of funding in 2015/16. It is anticipated to deliver 14,000 jobs, 4,600 new homes and 190,000 square metres of employment space. Bognor Regis is part of the Enterprise Partnership via the Coastal West Sussex Partnership. As a result of this, the A29 re-alignment between the new Bognor Regis Relief road and the A27 has been granted £13m. Also included in the Local Growth Fund proposal is an application for Enterprise Zone Status.

Enterprise Bognor Regis has been identified as a priority location for investment as it has, according to the proposed investment plans, a potential to accommodate 5,000 jobs in 200 businesses. Sites included are the LEC Airfield, Oldlands Farm, Salt Box and Rowan Way. In August 2014, Rolls Royce Motor Cars announced plans for a new technology centre in Bognor Regis, eight miles from its main production plant at Goodwood. The Technology and Logistics Centre will be the first major business to open at Oldlands Farm Business Park on the northern edge of Bognor Regis. The new centre, due to open in 2016, will have three functions as an inbound warehouse or production parts, a distribution centre and a finished car store and workshop for car preparation. It will employ about 200 people but many of them will transfer from existing locations. The Enterprise Zone proposals further suggest the development of an Engineering and Digital Technology Park by the University of Chichester. This innovative project on an adjoining site will focus on supporting and developing key local growth sectors such as Creative Digital Media, Data Science (Big Data) and Enterprise.

THE PIER:

The pier is currently in private ownership which makes public involvement and/or investment in its refurbishment a difficult matter.

Public consultation has highlighted a huge amount of public support and a real desire to see the pier restored and transformed into a major leisure attraction. In September 2013 the Friends of the Pier Trust was formed and working in partnership with the owner, Bognor Pier Leisure Ltd, are investigating the possibility of preserving, restoring and enhancing it, as part of the overall regeneration of Bognor Regis. Efforts have been made to apply for funding through various sources and they have successfully applied and received the following:

-£10k from the Social Business Investment

-£3.5K from JWAAC

They are also in the process of applying for £10k from the Heritage Lottery Funds and fundraising events are held on a regular basis.

BUTLIN'S SEAFRONT:

Butlin's owners, Bourne Leisure, have plans to build more hotel accommodation and associated facilities along the seafront, which will then in turn create local jobs, services and an improved connection between the resort and the seafront. Butlin's aim is to deliver a step change in how the resorts boundary along the seafront is perceived and used by guests and passers-by.

STATION MUSEUM:

Butlin's have expressed a desire to create a museum within the station area to house the vast collection of archives they have accumulated over the years. Butlin's are currently in talks with the Station Management. Many visitors to the Butlin's Resort arrive by train making this an ideal location for such a project.

PICTUREDROME:

An extension to the Picturedrome to house a 130 seat auditorium is underway. Two sets of proposals will be submitted to councillors to decide which will be best for their £850,000 scheme.

STATION TO SEA PUBLIC REALM IMPROVEMENTS:

Funding towards town centre enhancements from the Coastal Communities Fund has been awarded to the town to lay new paving and install lighting, seating and street furniture like bins, cycle racks and planting between the station and High Street/York Road

Work started on phase one of the project in London Road this spring and will continue until 2016. The overall investment in the town centre now totals £2.66million.

REGIS CENTRE/HOTHAMTON SITE

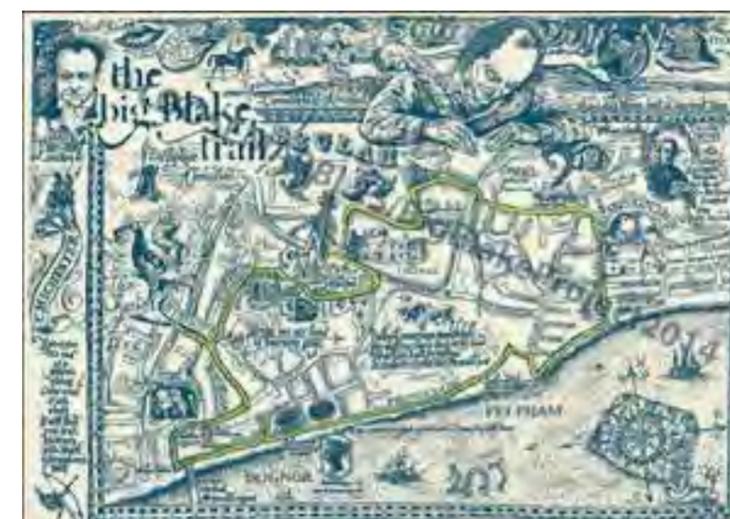
Arun District Council have begun consultation on these sites and are actively considering ideas and comments received.

Source:

<http://www.arun.gov.uk/main.cfm?Type=NI&objectid=7608>

THE BIG BLAKE PROJECT:

This initiative aims to revive the Felpham/Bognor Regis area with a William Blake Trail. It's a circuit walking and cycling route aiming to connect places that mark William Blake's presence and work in Felpham and Bognor Regis. It is a good example of how history, education, identity, tourism and day to day leisure activities can be successfully brought together.



Source: <http://thebigblakeproject.org.uk>

Artwork by Chris Price

3.7 CHALLENGES AND OPPORTUNITIES THAT CAN BE ADDRESSED IN OUR NEIGHBOURHOOD PLAN

Investments that follow the land-use policies and projects outlined in the Draft Neighbourhood Development Plan aim to contribute to the social, economic and environmental well-being of our town and all that live, work, learn and visit.

In the previous section, we have highlighted some key facts and figures relating to Bognor Regis today. In light of the research and what we have learnt from engagement activities and surveys over the last years, we believe the following five key challenges and corresponding opportunities help to shape our Neighbourhood Development Plan Policies (Chapter 4) and Community Priority Projects (Appendix 4)

TOP 5 CHALLENGES & OPPORTUNITIES

01 INVESTMENTS IN ASSETS

CHALLENGE: To bring sustainable uses as well as good private and public investment to our community, natural and heritage assets, so they can be enjoyed today as well as restored and maintained for future generations.

OPPORTUNITY: The buildings and structures in Bognor Regis are telling a 150 year long story of the quintessential English seaside town. The Pier, the Esplanade, the gardens and buildings along them, as well as Lennox Street, Belmont Street, London Road, Hotham Park and the station area, provide us with all the ingredients to develop into a prosperous 21st Century seaside town. Notably the direct access to London, which is the biggest consumer market in Europe, is underutilised. Furthermore, the lack of care and radical investment over the last decades ought to be seen as an opportunity to preserve some of those 1960's and 1970's features much valued by a growing number of people, often lost for other English seaside towns.

02 STRONGER IDENTITY

CHALLENGE: To understand and communicate more clearly our identity as a seaside town by caring for the look, feel and quality of our built environment and the services and facilities.

OPPORTUNITY: To build on, broadening and managing the range of place experiences, services and products in the town centre that are on offer, (including seafront, Hotham Park and Butlin's) with the aim to meet and exceed the needs and aspirations of residents and visitors. To develop policies, projects and initiatives that contribute to raising standards in building, restoration, maintenance of public spaces and buildings and services provision. To develop guidance, demonstration projects and highlighting existing local examples including Butlin's as a means to enable a stronger Bognor Regis experience.

03 THE BOGNOR REGIS EXPERIENCE

CHALLENGE: Our town centre businesses and services compete with a growing number of large scale out-of-town retail chains such as Shripney Road in Bersted, the internet and Chichester.

OPPORTUNITY: To emphasise the importance of the town centre and seafront as a different much more social, interactive, entertaining place by providing spaces, products, facilities and services that attract people of all means and ages. This improved "Bognor Regis Experience" allows visitors to enjoy the town centre and seafront during the day as well as during the evening hours and all year round.

04 A GREAT PLACE FOR PEOPLE ON FOOT AND BIKE

CHALLENGE: To introduce a step change in the quality of the public realm in our town centre, along the seafront and wider urban area. This is for the benefit of pedestrians, cyclists, children, parents with prams and buggies and older people as well as people with different levels of mobility. To create and maintain a network of comfortable links within the wider urban area providing healthy and sustainable movement options (town centre, the seafront, the sea and destinations such as the pier, Hotham Park, Butlin's, schools, the hospital, caravan parks, sports facilities, the cinema and other places of interest further afield).

OPPORTUNITY: To become a haven for pedestrians and cyclists by delivering a step change in the provision for all ages and abilities.

05 MORE SKILLS & ENTREPRENEURIAL ACTIVITY

CHALLENGE: To encourage local residents and businesses to access further qualifications and skills, better paid employment and business start-up opportunities.

OPPORTUNITY: To promote the utilisation of underused land, spaces and properties in the town centre and along the seafront more effectively for entrepreneurial activity, leaning and local job income generation

04 OUR VISION, PRIORITY OBJECTIVES AND POLICIES

4.1 BOGNOR 2013

Early engagement work in 2012 and 2013 suggested broad support for the view that Bognor Regis' setting and qualities as one of or, according to some sources, the UK's sunniest and oldest purpose built seaside resort is essential to its identity and its future. Arun District Council's current and emerging Local Plan has designated Bognor Regis' wider town centre, besides Littlehampton, as one of only two Economic Growth Areas in the district (as referenced in Key Priorities Map as "Wider Town Centre Area"). It is hoped that this shared ambition of prosperity and the focus provided by our Neighbourhood Plan will turn identified challenges such as low household income levels, imbalances in housing choices, limited entrepreneurial activity as well as an overall lack of investment and available range and quality of local services, shops and products into opportunities for local people and businesses.

A key challenge for us, as an English seaside town, is to attract visitors and investment in our infrastructure despite the sometimes unpredictable weather and low land values. We believe the key to good investment is to direct it so that our heritage, character and distinctive natural and cultural qualities are maintained, enhanced and put to work for the benefit of all residents, employees, business owners and visitors.

A draft Neighbourhood Development Plan vision, themes and objectives for the future of Bognor Regis were first discussed and presented at design workshops organised in partnership with the Prince's Foundation for Building Community in spring 2013. That draft work has since undergone refinement while we reviewed more data and emerging policy frameworks and guidance on district and national level. The following vision, key objectives and policies, frame the thrust and intent of our Neighbourhood Development Plan and provide a narrative of our investment priorities locally. Our vision, objectives and policies focus in spatial terms in the main on the **"WIDER TOWN CENTRE AREA"** and the seafront (SEE KEY PRIORITIES MAP).

This focus on the "Wider Town Centre" is echoed by:

A- the designated Site Policy 2 :Town Centre Regeneration Area identified in the Local Plan 2003 and

B- the "Bognor Economic Growth Area" in the emerging Local Plan 2014.

The focus on the **"WIDER TOWN CENTRE"** stems by and large from the need of significant investments right at the heart of our seaside town to support more and better local jobs, amenities and services. The location of available larger regeneration sites within the **"WIDER TOWN CENTRE AREA"**, often owned by the public sector, provide the lands for significant regeneration. Through the central location a huge number of local people and business can benefit from this regeneration. However, and in recognition of the emerging Local Plan, we expect the currently anticipated strategic allocation of 300 new homes by 2029 to be delivered across the parish, on larger mixed use sites and smaller windfall sites. Our Neighbourhood Development Plan provides direction and detail in terms of investment and development priorities particularly underpinned by the following five key themes taken from the National Planning Policy Framework:

-2 ENSURING THE VITALITY OF TOWN CENTRES

-4 PROMOTING SUSTAINABLE TRANSPORT

-7 REQUIRING GOOD DESIGN

-10 MEETING THE CHALLENGE OF CLIMATE CHANGE, FLOODING AND COASTAL CHANGE

-12 CONSERVING AND ENHANCING THE HISTORIC ENVIRONMENT

All four forming part and parcel of the overall goals of **ACHIEVING SUSTAINABLE DEVELOPMENT** (See Appendix 2)

This Neighbourhood Development Plan, its focus and priorities are developed in local planning policy terms from the following key policy, guidance and evidence:

-POLICY SITE 2: BOGNOR REGIS TOWN CENTRE REGENERATION (local Plan 2003, saved policies)

-BOGNOR REGIS MASTER PLAN: PLANNING POLICY GUIDANCE 2004

-GEN 7 (the form of new development) AND GEN 22 (buildings and structures of Character, Local Plan 2003, saved policy)

-BOGNOR REGIS SEAFRONT STRATEGY (adopted 2011)

This Plan has also taken notice of the emerging district wide strategic policies. Of particular relevance we have found the following Design Policies: DSP1, DDM1, Green Infrastructure: Policy GI SP1, Heritage Policy: HER DM2 and Tourism Policy: TOU SP1

Looking ahead ...

BOGNOR REGIS

in the year 2030:

"We are a thriving 21st century seaside town, where we celebrate and care for our heritage and identity as England's first purpose built seaside resort. The natural light and beauty of sea and land continue to cheer residents and attract visitors. We are, as one of the sunniest towns in Britain and the largest town centre in the district, home to an extensive and diverse array of services, products and experiences created and enjoyed by residents, employees, students and visitors of all ages, abilities and means, all year around."

Our proposed three policy themes [A TO C] and ten objectives [01 TO 010] will serve us firstly as a tool to develop more detailed policies and projects and secondly, as a framework to assess future planning applications and indeed project proposals. They are as follows:

Policy theme A: Being a thriving 21st century seaside town all year round by caring for our heritage and directing public and private investments in buildings, places and spaces towards the heart of our town: the seafront and the wider town centre.

OBJECTIVE 1 To restore and enhance our designated and non-designated heritage assets (see footnote 4) and their settings to the highest standard so that people of all means and abilities can enjoy Bognor Regis' identity as the first English purpose built seaside resort all year round for many years to come.

OBJECTIVE 2 To enable and promote a broad array of amenities, local services and facilities. This includes all weather leisure and cultural facilities, shops, restaurants and cafes which encourage visitors and local people to stay longer, return regularly and reduce the need to travel to other places.

OBJECTIVE 3 To enable and promote a diverse range of evening experiences to be enjoyed by people of all means.

OBJECTIVE 4 To enhance and promote the character of our seafront, esplanade and foreshore by taking a proactive approach to locating an appropriate range of amenities and structures in proximity to key access routes and by doing so maintaining long stretches of uninterrupted sea views.

OBJECTIVE 5 To develop and promote a connected and attractive area-wide network of pleasant routes between places of interest for pedestrians, cyclists and motorists of all ages, abilities and means and by doing so support local people and visitors to engage regularly in healthy, affordable and environmentally friendly ways of getting about and being active during the day and after dark.

OBJECTIVE 6 To enable and promote a safer, more pleasant, clutter and step free pedestrian environment in the town centre and along the seafront so that the qualities of public gardens, parks, the promenade, the foreshore, play areas and squares can be enjoyed by everybody to the full, no matter of ability, age or means to get about.

Policy theme B: Being a thriving 21st century seaside town all year round by caring for our heritage and developing our opportunity sites, underutilised properties and lands for 21st century living, working, relaxing, staying and enjoying.

OBJECTIVE 7 To maximise positive direct and indirect social, economic and environmental impacts afforded by development, to make better use of underutilised properties and lands, particularly along the seafront and wider town centre. A more efficient use of land will have a range of positive impacts on access to local jobs, the range and quality of service provision as well as the overall vitality of the town centre and the seafront during the day and in the evening hours.

OBJECTIVE 8 To plan, design and deliver attractive and lasting buildings and spaces that demonstrate a design approach relating strongly to Bognor Regis' identity as the first purpose built resort and one of the sunniest towns in Britain.

OBJECTIVE 9 To enable the pro-active, early and meaningful engagement of local people when developing proposals for identified key priority sites by drawing up development briefs, design and access statements and/or design codes through open and participatory design and planning gatherings throughout the application production process.

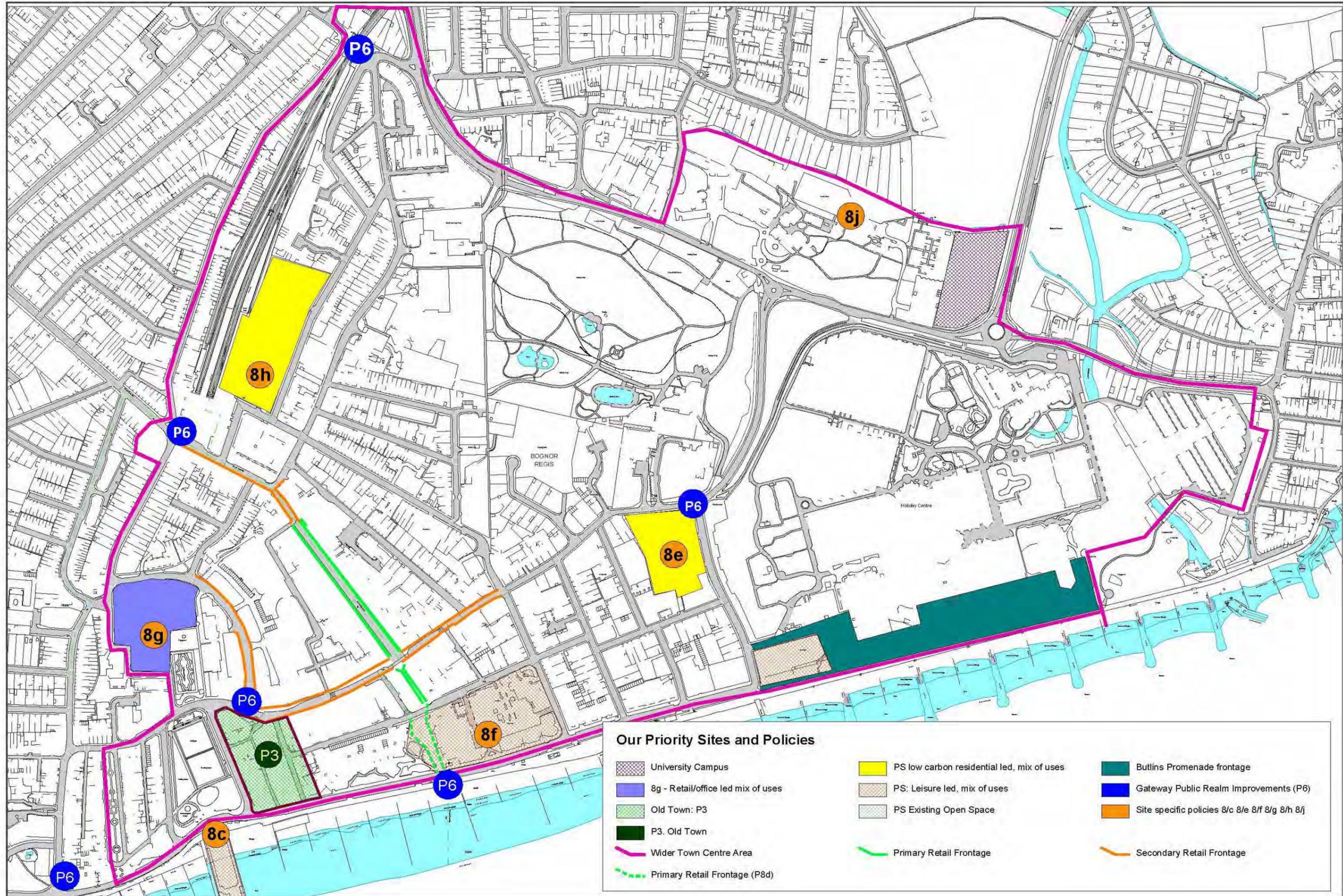
Policy theme C: Being a thriving 21st century seaside town all year round by caring for our heritage and actively promoting collaboration and leadership which enables a broad-based consensus on how best to invest in our town.

OBJECTIVE 10 To work in partnership with landowners, employers, town centre management, residents and other stakeholders to promote and deliver the vision, the policies and project priorities of this Neighbourhood Plan, the Local Plan and the National Policy Planning Framework.

2 See section 2 'Our Neighbourhood Plan story so far' for more detail

3 See more background on this in Appendix 1 and 2 and our evidence base section at www.bognorregis.gov.uk/BR-Town-Council/neighbourhood_plan-16104.aspx

4 What are Designated and Non-designated Heritage Assets?
Designated 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)"
Non-designated Heritage Assets: "These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as 'locally listed'. Annex 2: Glossary, National Planning Policy Framework, Department for Communities and Local Government, 2012.



SITE SPECIFIC POLICY LOCATION MAPS 8c – 8j



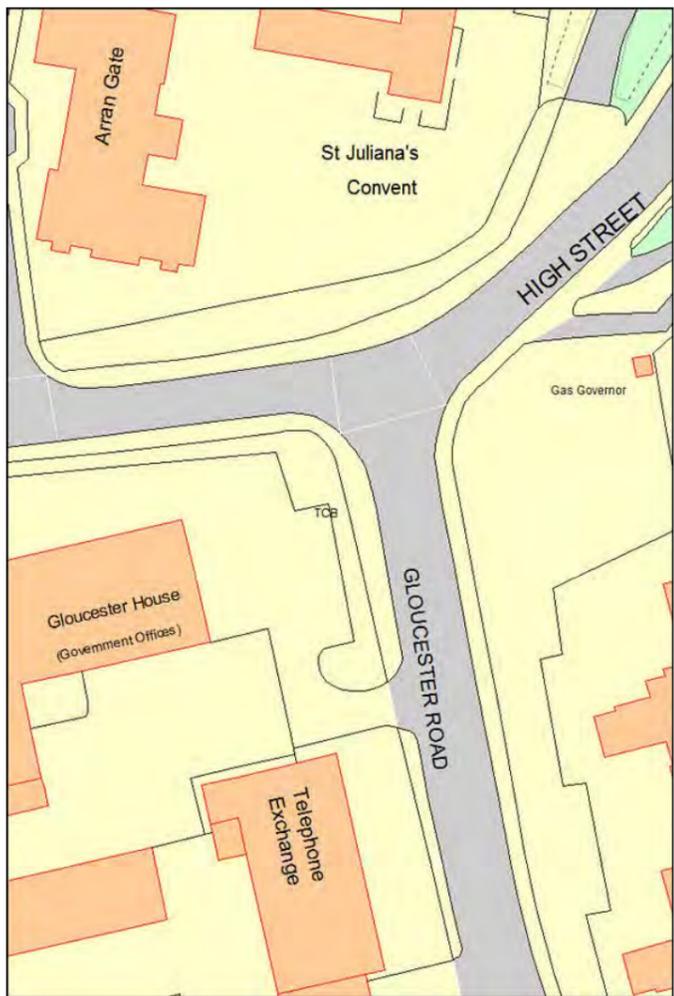
8c THE PIER



8d BUTLIN PROMENADE FRONTAGE & GLOUCESTER ROAD CAR PARK SITE



8f REGIS CENTRE & MOUNTBATTEN COURT SITE



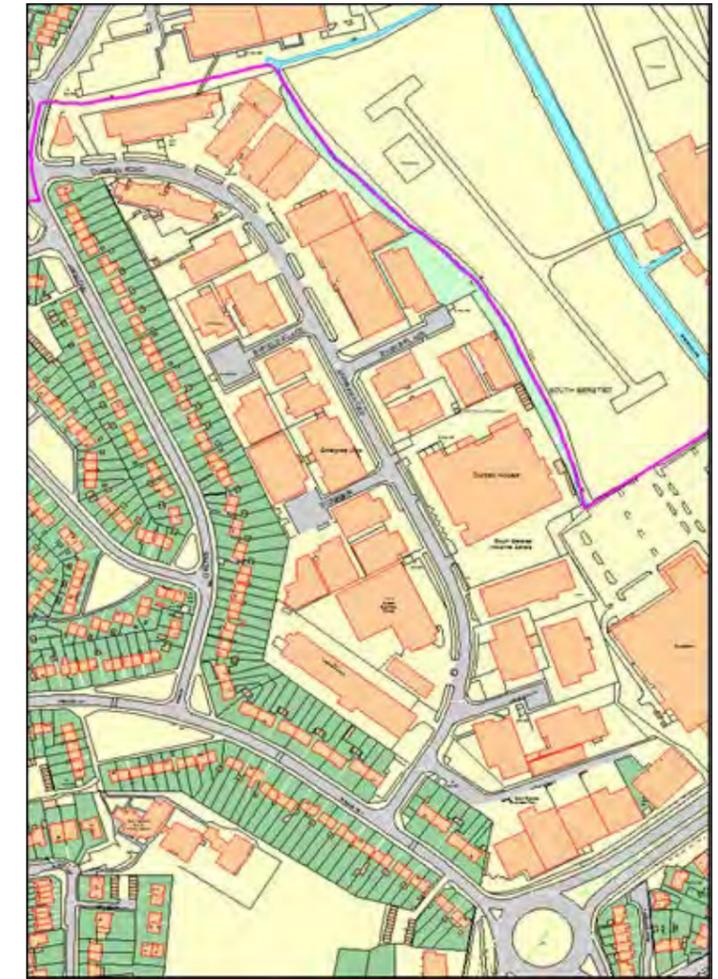
8e GATEWAY TO HIGH STREET GLOUCESTER ROAD



8g HOTHAMTON CAR PARK SITE, QUEENSWAY



8h EAST OF STATION COVERS SITE



8i NORTHERN PART OF DURBAN ROAD INDUSTRIAL AREA



8j THE CHICHESTER UNIVERSITY BOGNOR REGIS CAMPUS

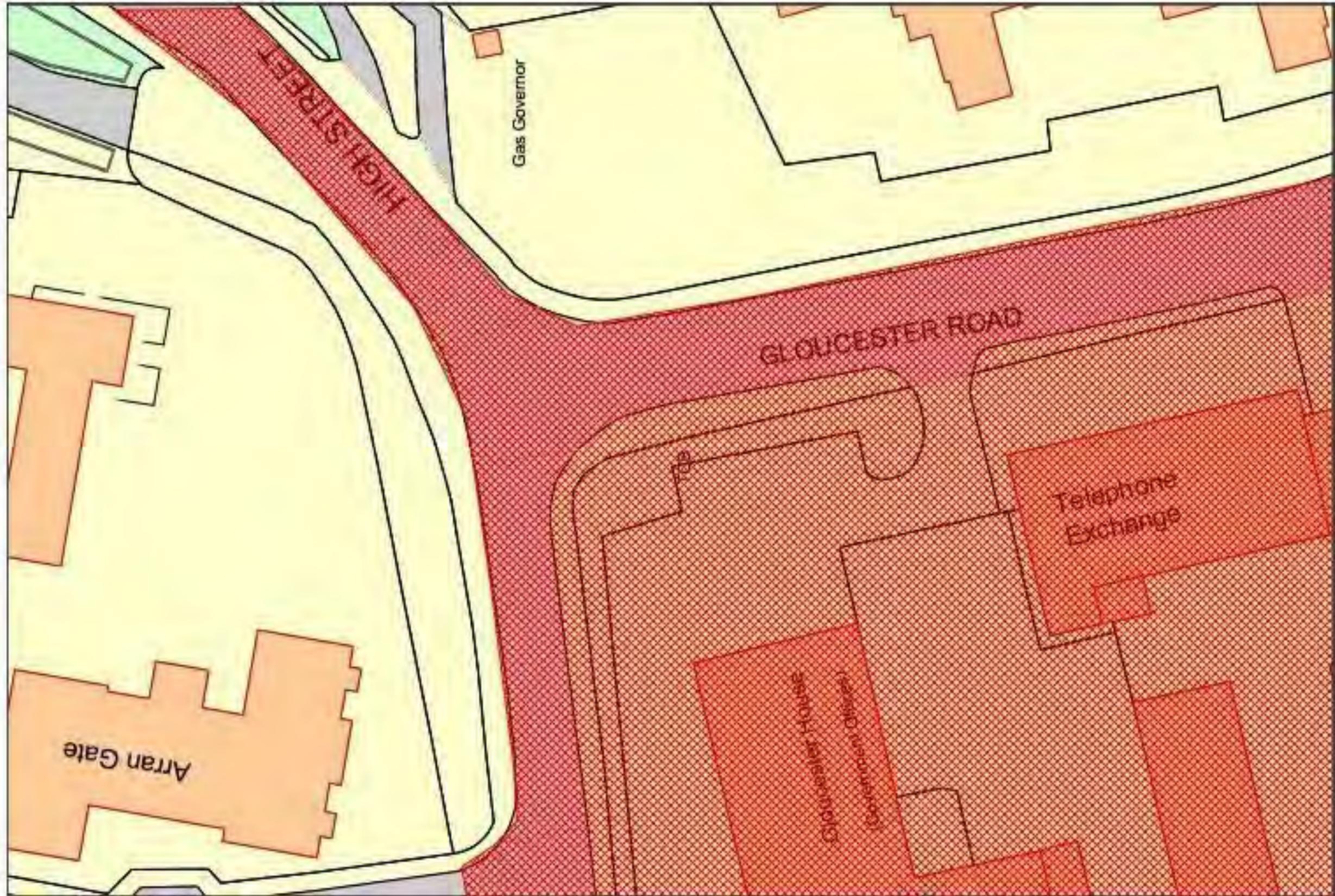
SITE SPECIFIC POLICY LOCATION MAPS 8c The Pier



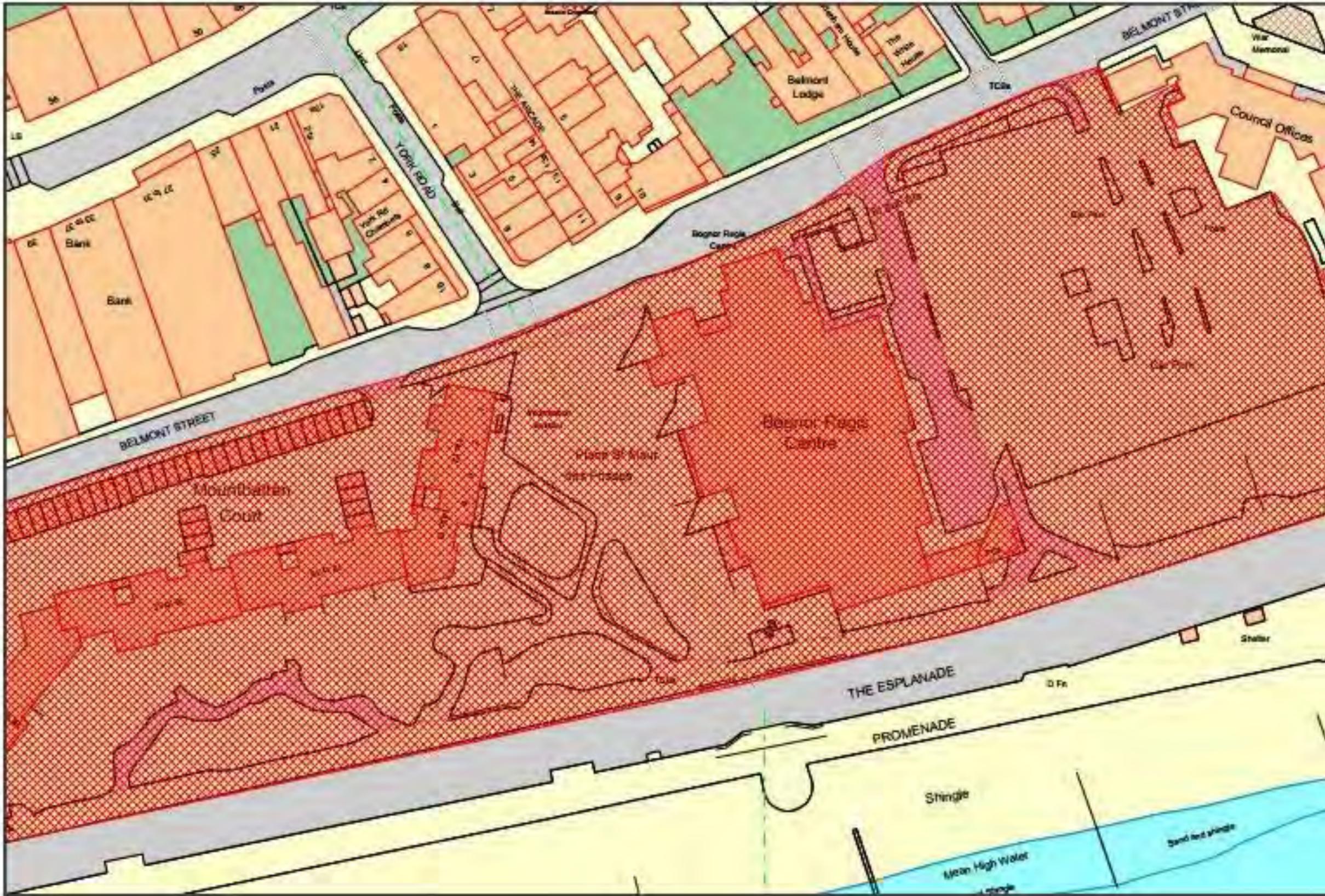
SITE SPECIFIC POLICY LOCATION MAPS 8d BUTLIN PROMENADE FRONTAGE & GLOUCESTER ROAD CAR PARK SITE



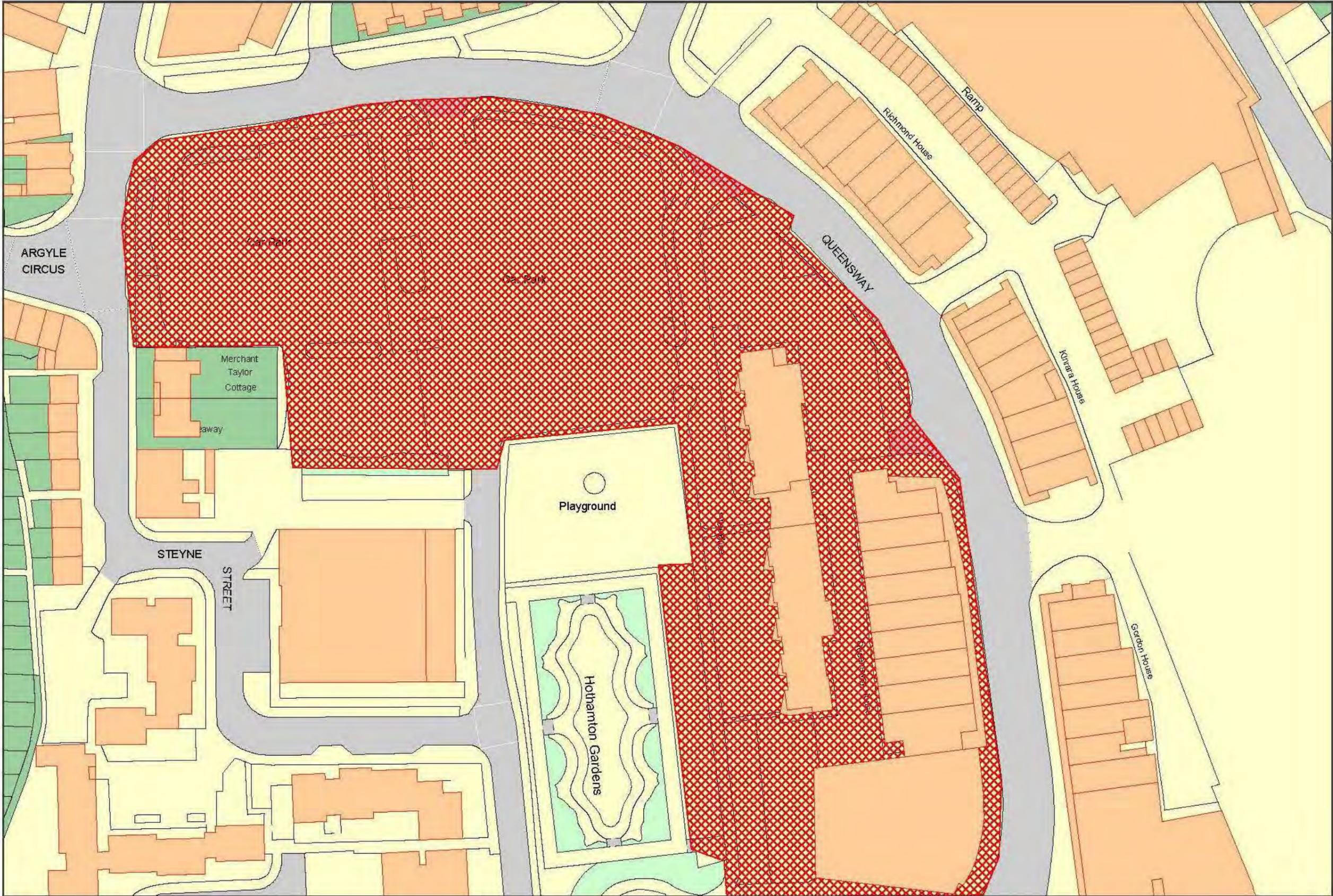
SITE SPECIFIC POLICY LOCATION MAPS 8e GATEWAY TO HIGH STREET GLOUCESTER ROAD



SITE SPECIFIC POLICY LOCATION MAPS 8f REGIS CENTRE & MOUNTBATTEN COURT SITE



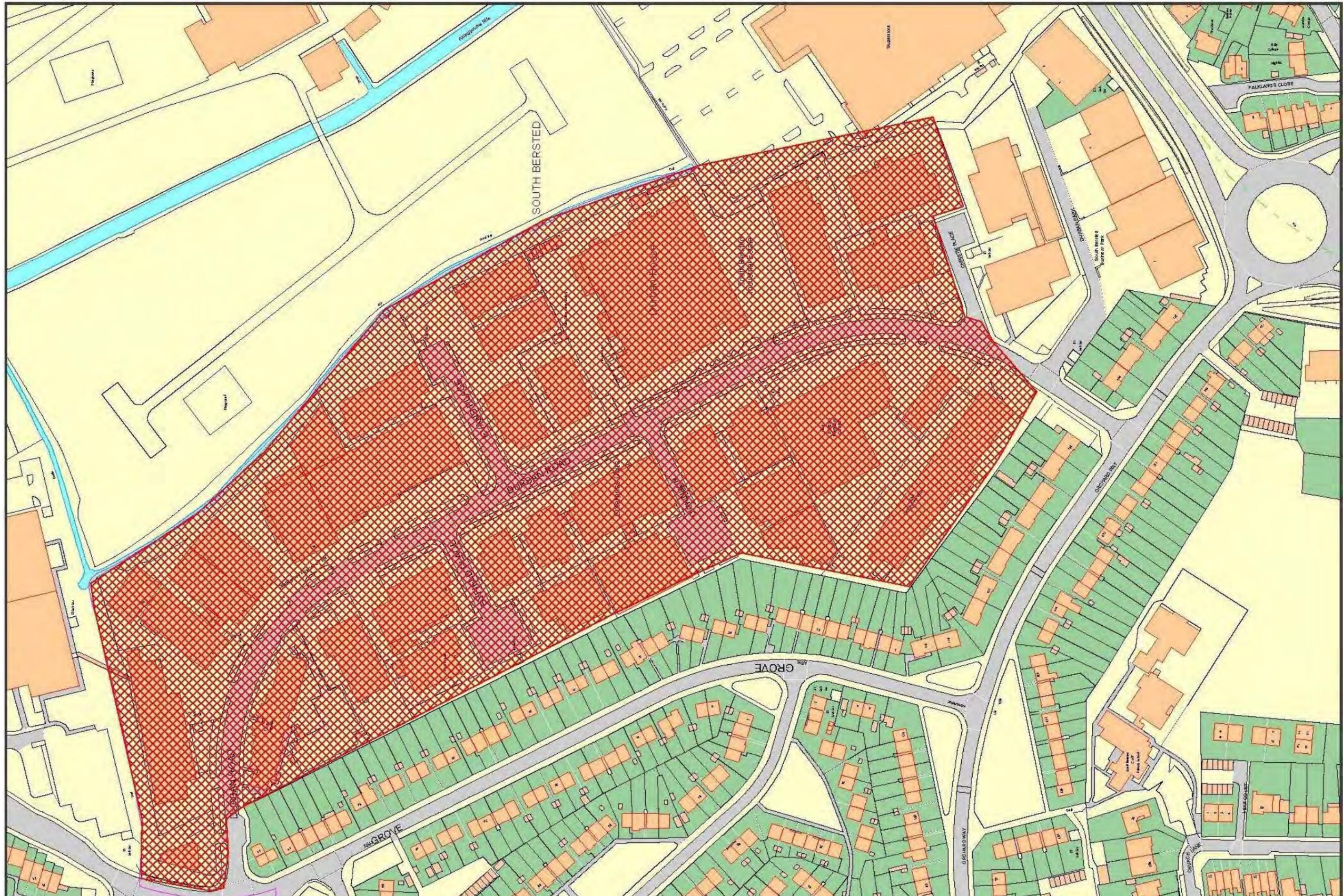
SITE SPECIFIC POLICY LOCATION MAPS 8g HOTHAMTON CAR PARK SITE, QUEENSWAY



SITE SPECIFIC POLICY LOCATION MAPS 8h EAST OF STATION COVERS SITE



SITE SPECIFIC POLICY LOCATION MAPS 8i NORTHERN PART OF DURBAN ROAD INDUSTRIAL AREA





POLICY 1- DELIVERY OF THE VISION:

Development Proposals concerned with extensions and alterations of Designated and Non-designated Heritage Assets and Major Developments should demonstrate how proposed changes will support the delivery of relevant Neighbourhood Development Plan Objectives and our Vision for Bognor Regis. Proposals must identify the significance of any affected heritage asset and assess any harm and benefit. These should be included within the design and access statement if one is required.

Note:

All applicants are encouraged to seek practical and early advice from the District and Town Councils to identify the scope of required details and discuss how contributions to neighbourhood planning objectives and visions might be achieved.

KEY REFERENCES

~Section 3.1: History and Place: Our Assets

~Appendix 2: Buildings and Structures of Character. (GEN 22)

~ Bognor Regis Characterisation study, 2014

~National Planning Policy Framework § 9, and Section 7

JUSTIFICATION: We identified good investments in assets, a 'Stronger Identity' and the 'Bognor Experience' as key challenges for Bognor Regis. With this plan we aim to bring sustainable uses as well as good private and public investment to our community, natural and heritage assets so they can be enjoyed today, as well as restored and maintained for future generations. This Neighbourhood Development Plan promotes our collective responsibility for Bognor Regis's identity as a 21st Century seaside town and as such buildings and lands in the wider town centre and along the seafront have a particularly great contribution to make. The Bognor Regis Characterisation study (2014) provides insights and inspiration on how design and common maintenance works might make a positive contribution. The NPPF stresses the importance of good design in §56 and §58 suggests neighbourhood plans should do this based on the stated objectives for the future of the area and an understanding and evaluation of its defining characteristics.

Significant progress in achieving Vision and Objectives 1 to 10 is expected. All identified key challenges are likely to be addressed.

POLICY 2- PROMOTING THE SEASIDE IDENTITY: *

Development Proposals within the 'Wider Town Centre Area' and concerned with extensions and alterations to the exterior of Designated and Non-designated Heritage Assets and their settings must adhere to a 'Secure, restore and boost our seaside identity first' principle by echoing and responding eloquently and innovatively to the local built environment character and setting.

Note:

Applications are encouraged to submit as part of the required application documentation, the following:

- a) Full colour drawings and detailed specifications of proposed main building designs and materials.**
- b) An explanation of how on-site natural building materials and traditional locally sourced materials are reclaimed and reused in the new building structures (see Bognor Regis Characterisation Study 2014)**
- c) An explanation of the thermal performance of the building and how renewable energy is harnessed in the development., for instance through passive solar gain, insulation and/or application of renewable energy technologies.**

Note:

All applicants are encouraged to seek practical and early advice from the conservation and planning team at Arun District Council to identify the scope of required details

KEY REFERENCES:

~Key Priorities Map: 'Wider Town Centre Area'

~Section 3.1: History and Place: Our Assets

~Appendix 2: Buildings and Structures of Character (GEN22)

~Bognor Regis Characterisation study, 2014

~National Planning Policy Framework: §17, § 58, §60, §61, §93, §95,

JUSTIFICATION: Our Neighbourhood Development Plan makes the strengthening of Bognor Regis's seaside town identity a priority for all investing and shaping the look, feel and experiences of our town. This policy intends to bring a greater coherence, higher quality and a more locally rooted approach and innovation to restoration, refurbishment and modernisation of assets and their settings. Bognor Regis is one of the sunniest places in Britain and the active encouragement of renewable and low carbon buildings and building methods as supported by National Planning Policy (§93) are a critical aspect of strengthening our identity as a thriving 21st century seaside town.

Significant progress in achieving Vision and Objectives 1, 4, 8 and 10 is expected. All Top 1 challenge/opportunities are likely to be addressed.

*"Bognor Regis is a classic seaside town with the town centre just back from the seafront which is a dominant presence in the urban landscape, the town being strung out along it. A promenade runs the length of the seafront, with a pier, Butlins and other hotels and guest houses located on and among the historic white render buildings of residential development bordering the seafront. The beach is sandy with shingle sea defences, there is a small road train, various stalls and refreshment stops on the promenade and even a fortune teller! There are always visitors and in high season they dominate the seafront and strongly influence the commercial and entertainment offer of the town"

POLICY 3– OLD TOWN RESTAURANT AND CULTURAL QUARTER:

Bognor's Old Town is designated as the restaurant, cafe, bar and Cultural Quarter as shown on the Key Priorities Map and use classes A3, A4 and D2 are particularly encouraged here.

Applicants applying for change of use to restaurant and cafe (A3) and drinking establishments (A4) are actively encouraged to do so in the area designated P3:Old Town Key Priorities Map (page 27). Changes of use from restaurant and cafe use (A3) to other uses will be resisted. Applicants are encouraged to demonstrate how the proposed changes make a positive contribution to Bognor Regis' seaside town identity by making clear reference to the Bognor Characterisation study, 2014.

This Neighbourhood Plan supports applications that include:

- a) Outdoor seating
- b) Ground floor alterations and extensions contributing to an increased number of all weather seating provision, and
- c) Facades as well as improvements to the spaces in between buildings that support a more pedestrian friendly street environment during the day and in the evening hours

Note:

Applicants are encouraged to seek practical and early advice from the regeneration and planning team at Arun District Council, the key consultee, the Town Centre Manager and Town Council.

KEY REFERENCES

- ~Key Priorities Map: P3 AND P6
- ~Local Plan 2003, Saved Policies and POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1)
- ~Planning Policy Guidance Bognor Regis Masterplan, 2004
- ~Bognor Regis Seafront Strategy, adopted 2011
- ~Arun District Retail Study, 2013
- ~Section 3.1: History and Place: Our Assets
- ~Appendix 2: Buildings and Structures of Character (GEN 22)
- ~Bognor Characterisation study, 2014
- ~West Sussex Transport Plan 2011 – 2026 (Appendix 3)
- ~National Planning Policy Framework: §23, §58, §60, §61,

JUSTIFICATION: This policy for 'Old Town' intends in time to result in a spatial concentration, for a greater choice and range in quality restaurants, cafes and bars in this part of Bognor Regis. This policy forms one element of an emerging destination strategy focused on building and promoting the 'Old Town' as Bognor's premier food, cafe, bar and cultural destination. The Town Centre Management and partners have begun to work on this strategy already. The Old Town is an area located in between the pier, amenities along the esplanade and promenade and the town centre itself. The area is characterised by some of the most compactly built streets in Bognor Regis. Many of the buildings and spaces are suitable for small and medium sized restaurants, cafes and bars which in turn forms an essential part of any 21st century tourism and visitor based town centre economy. Particularly so in an English seaside town where all-weather/indoor services and facilities can help to lengthen the season and provide all year round reasons to visit the town centre and the seafront. This strategy includes the introduction of a street environment that prioritises the needs of the pedestrians at the northern and southern gateway to the Old Town Quarter, the town centre and sea front as a whole. This includes public realm improvements at the current junction of West Street, Queensway, the High Street and Lennox Street and significantly improved pedestrian environments and generous crossing opportunities between the 'Old Town', the pier, The Promenade and Waterloo Gardens. **(SEE COMMUNITY PRIORITY PROJECT - Appendix 4)**

Significant progress in achieving Vision and Objectives 2,3,5,6,8 and 10 are expected. All Top 5 challenges/opportunities are likely to be addressed

POLICY 4– REDUCING UNDERUSE OF PROPERTY IN THE TOWN CENTRE:

Development Proposals concerned with the reuse of empty and or/underused property above shops and commercial premises located along designated primary and secondary retail frontages will be supported. Applicants should where appropriate apply for improved access, extensions, sub-division of plots and energy efficiency measures to increase the suitability and marketability of town centre properties and lands for local employment and residential uses.

Note:

Applicants should where appropriate seek practical and early advice from the Town Centre Manager, the planning team at Arun District Council and the Town Council.

KEY REFERENCES:

- ~Key Priorities Map: P4 (Primary and Secondary Retail Frontages as marked up)
- ~Local Plan 2003, Saved Policies and POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1)
- ~Arun District Retail Study, 2013
- ~Appendix 2: Buildings and Structures of Character (GEN 22)
- ~National Planning Policy Framework: §9, §14, §23, §30, §51

JUSTIFICATION: This Neighbourhood Development Plan intends to support the reuse of currently empty and/or underused properties to make more space for local people to work and live in our highly accessible wider town centre area. Overall, this policy is expected to contribute to more vitality and activity in our town centre and a greater provision of services during the day and in the evening hours. Significant progress in achieving Vision and Objectives 1,2,3,5,6,7,8 and 10 is expected. All five challenges/opportunities are likely to be addressed.

POLICY 5– PREFERRED RETAIL USES IN THE PRIMARY RETAIL AREA:

Proposals for change of use to Retail uses (A1 Shops, A3 Cafes & Restaurants and A4 Bars) will be supported and proposals requiring planning permission to change from those uses will be resisted for units at ground floor level within the identified primary retail area as defined in the Arun District Council Local Plan.

Note:

Applicants are encouraged to seek practical and early advice the Town Centre Manager, the planning team at Arun District Council and the Town Council.

KEY REFERENCES

- ~Key Priorities Map: P5 (Primary and Secondary Retail frontage as marked up)
- ~Local Plan 2003, Saved Policy, POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1)
- ~Local Plan 2003, Saved Policies, POLICY AREA 19 Primary Shopping Frontages
- ~Arun District Retail Study, 2013
- ~Appendix2: Buildings and Structures of Character(GEN 22)
- ~National Planning Policy Framework: §23,

JUSTIFICATION:

This Neighbourhood Development Plan supports our town centre and seafront as a more social and entertaining place by promoting a diverse array of services, products and experiences for people of all ages and means all year-round. Overall, this policy is expected to contribute to more vitality and activity in our town centre and a greater range of facilities, services and products during the day and in the evening hours along the mostly pedestrianised primary retail frontages. The National Policy Framework defines town centre uses as retail, leisure, entertainment, intensive sports and recreation uses, offices, arts, cultural and tourism. Rent and vacancy rates in Bognor Regis are relatively low. Identified challenges are related more to the range and quality of available comparable shopping and evening leisure pursuits such as restaurants, bars and culture (See 'Bognor today' Section). Recently fallen empty and becoming empty units London Road, the covered Arcade and any future retail units on the Regis Centre site are to contribute to addressing these long identified local needs. Further, mobile technology seems to allow many businesses to thrive on a mix of uses such as retail (A1) and restaurant/cafe (A3) and Office (B1) more freely. However, with this policy we aim to emphasise that important uses such as banks and estate agents shall mainly locate along the secondary retail frontages such as the High Street. These uses operate in normal office hours and do not contribute to a more diverse range of evening experiences nor to a broader array of amenities, local services and facilities which encourage visitors and local people to stay longer, return regularly and reduce the need to travel to other places. This policy supports the creation of local jobs at highly accessible locations and greater town centre vitality.

Significant progress in achieving Vision and Objectives 2, 3 and 10 expected. All identified key challenges/opportunities are likely to be addressed.

POLICY 6– KEY GATEWAYS AND PROMOTION OF SUSTAINABLE TRAVEL:

Development proposals will be expected to maintain and extend, where possible, emerging networks of: rights of way, cycle routes and pedestrian facilities in the town. Major developments must demonstrate, through a Transport Assessment and a Travel Plan, no severe cumulative transport impact, and exploitation of opportunities to improve pedestrian and cycle movement and vehicle parking provision. Priorities for investment in street improvements are the designated Key Gateways on the key priorities map.

Note:

Applicants are encouraged to seek practical and early advice from the District Highway Authority at West Sussex County Council, the Town Centre Manager, the planning team at Arun District Council and the Town Council.

KEY REFERENCES:

- ~Key Priorities Map: Proposals listed under 'Sustainable Movement Networks'
- ~Identified Community Priority Projects
- ~Implementation Plan 2011 to 2026, West Sussex County Council (Appendix 3)
- ~Local Plan 2003, Saved Policies and POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1)
- ~National Planning Policy Framework: §17, §19, §30, §34, §40, §41, §58

JUSTIFICATION: Bognor Regis is the first purpose built seaside resort in the UK. Considering the thousands of families staying daily at Butlin's, the low car ownership in the town, a growing student population and many more young and elderly local people with no access to a motor car, we believe making our wider town centre and seafront a pedestrian and cyclist friendly place is vital for our well being individually and as a seaside town in social, economic and environmental terms. 'Pedestrian and Cycle Friendly' means traffic calmed roads that are easier to cross and pleasanter to walk and cycle along. Cycle facilities are provided at places of potential conflict. This view is supported by the issues and aims in West Sussex Transport Plan 2011 to 2026 (Appendix 3, section 2.2.2).

Significant progress in achieving Vision and Objectives 1 to 10 is expected. All Top 5 challenges/opportunities are likely to be addressed.

The Town Council requests of the Highway Authority that they and the Town Centre Manager shall be consulted on proposals for additional structures such as traffic signage, railings, bollards, bits and other street furniture. Significant new traffic schemes and street scene improvement proposals, should be published and consulted on before a decision is taken and the works installed.

POLICY 7– PROMOTION OF TOURISM AND BEACH SERVICE POINTS:

This Neighbourhood Plan recognises the crucial importance the tourist industry has for the Bognor Regis economy. Where proposals comply with other policies in this plan, development of new and existing tourist facilities will be supported, as a crucial part of improving Bognor Regis as a visitor destination.

This Neighbourhood Plan supports the locating of an appropriate range of amenities and structures around five specific Beach Service Points/Hubs each in close proximity to step free access routes between the town and the foreshore. These five service points are the four key access routes as indicated on the key priorities map and the immediate area around the pier. Permanent and seasonal amenities are to be focused along these Beach Service Points each shall aim to include, if not already provided, step free access walkways to the foreshore and onto the esplanade and beyond, seasonal promenade café/eateries/retail and information outlets relevant to beach and seafront experience and visitor's needs. The immediate area around the pier is expected to provide the greatest range of amenities. Any development proposal on the seafront at these service points will be expected to maintain the visual integrity of the key views and vista defined in the Bognor Characterisation Study 2014 from the town out to the sea and along the seafront. Any alterations and additions to the seafront will need to assess potential impact on the Bognor Reef SSSI and take any measures necessary to remove any adverse effects on the reef.

Note:

Applicants are encouraged to seek practical and early advice from the District Highway Authority at West Sussex County Council, the Town Centre Manager, the planning team at Arun District Council and the Town Council.

KEY REFERENCES:

- ~Key Priorities Map: P7 and proposed listed under 'Sustainable Movement Networks'
- ~Bognor Regis Seafront Strategy, adopted 2011
- ~Local Plan 2003, Saved Policies and POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix1)
- ~Identified Community Priority Projects
- ~Implementation Plan 2011 to 2026, West Sussex County Council (Appendix 3)
- ~Bognor Seafront Action Plan Workshop, 2013
- ~National Planning Policy Framework: §20, §35, §58, §61, §70, §109
- ~<http://designatedsites.naturalengland.org.uk/>

JUSTIFICATION: The views from the town, esplanade and promenade across the sea are highly valued by many people living and visiting Bognor Regis. By actively managing and spatially focusing amenities at/around Beach Service Points long stretches of uninterrupted sea views are conserved and effectively managed.

The Bognor Reef SSSI lies along the coast starting at the Pier and continuing Westward, It is of great geological interest and an extensive area of vegetated shingle, a rare habitat type in Britain. It should be protected in any development proposal.

Significant progress in achieving Vision and Objectives 2,3,4,5,6 is expected. All Top 5 challenges/opportunities are likely to be addressed.

POLICY 8- PRE-APPLICATION CONSULTATION:

Applicants preparing Development Proposals for Key Priority Sites (8c to 8j) or any other major development are encouraged to facilitate a proactive, early and meaningful engagement with residents and other stakeholders prior to submitting a planning application. Applicants are encouraged to detail this work and indicate how the proposal has responded to comments from the community.

Note:

Applicants are encouraged to submit as part of any planning application the following:

- a) Full colour drawings and detailed specifications of proposed main building designs and materials.
- b) An explanation of how on-site natural building materials and traditional locally sourced materials are reclaimed and reused in the new building structures (see Bognor Characterisation Study 2014)
- c) An explanation of the thermal performance of the building and how renewable energy is harnessed in the development., for instance through passive solar gain, insulation and/or application of renewable energy technologies.

Note:

All applicants are encouraged to seek practical and early advice from the Town Centre Manager , the planning team at Arun District Council and the Town Council.

KEY REFERENCES

- ~Key Priorities Map: See Key Priority Sites (8c to 8j)
- ~3 Day Neighbourhood Planning Workshop 2013, facilitated by the Prince's Foundation
- ~Local Plan 2003, Saved Policies & POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1).
- ~Bognor Regis Seafront Strategy, adopted 2011
- ~National Planning Policy Framework: §66, §71, §189
- ~Bognor Characterisation study, 2014

JUSTIFICATION: This policy is to ensure investors, local residents and other key stakeholders are provided with opportunities to engage effectively in the development of key sites coming forward in the future. we would encourage the creation of development briefs, design and access statements and formally agreed design codes before submitting the planning application to ensure a higher degree of certainty for the investor, the residents and other Stakeholders as to what is wanted by the local community and what can be delivered within the specific site and market context.

This process is expected to allow all involved to learn about good place-making design excellence, the local property market and delivery constraints and opportunities.

Significant progress in achieving the Vision and Objectives 9 and 10 is expected. All 5 challenges/opportunities are likely to be addressed.

It is recognised that development decisions mean weighing up a number of factors in determining whether to develop sites or buildings. This Neighbourhood Plan has developed the following policies for design guidance, to implement the vision of the plan and the residents aspirations. It is understood that the viability of development will be an essential element of delivery and that the need to accommodate residential development will also be a key concern. The Plan has not allocated housing sites and so the Arun District Council policies will direct development in this regard. Decisions regarding the relative amount of residential and other uses on each site will be taken by the Local Planning Authority therefore, with the benefit of the results of any consultation carried out by the applicant

EXAMPLE: CONTENT OF DESIGN ENGAGEMENT (see CABE,2007)

EXISTING STRUCTURES: How existing structures are retained.

SCALE, BLOCK STRUCTURE AND URBAN GRAIN: How big the buildings and spaces would be (height, width and length) and how they respond to the surrounding street, plot and building pattern.

LANDSCAPING: How open spaces will be treated to enhance and protect the character of a place and foster biodiversity.

APPEARANCE: What the building and spaces will look like: building materials, colour palette, fenestration, roofing and other architectural details.

MOVEMENT AND INCLUSIVE ACCESS: Why the access points and routes have been chosen, and how the site responds to street layout, public transport provision and parking needs and how everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

USES AND GROUND FLOOR USES: What buildings and spaces will be used for including proposed uses for ground floors/street level.

LAYOUT AND BUILDING LINES: How the buildings and public and private spaces will be arranged on the site, and the relationship between them and the buildings and spaces around the site.

RENEWABLE ENERGY EFFICIENCY: How the development and its operation reduce greenhouse gases and makes use of renewable energy sources.

POLICY 8a – DESIGN EXCELLENCE:

Development Proposals for sites marked as Key Priority Sites (8c to 8j) and other forthcoming Major Developments shall demonstrate ‘excellence in design, especially design that will help establish a strong sense of place and create attractive and comfortable places to live, work and visit.’ (NPPF, S58)

Development Proposals that fail to take the opportunities available for enhancing the local character and quality of the area and the way it functions will not be supported. A central part of achieving excellence in design is responding to and integrating with local surroundings landscape and context as well as the built environment through:

~Using good quality materials that complement the existing palette of materials used within the area.

~Using planting commonly found on the south coast for highway boundaries wherever possible and in keeping with the existing streetscape

~Ensuring safe access for pedestrians, cyclists and motorists

~Providing adequate refuse and recycling storage incorporated into the scheme to minimise visual impact innovative design that is sustainable in its design, construction and operation

~Promoting high quality spaces and light

~Adopting the principles of sustainable urban drainage, where appropriate.

Note:

Applications are encouraged to submit as part of the required application documents the following:

a) Full colour drawing and detailed specifications of proposed main building designs and materials.

b) An explanation of how on-site natural building materials and locally sourced materials are reclaimed and reused in the new building structures.

c) An explanation of the thermal performance of the building and how renewable energy is harnessed in the development for instances through passive solar gain, insulation and/or application of renewable energy technologies.

Note:

All Applicants should seek guidance from the Characterisation Study 2014 and are encouraged to seek practical and early advice from the conservation and planning team at Arun District Council to identify the scope of required details.

KEY REFERENCES

~Key Priorities Map: See Key Priority Sites (8c to 8j)

~Local Plan 2003, Saved Policies and POLICY site 2 Bognor Regis Town Centre Regeneration (Appendix 1)

~Bognor Regis Seafront Strategy, adopted 2011

~Bognor Characterisation study, 2014

~3 Day Neighbourhood Planning Community Planning Workshop, 2013, facilitated by the Prince’s Foundation

~National Planning Policy Framework Section 7 and §95

JUSTIFICATION: This policy aims to ensure that investments in key new buildings and spaces of our town will contribute to planning, designing and delivering attractive and lasting buildings and spaces that demonstrate a design approach relating strongly to Bognor Regis’s identity as the first purpose built resort and one of the sunniest towns in Britain.

Significant progress in achieving the Vision and Objectives 1—10 is expected so that all 5key challenges/opportunities are likely to be addressed.

POLICY 8b – CAR PARKING:

Development Proposals of sites marked up as key priority sites (8c to 8j) and other major developments should demonstrate through a Transport Assessment and Travel Plan they do not impact on existing capacity of public highways to accommodate parking. This process should have regard for the seasonality of parking needs in a resort town such as Bognor Regis.

Note:

All applicants are encouraged to seek practical and early advice from the District Highway Authority at West Sussex County Council, the planning team at Arun District Council and the Town Council.

KEY REFERENCES:

- Key priorities Map: See Key Priority Sites (8c to 8j)
- ~Implementation Plan 2011 to 2026, West Sussex County Council (Appendix 3)
- ~Local Plan 2003, Saved Policies and POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1).
- ~Bognor Regis Seafront Strategy, adopted 2011
- ~3 Day Neighbourhood Planning Community Planning Workshop, 2013, facilitated by the Prince's Foundation
- ~Arun district Retail Study, 2013
- ~National Planning Policy Framework: §39, §40, §58

JUSTIFICATION: The need to improve the vitality of Bognor Regis town centre through providing a greater and broader range of services, amenities and related local employment has been identified by the Arun District Retail Study (2013), the Seafront Strategy (2011) and earlier Masterplan for Bognor Regis 2004. The available land in the town centre to support this regeneration is limited. National Planning Policy §58 "Planning policies and decisions should aim to ensure that developments optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks."

A more efficient use of land is expected to have positive impacts on access, local jobs, range and quality of service provision as well as the overall vitality of the town centre and the seafront during the day and in the evening .

Significant progress in achieving the Vision and Objectives 1—10 is expected so that all 5 key challenges/opportunities are likely to be addressed.

POLICY 8c – THE PIER:

Development Proposals must demonstrate and accomplish excellence in design and craftsmanship for the restoration and extension of the iconic structure and designated Heritage Asset. The pier is a Grade II listed structure and a Key Priority Site in this Neighbourhood Plan and proposals must comply with policies in this Neighbourhood Plan. Any alterations and additions to the seafront will need to assess potential impact on the Bognor Reef SSSI and take any measures necessary to remove any adverse effects on the reef. The development should provide future access to the existing sewerage infrastructure as required by the relevant authorities.

This Neighbourhood Plan supports:

- a) the preservation of this Grade II listed structure
- b) the extension of the pier up to its original length
- c) provision for a generous, step free and publically accessible all-weather viewing point at the pier head
- d) a range of sea and beachside facilities and uses such as restaurants, cafés, shops and leisure facilities being part of the mix of uses creating an attractive all weather destination and programme (daytime and evening activities)
- e) a clear distinction between the pier's Victorian heritage and any 21st century additions. This will allow future generations to read the history of our pier through its look and feel.
- f) the use of solar energy and other renewable energy sources used in the operation of the pier and its facilities
- g) early and meaningful consultation with The Pier Trust and/or relevant stakeholders

Development Proposals shall demonstrate how excellence in design and craftsmanship in materials and finish are achieved, delivered and maintained in the harsh conditions of the foreshore.

Note:

The pier is pivotal to Bognor Regis' identity as a 21st century seaside town, and as such, the Local Planning Authority is strongly requested to apply for a National Design Review to help developing exceptional design quality.

KEY REFERENCES:

- ~Key Priorities Map: See Key Priority Sites (8c)
- ~Local Plan 2003, Save Policies and POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1).
- ~Planning Policy Guidance Bognor Regis Masterplan 2004:
- ~Bognor Regis Seafront Strategy, adopted 2011
- ~Arun District Retail Study, 2013
- ~Bognor Characterisation study, 2014-10-22
- ~3 Day Neighbourhood Planning Community Planning Workshop, 2013, facilitated by the Prince's Foundation
- ~National Planning Policy Framework: §56, §61, §62, §109, §126
- ~<http://designatedsites.naturalengland.org.uk/>

JUSTIFICATION: In recognition of always scarce resources, our Neighbourhood Development Plan identifies the pier as the town's heritage investment site of the highest priority. The pier is our most cherished and distinctive heritage asset and it is at risk. We expect the pier, once it is fully operational again, to have a multitude of positive and permanent impacts on the vitality of our seafront, town centre and Bognor Regis as a whole.

The Bognor Reef SSSI lies along the coast starting at the Pier and continuing Westward, It is of great geological interest and an extensive area of vegetated shingle, a rare habitat type in Britain. It should be protected in any development proposal.

Significant progress in achieving the Vision and Objectives 1 to 10 is expected. All key 5 challenges/opportunities are likely to be addressed.

POLICY 8d - BUTLIN PROMENADE FRONTAGE & GLOUCESTER ROAD CAR PARK SITE:

Enhancement and development of this major tourist destination on this site will be encouraged subject to compliance with other policies in this plan and any development proposals demonstrating a high quality landscape led approach in developing this part of our seafront. This can be facilitated by:

- a) Setting back individual buildings and providing generous access routes to the promenade
- b) Developing the site to incorporate soft landscaping
- c) Constructing boundary structures and walls from locally sourced and natural materials, typically found in walls and fence structures in Bognor Regis (see Bognor Regis's Characterisation study, 2014).

Development Proposals must demonstrate and accomplish excellence in design and craftsmanship of the buildings, structures and spaces. The applicant shall demonstrate clearly how the existing scale of buildings materials and colour palette and fenestration can contribute to the specific siting of the site by making reference to Bognor Regis's Characterisation study, 2014.

The site at the prominent corner of Gloucester Road/Esplanade has been seen as having development potential. This policy supports an all-weather leisure facility in a landmark building, with public and step free access from street and promenade level, including parking.

The development should provide future access to the existing sewerage infrastructure as required by the relevant authorities.

This part of the seafront has such great potential to contribute to Bognor Regis's identity as a 21st century seaside town that the Local Planning Authority is strongly requested to call for a National Design Review to help develop the expected exceptional design quality.

Note:

All Applicants are encouraged to seek practical and early advice from the planning and regeneration team at Arun District Council and the Town Council.

KEY REFERENCES:

- ~Key Priorities Map: See Key Priority Sites (8d)
- ~Local Plan 2003, Saved Policies and POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1)
- ~Planning Policy Guidance Bognor Regis Masterplan 2004.
- ~Bognor Regis Seafront Strategy, adopted 2011
- ~Bognor Seafront Action Plan Workshop, 2013
- ~Arun District Retail Study, 2013
- ~3 Day Neighbourhood Planning Community Planning Workshop, 2013 facilitated by the Prince's Foundation
- ~Bognor characterisation study, 2014
- ~National Planning Policy Framework: §20, §35, Section 7, §93, §109

JUSTIFICATION: This zone is currently a neglected and underperforming part of our seafront, lying between Gloucester Road and the Aldingbourne Rife mouth. Overall, the proposals are expected to incorporate appropriate vegetation to re-define the look and feel of this seafront zone. Once developed, the Butlin's Promenade is envisaged as an attractive seafront route.

Significant progress in achieving the Vision and Objectives 1 to 10 is expected. All key 5 challenges/opportunities are likely to be addressed.

POLICY 8e – GATEWAY TO HIGH STREET GLOUCESTER ROAD:

This Neighbourhood Plan promotes a high quality residential led mixed use development with an amount of employment and retail component on parts of this site. *Active ground floor uses** are expected to contribute to the animation of the public realm and generally support a more welcoming gateway to the town centre.

Development will also need to comply with policy ENV DM2 of the emerging Local Plan

Note:

Applicants are advised to seek practical and early advice from the planning team, the Town Centre Manager, the planning team at Arun District Council and the Town Council.

KEY REFERENCES:

~Key Priorities Map: See Key Priority Sites (8e)

~Local Plan 2003, Saved Policies and POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1)

~3 Day Neighbourhood Planning Community Planning Workshop, 2013, facilitated by the Prince's Foundation

~Bognor characterisation study, 2014

~National Planning Policy Framework: §17, §23, §58

JUSTIFICATION:

This site or parts of the site are not likely to become available in the short term and requires active promotion. However this Key Priority Site marks the prominent easterly entrance to Bognor Regis's town centre and potential to provide a welcoming gateway and link between Hotham Park, the university, Butlin's, the seafront and the town centre. The site is considered underutilised for such a prominent location. Significant progress in achieving the Vision and Objectives 1,2,3,5,6,7,8,9 and 10 is expected as well as contribution to strategic housing targets. All challenges/opportunities are likely to be addressed.

*Our definition of "active ground floor uses" - a use that involves the public visiting the premises regularly via doorways onto the public space at ground floor. Ideally there will be windows and activity and visual interest within the building at ground floor visible from the public space adjoining the building

POLICY 8f – REGIS CENTRE & MOUNTBATTEN COURT SITE:

This Neighbourhood Plan promotes a high quality low carbon mixed use development that could include leisure, culture and entertainment at this location. Development Proposals must demonstrate and accomplish excellence in design and craftsmanship.

In addition to Neighbourhood Plan Policies 8, 8a and 8b Development Proposals are expected to accommodate where possible all of the following:

- a) Active ground floor/street level uses along a public space linking the Arcade Chambers with the Esplanade as well as along the seafront side of the development
- b) Generous pedestrian space
- c) Consider the provision of a public and step free access route between The Promenade level across to the sandy foreshore
- d) Connectivity between the town centre and the sea
- e) On-site retention of publically accessible Open Space
- f) Plans submitted to convert existing ground floor flats to retail units, fronting the Regis Centre Site and Esplanade, will be supported
- g) Plans that retain, replace, enlarge or improve the existing theatre on the site will be supported
- h) Residential development will be expected to be included in order to encourage use and occupation of the site at all times and contribute to the provision of new homes

This part of the seafront has such great potential to contribute to Bognor Regis's identity as a 21st century seaside town that the Local Planning Authority is strongly requested to call for a National Design Review to help develop the expected exceptional design quality.

Note:

All Applicants are encouraged to seek practical and early advice from the regeneration and planning team at Arun District Council and the Town Council.

KEY REFERENCES:

- ~Key Priorities Map: See Key Priority Sites (8f)
- ~Local Plan 2003, Saved Policies and POLICY SITE 2, Bognor Regis Town Centre Regeneration (Appendix 1)
- ~Planning Policy Guidance Bognor Regis Masterplan, 2004
- ~Bognor Regis Seafront Strategy, adopted 2011
- ~Bognor Seafront Action Plan Workshop, 2013
- ~Arun district Retail Study, 2013
- ~3 Day Neighbourhood Planning Community Planning workshop, 2013, facilitated by the Prince's foundation
- ~Bognor Characterisation study, 2014
- ~Implementation Plan 2011 to 2026, West Sussex County Council (Appendix 3)
- ~National Planning Policy Framework: §17, §23, §35, §58, §62

JUSTIFICATION: The Regis Centre Site has the potential to provide the needed connection between the town centre and the seafront and provide a range of all weather leisure facilities creating a destination right at the heart of the town and in their own right. The delivery of this Key Priority Site is pivotal to achieving the vision of this Neighbourhood Plan and has the potential to contribute to all 10 objectives of this plan including contribution to strategic housing delivery targets.

Re-development proposals on the site have been the subject of local concern for several years as evidenced in the following petitions

- 2003 Formal Petition-Public rejection of flats on the site to retain site for leisure only
- 2009 Town Poll referring to no more flats to be built along the Regis centre site
- Formal Petition signed by 10,681 people requesting that no cinema be built on the Regis Centre Site

<http://www.arun.gov.uk/mediaFiles/downloads/96783075/Summaryofcurrentrecentpetitionsat080514.pdf>

A key challenge as an English seaside town, is and was, to attract visitors and investment in our infrastructure despite the sometimes unpredictable weather and indeed low land values. Significant progress in achieving the Vision and Objectives 1,2,3,5,6,7,8,9 and 10 is expected as well as contribution to strategic housing targets. All 5 challenges/opportunities are likely to be addressed.

POLICY 8g– HOTHAMTON CAR PARK SITE, QUEENSWAY:

This Neighbourhood Plan supports a high quality low carbon predominately retail and B1 office led development with a component of other employment generating uses at this location. This Neighbourhood Plan supports the retention of Open Space with a public footpath through the park

The development should provide future access to the existing sewerage infrastructure as required by the relevant authorities

Note:

Applicants are encouraged to seek practical and early advice from the regeneration and planning team at Arun District Council and the Town Council.

KEY REFERENCES:

- ~Key Priorities Map: See Key Priority Sites (8g)
- ~Local Plan 2003, Saved Policies GEN2& POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1)
- ~Planning Policy Guidance Bognor Regis Masterplan, 2004:
- ~Bognor Regis Seafront Strategy, adopted 2011
- ~Bognor Seafront Action Plan Workshop, 2013
- ~Arun District Retail Study, 2013
- ~3 Day Neighbourhood Planning community Planning Workshop, 2013, facilitated by the Prince's Foundation
- ~Bognor characterisation study, 2014-10-22
- ~Implementation Plan 2011 to 2026, West Sussex County Council (Appendix 3)
- ~National Planning Policy Framework: §17, §20, §23, §35, §40, §41, §58

JUSTIFICATION: The delivery of this Key Priority Site is a great opportunity to provide local employment opportunities in the town centre. Significant progress in achieving the Vision and Objectives 1,2,3,5,6,7,8,9 and 10 is expected as well as some contribution to strategic housing targets. All 5 challenges/opportunities are likely to be addressed.

POLICY 8h – EAST OF STATION COVERS SITE:

This Neighbourhood Plan supports a high quality low carbon residential-led mixed use development at this well connected location right next to the train station. The provision of a transport hub including bus and cycle facilities alongside a multi-deck parking facility as part of the scheme is supported. The preservation and mixed-use conversion of the existing station storage sheds is encouraged and the innovative use of station facilities for office space is supported.

Any development should provide future access to the existing sewerage infrastructure as required by the relevant authorities.

Development will also need to comply with policy ENV DM2 of the emerging Local Plan

Note:

Applicants are encouraged to seek practical and early advice from the regeneration and planning team at Arun District Council and the Town Council.

KEY REFERENCES:

~Key Priorities Map: See Key Priority Sites (8h)

~Local Plan 2003, Saved Policies GEN2, GEN22, POLICY SITE 2 Bognor Regis Town Centre Regeneration (Appendix 1)

~Planning Policy Guidance Bognor Regis Masterplan, 2004.

~Bognor Regis Seafront Strategy, adopted 2011

~Arun District Retail Study, 2013

~3 Day Neighbourhood Planning Community Planning Workshop, 2013, facilitated by the Prince's Foundation

~Bognor Characterisation study, 2014

~Implementation Plan 2011 to 2026, West Sussex County Council (Appendix 3)

~National Planning Policy Framework: §17, §30, §58, §93

Justification: This site is identified as one with development potential by the strategic housing market assessment. The delivery of this Key Priority Site is important to achieving the vision of this Neighbourhood Plan and has the potential to contribute to all 10 objectives of this plan including contribution to strategic housing delivery targets. Providing new homes in a very accessible location with all town centre amenities and public transport in walking distance makes this a very attractive proposition for investors, home owners, tenants and businesses.

Significant progress in achieving the Vision and Objectives 1,2,3,5,6,7,8,9 and 10 is expected as well as contribution to strategic housing targets. All 5 challenges/opportunities are likely to be addressed.

POLICY 8i – NORTHERN PART OF DURBAN ROAD INDUSTRIAL AREA: *

Development Proposals are encouraged that contribute to the development of this area into a demonstration project for self-build/self-commissioned low carbon working and living with a mix of uses: industrial, residential, employment, small scale workshops with high numbers of jobs to the floor area.

The development should provide future access to the existing sewerage infrastructure as required by the relevant authorities.

Note:

Applicants are encouraged to seek practical and early advice from the regeneration team and planning team at Arun District Council and the Town Council.

KEY REFERENCES:

~Key Priorities Map: See Key Priority Sites (8i)

~National Planning Policy Framework: §51, §58, §93

JUSTIFICATION: A smaller site in this area (Westside supplies, 17/18 Durban Road) is identified as 'site with development potential' by the strategic housing market assessment. The development and growth of the Bognor Enterprise zone is expected to result in businesses relocating in the favourable Enterprise Zone. This policy aims to effectively manage the use of that expected underutilisation of employment land by introducing a more mixed-use and exemplar development.

Significant progress in achieving the Vision and Objectives 7 and 8 is expected as well as contributions to strategic housing targets. Challenges/opportunities around 'Stronger Identity' and 'More Skills and Entrepreneurial Activity' are likely to be addressed.

* area defined on **SITE SPECIFIC POLICY LOCATION MAPS page 30**

POLICY 8j – THE UNIVERSITY OF CHICHESTER BOGNOR REGIS CAMPUS :

This Neighbourhood Plan promotes a high quality and low carbon education, research and employment-led development at this campus location including co-working spaces *and an appropriate amount of additional student housing. The provision of sustainable modes of transport and pleasant pedestrian and cycle links to the town centre and seafront together with safe and suitable access arrangements is supported.

Any development should provide future access to the existing sewerage infrastructure as required by the relevant authorities.

KEY REFERENCES:

~Key Priorities Map: See Key Priority Sites (8j)

~Local Plan 2003, POLICY SITE 2 Bognor Regis Town Centre regeneration (Appendix 1)

~Bognor Characterisation study, 2014

~Implementation Plan 2011 to 2026, West Sussex County Council (Appendix 3)

~National Planning Policy Framework: §17, §20, §35

JUSTIFICATION: This site forms part of Enterprise Bognor and forms part of the 'Upper Bognor Road' Conservation Area. The delivery of this Key Priority Site is a great opportunity to attract new talent to Bognor Regis and provide local employment opportunities within the wider town centre area. Significant progress in achieving the Vision and Objectives 1,2,3,5,6,7,8,9 and 10 is expected as well as contribution to strategic housing targets. All 5 challenges/opportunities are likely to be addressed.

*Our definition of "co-working spaces" - development that offers integrated living and workshop space for a craftpersons or other independent home-based worker

POLICY 9 – LOCAL GREEN SPACE DESIGNATIONS:

The Neighbourhood Plan has designated the areas listed here and shown on the map on page 59 as Local Green Space.

Development on these designated areas will not be permitted unless it preserves and enhances the existing use and community value or is for essential utility infrastructure, where the benefit clearly outweighs any harm, or it can be demonstrated that there are no reasonable alternative sites available.

1 Hotham Park

2 Sunken Gardens at West Street Hothamton

3 Bowling Green/ Waterloo Gardens opposite the Pier

4 Swansea Gardens off Victoria Road

5 Rock Gardens on the Esplanade

6 Rugby Club at Hampshire Avenue

7 Community Orchard

KEY REFERENCES:

~National Planning Policy Framework: §76 §77

~<http://www.sussexwildlifetrust.org.uk/uploads/swtplanningguidance.pdf>

~http://www.sussexwildlifetrust.org.uk/uploads/make%20connection%20leaflet_web.pdf.

~<http://hothamparkheritagetrust.co.uk/events.html>

~<http://www.greenerbognor.org.uk/orchard-gallery.html>

JUSTIFICATION:

These areas have the unique attributes required by paragraph 77 of the NPPF for this special designation of particularly important open space. The specific reasons for designating each area are set out below:

Hotham Park Situated in the heart of the Town Centre Hotham Park is regarded as the ‘Jewel in Bognor Regis’ Crown.’ Community and charity events are held throughout the year. Forming part of the Wildlife corridor the park values its bio-diversity and eco-friendly practice. It is also an historic park.

Sunken Gardens A key landscape in the Conservation Area typical of nineteenth century squares visually important for historic as well as amenity reasons and highly valued by the community.

Bowling Green/Waterloo Gardens. An important recreational greenspace in the centre of town and part of the seafront leisure heritage.

Swansea Gardens Community greenspace for local residents and tourists of all ages. Forms part of the wildlife corridor*.

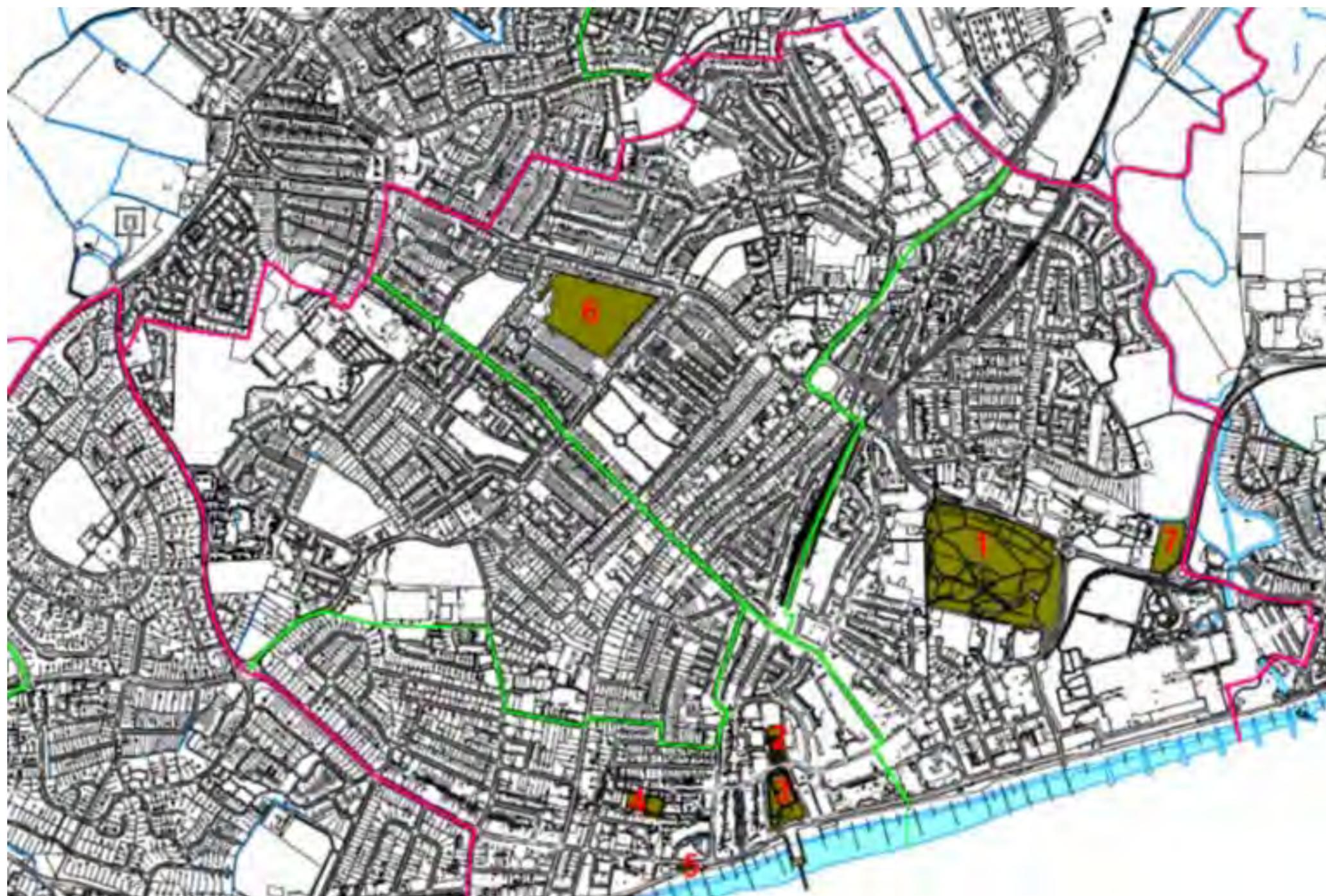
Rock Gardens situated adjacent to the skate park and opposite the Royal Norfolk Hotel. The gardens provide space for residents and tourists to relax and enjoy sea views and is a key visual and actual part of the traditional seafront leisure offer. It is occasionally used for cultural events.

Rugby Club A key community facility for all ages, from under 6 to over 60, with important recreational value.

Community Orchard situated by the rife at the edge of Felpham (strategic Gap) this orchard has been created by the community and is a valuable local food growing resource and community greenspace

*A wildlife corridor is a link of wildlife habitat, generally native vegetation, which joins two or more larger areas of similar wildlife habitat. Corridors are critical for the maintenance of ecological processes including allowing for the movement of animals and the continuation of viable populations.

Corridors play an extremely important role in the maintenance of biodiversity, but they can only partly compensate for the overall habitat loss produced by the fragmentation of the natural landscape. It is important, therefore, that vegetation remnants and vegetated corridors are maintained and enhanced as a network across all lands both private and public.

**KEY:**

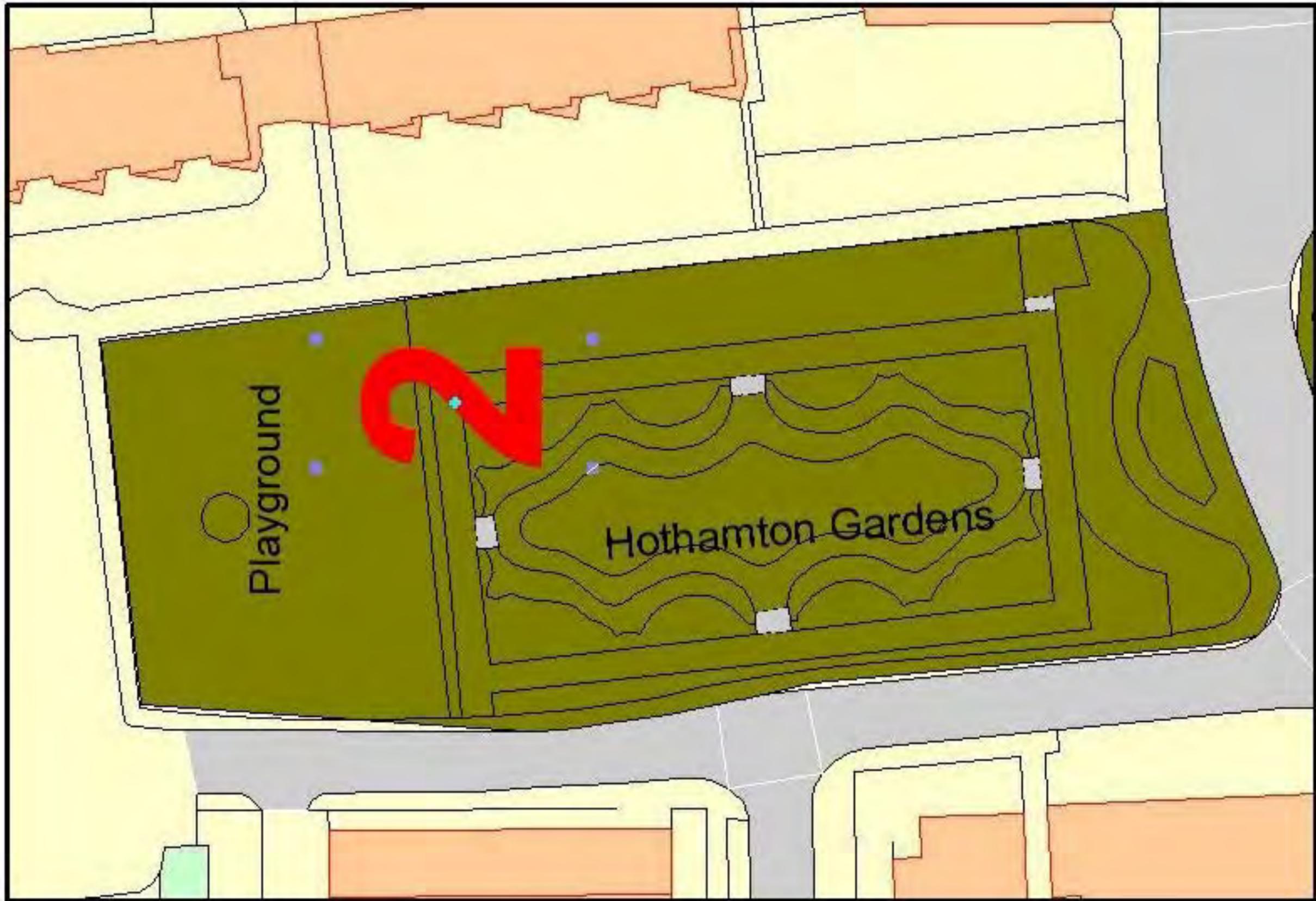
- 1 Hotham Park
- 2 Sunken Gardens at West Street Hothamton
- 3 Bowling Green/ Waterloo Gardens opposite the Pier
- 4 Swansea Gardens off Victoria Road
- 5 Rock Gardens on the Esplanade
- 6 Rugby Club at Hampshire Avenue
- 7 University Campus/Community Orchard

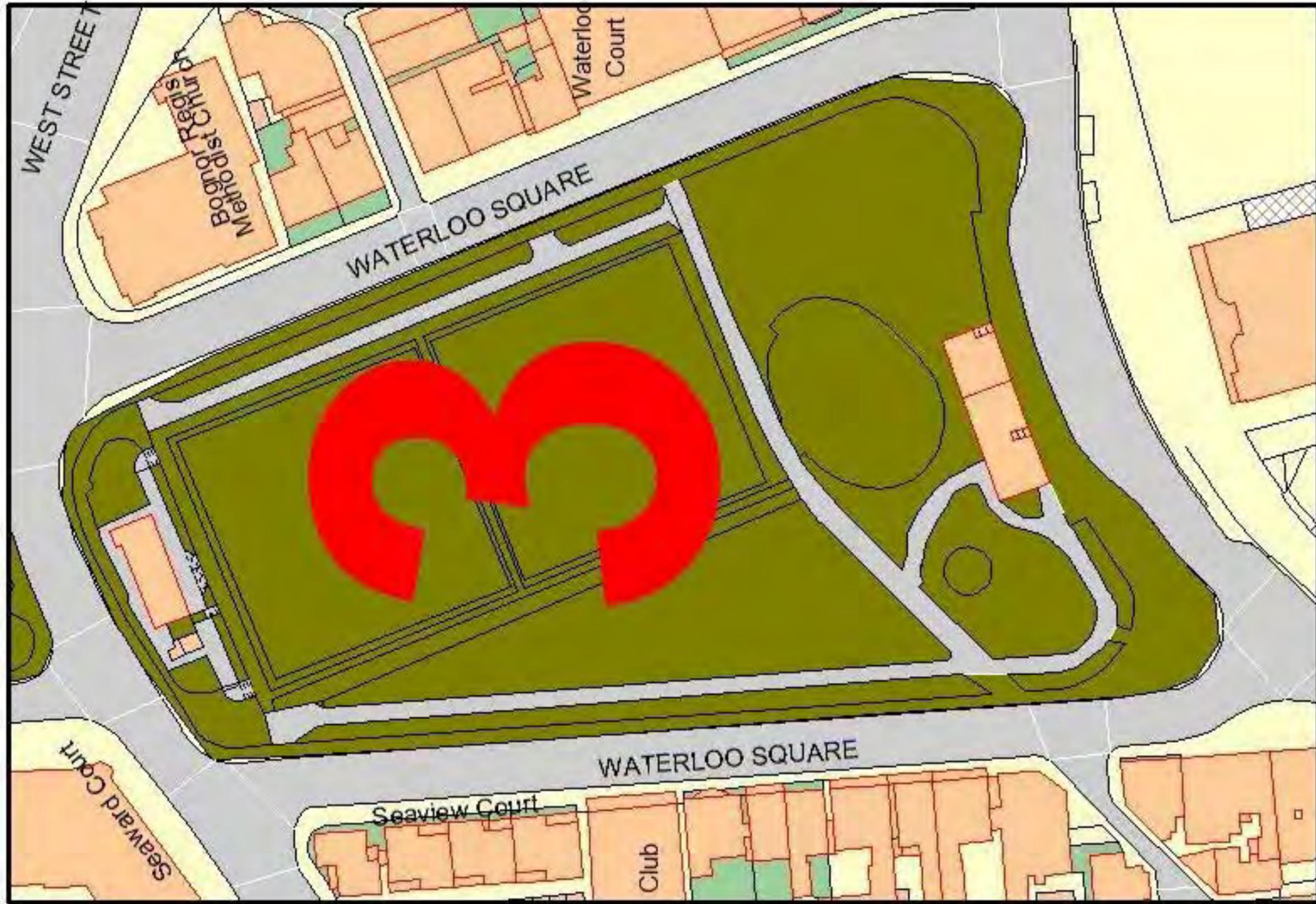
LOCAL GREENSPACE DESIGNATION

Hotham Park

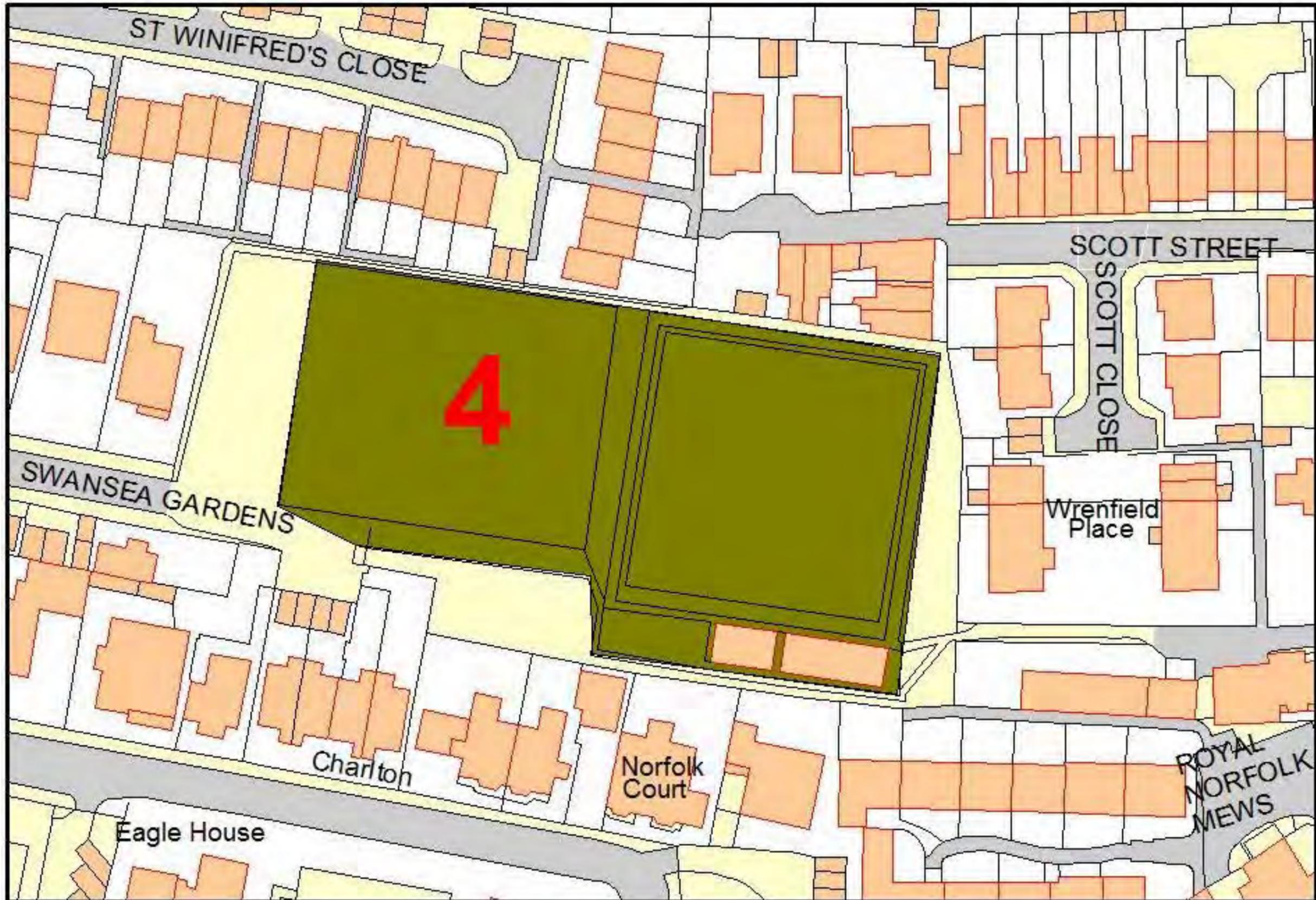


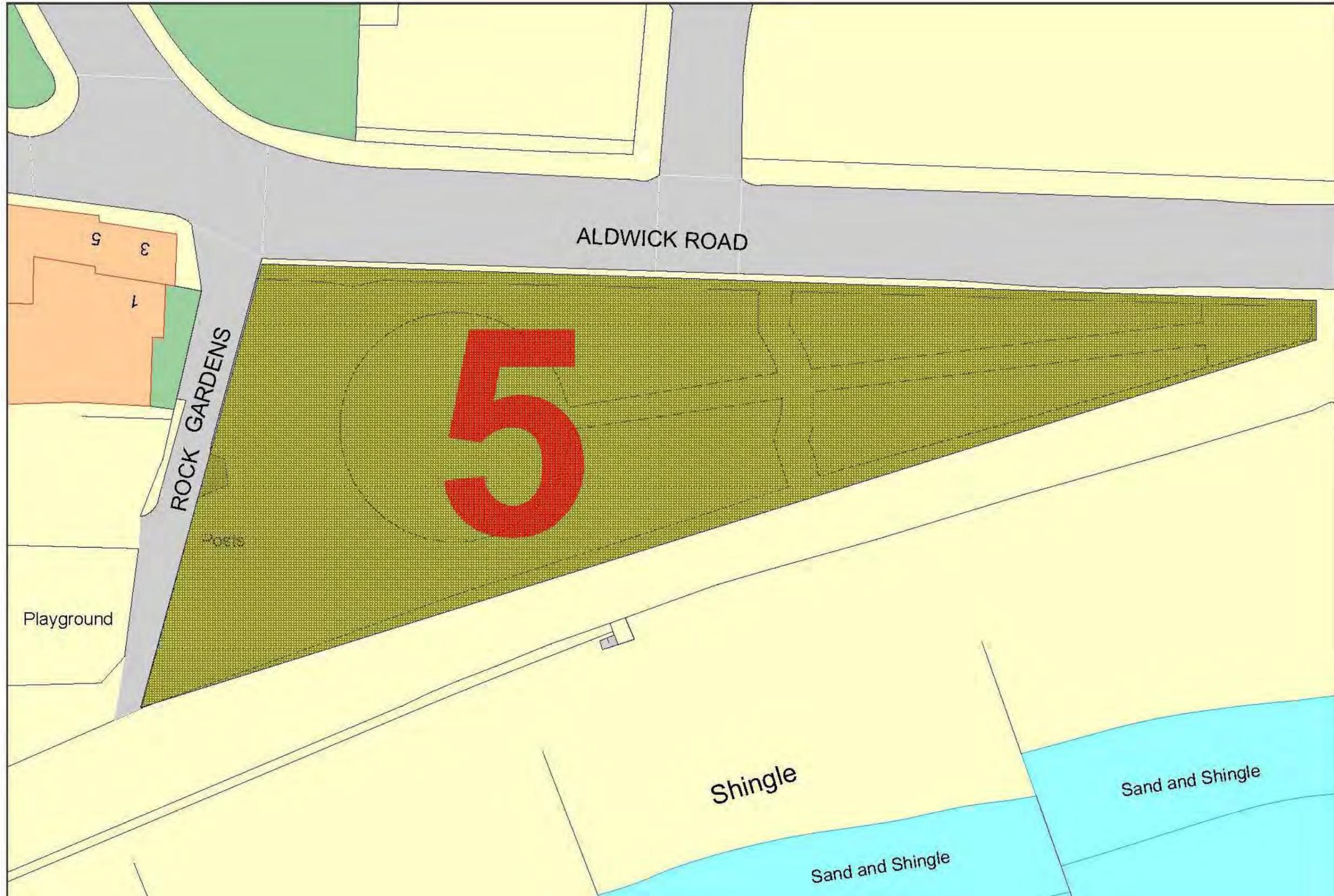
Sunken Garden



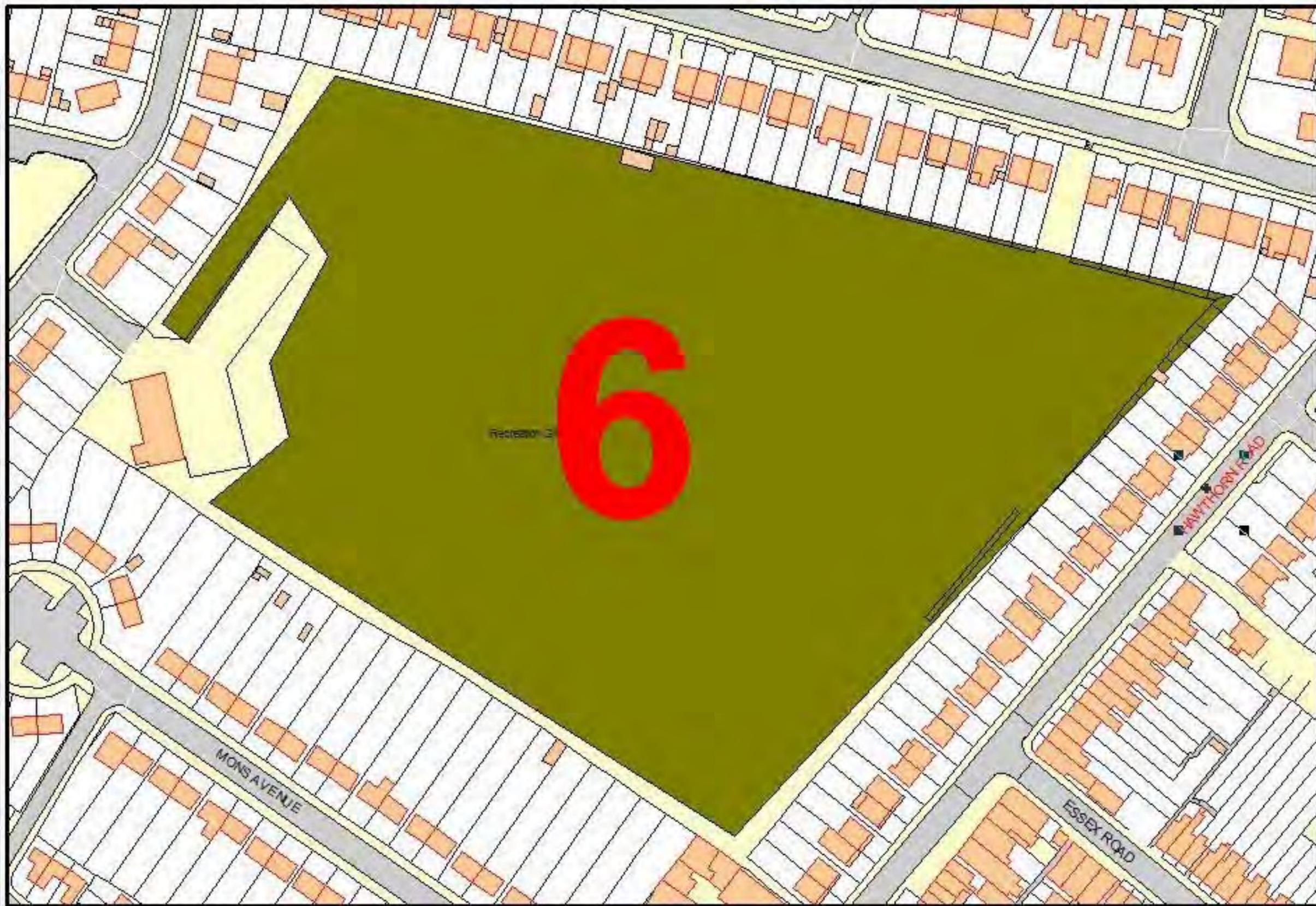


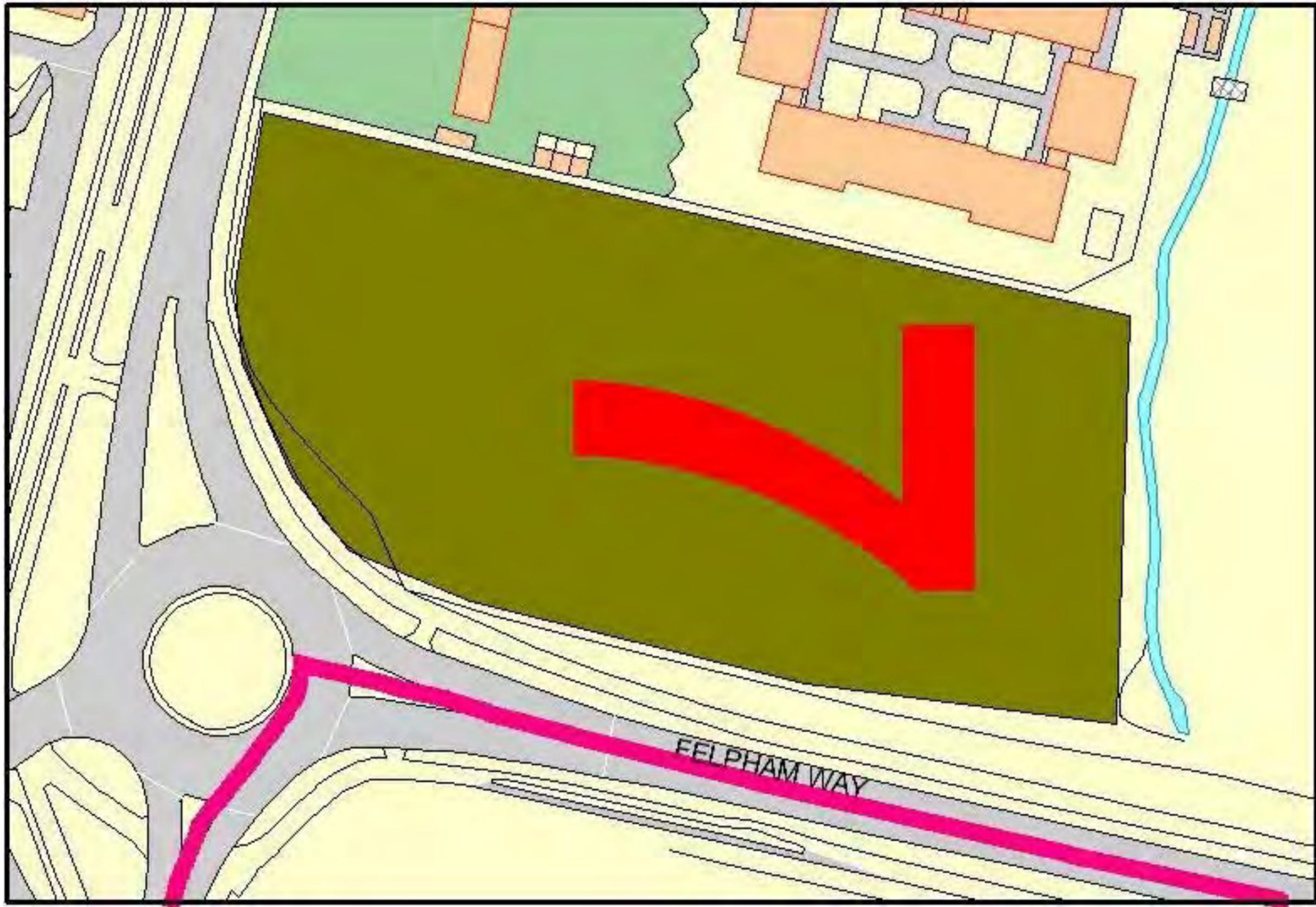
Swansea Gardens





Rugby Club





APPENDICES

APPENDIX 1: LOCAL PLAN 2003, SAVED POLICIES: POLICY SITE2

POLICY SITE2 Bognor Regis Town Centre Regeneration

Within the area defined on the Proposals Map, the Council will initiate, support and encourage development proposals which will regenerate the town centre and introduce mixed use developments/redevelopments comprising retail, leisure, residential, office and civic/community uses subject to environmental enhancement schemes and integrated transport management and accessibility strategies.

To be acceptable, all significant development proposals must demonstrate that they meet and/or further the core regeneration aims for the town centre and their long term viability/sustainability. The core aims are to:

- improve the economic viability and vitality of the town centre by attracting new investment;
- enhance the environmental/architectural quality of the townscape and public realm through improvements to spaces, buildings and street works/furniture;
- create and enhance the physical/visual linkages between the promenade/town centre;
- improve the attractiveness of the retail environment to shoppers;
- increase the attractiveness of the town as a holiday destination for visitors;
- improve the accessibility of the town centre and effectively manage the movement of people and vehicles within the town centre.

In addition, within this area all development/redevelopment proposals will be assessed by the Council against these core aims and opportunities will be sought to negotiate (where appropriate) improvements so as to meet these core aims.

The Council will prepare Supplementary Planning Guidance which will amplify/interpret this policy framework and identify development opportunities for key town centre sites and produce Development Briefs for such sites so as to guide/co-ordinate development proposals. Planning obligations and conditions will also be used to achieve the core aims

Reason

To facilitate/enable the economic and physical regeneration/renewal of Bognor Regis Town Centre and provide the policy framework/criteria against which regeneration and development proposals will be assessed and judged.

Explanation

4.01 The Council continues to work in partnership with SEEDA,* West Sussex County Council, Bognor Regis Town Council, Felpham Parish Council and Bersted Parish Council, as well as a number of community groups and their representatives, in order to initiate, facilitate and enable economic and physical regeneration/renewal projects/proposals in Bognor Regis Town Centre subject to all other relevant policies in the Plan.

4.02 The Council and its Bognor Regis regeneration partners commissioned a Town Centre Study in January 2000 with the objectives of creating:

- a long-term vision for the revival of the commercial heart of Bognor Regis, specifically looking at shopping access and urban design;
- a practical and achievable Town Centre Strategy, which is realistic in its implementation and has the support of the community and businesses in Bognor Regis;
- a review of development opportunities specifically Queensway and the Regis Centre;
- an Action Plan and Implementation Programme which is deliverable.

*This organisation no longer exists

4.03 The resulting Town Centre Study was published in July 2000 and was adopted as Consultation Draft Supplementary Planning Guidance published for public consultation by the Council in October 2000. This Study and Supplementary Planning Guidance will be updated and republished for public consultation and ultimately adoption by the Council as Supplementary Planning Guidance in order to illustrate sites for significant development/investment opportunities in the town centre and amplify the core aims set out in the Policy SITE2.

4.04 A number of the key projects identified in the Town Centre Study have now been initiated and are in the process of implementation :-

A Public Realm handbook was produced in December 2001 which set out strategies for urban design, transportation, design components and maintenance/management in respect of the public areas of the town centre. This document will be integrated into Consultation Draft Supplementary Planning guidance by the Council and ultimately adopted as Supplementary Planning Guidance.

A vehicular/pedestrian access scheme in respect of the high Street/London Road area of the town centre is well underway and is scheduled for completion in 2013/14.

The Council has commissioned a Development and Marketing Brief for the redevelopment of the Regis Centre and Hothamton sites in accordance with Policy SITE2. These sites are principally in council ownership and were identified in the Town Centre Study as offering the greatest potential for mixed use development opportunities in accordance with the core regeneration aims set out in the Policy. Once prepared, the Development Brief would be published for public consultation with a view to its adoption as Supplementary Planning Guidance. The Council will also consider preparing Development Briefs for other key sites identified in the Town Centre Study Supplementary Planning Guidance in order to guide their future development in accordance with Policy SITE2.

4.05 Transport management measures for the wider Bognor Regis, Bersted and Felpham areas, together with improved accessibility to and from the town centre, will be explored/defined as part of the Development Brief to be prepared for Policy SITE6 and the associated A259 Relief Road proposals (see Policy SITE6)

4.06 Proposals for a marina at Bognor Regis continue to be explored by the Council and its regeneration partners but it has yet to be demonstrated that such proposals are acceptable in terms of their environmental/traffic impact, coastal effects, infrastructure improvements/costs/solutions, economic regeneration benefits and economic viability. Therefore, as yet the acceptability/viability in terms of the criteria set out in Policy SITE2 have not been demonstrated.

4.07 Taken together, Policy SITE2, Policy SITE6 and related Town Centre Study sites/projects combine to create a framework which will guide future public and private investment in the town with the overall aim of bringing about its long-term economic and physical regeneration and renewal.

This Supplementary Planning Guidance has the title: Planning Policy Guidance Bognor Regis Masterplan, 2004. And can be viewed here: http://www.arun.gov.uk/mediaFiles/downloads/43197917/bognor_regis_masterplan_nov04.pdf

BUILDINGS AND STRUCTURES OF CHARACTER SOURCE: SUPPLEMENTARY PLANNING DOCUMENT, ADOPTED SEPTEMBER 2005

1.0 INTRODUCTION

1.1 This Supplementary Planning Document (SPD) is prepared by Arun District Council (the Local Planning Authority) to provide a district-wide 'local list' and additional information regarding Buildings or Structures of Character within the District. The SPD is non-statutory, but is a material consideration that the Council will take into account when considering planning applications.

1.2 This guidance supports and should be read in conjunction with POLICY GEN22 (Buildings or Structures of Character) of the Arun District Local Plan 2003 (as amended). This policy states "Planning permission will not be granted for development resulting in the loss of existing buildings and structures of interest and importance which are attractive in their own right or which contribute to the character and appearance of an area. Alterations, extensions or other development which would adversely affect the appearance or setting of such buildings or structures will not be permitted".

2.0 REASONS FOR THE STUDY

2.1 Throughout the District there are buildings and structures which, while not Listed Buildings, are of good quality design and appearance; that are important features in their own right; and which may also contribute to the character and appearance of the area. They illustrate, and are reminders of, the historical development of an area and are worthy of recognition and retention wherever possible.

2.2 The Local Plan indicates that the Council will produce a Local List of such buildings and structures. Buildings and Structures of Special Character – SPD2.

3.0 THE CRITERIA

3.1 The criteria for the selection of buildings or structures of character are as follows:

- 1) Buildings of outstanding design, detailing, appearance or special interest because of the use of materials.
- 2) Buildings which are extremely good examples of traditional or established style, or unusual type.
- 3) In special cases, buildings or structures which contribute towards the local townscape or have important historical associations.

4) All buildings must be largely intact and not adversely affected by later extensions or alterations.

5) Preferably, although not exclusively, they should make a positive contribution to their surroundings or the street scene. The study and Supplementary Planning Guidance identifies the following properties as buildings and structures of character:

1. 40 Aldwick Road
2. 42 Aldwick Road
3. 44 Aldwick Road
4. 46 Aldwick Road
5. 48 Aldwick Road
6. 50 Aldwick Road
7. 52 Aldwick Road
8. 54 Aldwick Road
9. 56 Aldwick Road
10. 43 Aldwick Road
11. 45 Aldwick Road
12. 47 Aldwick Road
13. 49 Aldwick Road
14. 51 Aldwick Road
15. 53 Aldwick Road
16. 55 Aldwick Road
17. 57 Aldwick Road
18. 59 Aldwick Road
19. 61 Aldwick Road
20. 63 Aldwick Road
21. Dolphin cottage
22. 86 Annandale Avenue
23. The Picturedrome Cinema
24. 47,49 Canada Grove
25. 39,41 Canada Grove
26. 35,37 Canada Grove
27. 31,33 Canada Grove
28. 30,32 Canada Grove
29. The Reynolds & Co. Building
30. 2 Charlwood Street
31. 1 and 2 Sidlaw terrace
32. The Church of Our Lady of Sorrows
33. 'Glenlogie'
34. 'Den Lodge'
35. 51 Glamis Street
36. 47 Clive House
37. 45 Glamis Street
38. 41,39,37,35 Glamis Street
39. 33 Glamis House
40. 48,46,44,40,38 Glamis Street
41. 34,32,30,38,26,24 Glamis Street
42. 4 Glencathara Road
43. Entrance walls to the cemetery
44. 43,41,39,37,35,33,31,29,27 Hawthorne Road
45. 46,48,50,52 Highfield Road
46. 91,93,95,97 Highfield Road
47. 'Strathmore'
48. 2,4,6 High Street
49. 42 High Street (Abbey National Bank)
50. 67 High Street
51. 69 High Street (Bognor Museum)
52. The Unicorn PH
53. Bognor Regis Methodist church
54. 59 High Street
55. 57 High Street
56. 51 to 53 High Street
57. 45 to 47 High Street
58. 27 to 31 (Reynolds) High Street
59. 19 (West York Road) 21a, 21,23
60. 25 High Street
61. 19 High Street (east York Road) (KFC)
62. The Arcade and associated buildings
63. The Body Shop
64. 15 High Street
65. 1 and 2 Sussex Place
66. The Prince of Wales PH
67. 15,17 Lennox Street
68. 19,21 Lennox Street
69. The Alex PH
70. 54 London Road (Fleur-de-lis)

BUILDINGS AND STRUCTURES OF CHARACTER SOURCE: SUPPLEMENTARY PLANNING DOCUMENT, ADOPTED SEPTEMBER 2005

- | | | |
|--|---|---|
| 71. 52 London Road (The Gem Box) | 111. 38 Nyewood Lane | 150. The Gables |
| 72. 50 London Road (High Rivers) | 112. Aldwick House Nursing Home | 151. 32 Victoria Road |
| 73. 48 London Road (Travel Care) | 113. 22 Old Upper Bognor Road | 152. Walton Walls' |
| 74. 32 London Road (Nobles Amusements) | 114. 24 Old Upper Bognor Road | 153. The Pixie House (Restaurant) |
| 75. 398 London Road (Travel Choice) | 115. 1-9 Park Road | 154. Waterloo Inn PH (no.14) |
| 76. 12 London Road (Clinton Cards) | 116. 14 Park Road (Bilkos Club) | 155. 2 Waterloo Square |
| 77. 4 & 4b London Road (Burtons & Vodaphone) | 117. Sussex Court | 156. 4 Waterloo Square |
| 78. 2 London Road (Abbey National Bank) | 118. Railway footbridge | 157. RAFA Club |
| 79. Going Place London Road | 119. The Claremont PH | 158. 59 West Street |
| 80. British Heart Foundation London Road | 120. Claremont House | 159. 1 West Street |
| 81. KJC Mobile Phones London Road | 121. Bersted Street Old School | 160. 5 West Street |
| 82. 1 London road (Bon Marché) | 122. Former Railway Shed | 161. 10 West Street |
| 83. 3 London Road (Julian Graves) | 123. 26 Station Road (The Terminus Hotel) | 162. 12 West Street |
| 84. 5 London Road (Sanity) | 124. 8 Sudley Chambers | 163. 14 West Street |
| 85. 7 London Road (Alliance and Leicester) | 125. 5 Bradlaw House | 164. 16 West Street |
| 86. 11 London Road (H Samuel) | 126. 12, 14, 16 St Georges Villas | 165. 18 West Street |
| 87. 13 London Road (All sports) | 127. 18A & 18B Sudley Road | 166. 7 West Street |
| 88. 15 London Road (Thorntons) | 128. 20 Sudley Road | 167. 9 West Street |
| 89. 17 London Road (Holland and Barratt) | 129. 22 Sudley Road | 168. 11 West Street |
| 90. 19 London Road (Claire's Accessories) | 130. 38 Barclay House | 169. 13 West Street |
| 91. 21 London Road (Robert Dyas) | 131. 40, 42 CMS Solicitors Sudley Road | 170. 15 West Street |
| 92. 31 London Road (Dorothy Perkins) | 132. 1 Sudley Road | 171. The Berkeley Arms PH |
| 93. 33 London Road (Birthdays) | 133. Connaught House | 172. 33 West Street 'Field' |
| 94. 35 London Road (Thomas Cook) | 134. The Royal Hotel | 173. 45 west Street |
| 95. 37 London Road (Lunn Polly) | 135. Ocean 11 Nigh Club | 174. 28 West Street |
| 96. 39 London Road (The Links) | 136. Beach Restaurant | 175. Pennington Lodge |
| 97. 41 London Road (Rosebys) | 137. The Prom | 176. Swansea House |
| 98. 42 London Road (Savers) | 138. Goodwood House | 177. 7 Wood Street |
| 99. 24 London Road (Games Station) | 139. 16, 18 the Steyne | 178. 21, 23, 25, 27, 29, 31 Wood Street |
| 100. Signal Box | 140. 6, 6a, 4, 2, The Steyne | 179. 28, 30, 32, 34 Wood Street |
| 101. Flats 1 & 2 Rock Cottage Marine Parade | 141. 12 – Gothic House | 180. West Cottage |
| 102. Flats 1 & 2 Rock House Marine Parade | 142. The Elizabeth 11 PH | 181. The Galleon (York Road) |
| 103. 1A Antoin cottages Marine Parade | 143. 29, 31, 33 The Steyne | 18. Staffurth & Bray Solicitors excluding the central
1970's building) (York Road) |
| 104. 29 Neville Road (The Mythe) | 144. Entrance walls to the cemetery | |
| 105. Argyle House | 145. The Lodge (Town Cross Road) | |
| 106. Norfolk Court | 146. 36 Victoria Road | |
| 107. 1-4 Grafton House | 147. Parish Church of St. Wilfred | |
| 108. 1-4 Guildersfield | 148. Street Court | |
| 109. Guilders Lodge | 149. 12 Victoria Drive – The Towers | |
| 110. 'Etonhurst' | | |

Note: Map Locations of properties as show overleaf are estimated.

APPENDIX 3: WEST SUSSEX TRANSPORT PLAN 2011-2026, PAGE 49 TO 53

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2.2 Arun

Arun covers an area of approximately 85 square miles along the south coast. In the south lie the communities of Bognor Regis and Littlehampton, and in the north lies the historic settlement of Arundel and a vast rural landscape, part of which is included within the SDNP.

Arun is the most populated district in the County, with a population that is expected to grow to 156,000 by 2016. By 2016 there is expected to be a rise in the proportion of residents aged over 74 and a decrease in the proportion of residents aged 20-34. The number of households which do not own a car or van was estimated in 2009 to be in the region of 13,000 which account for 19% of the total number of households in the District. These characteristics of the community emphasise the importance of the public transport sector in particular.

The diverse nature of Arun means that there are not only some very deprived wards, but also some which are very affluent, and each has its own transport challenges. People living near the town centres tend to have low levels of car use, whilst those in the rural wards look to the car as the only real means of getting around and accessing the services they require because there are limited alternatives.

Arun lies on the strategic coastal transport corridor; the A27 trunk road, A259, and A29 pass through the District, while the A284 and the A280 are important links between the A259 and the A27. There are six railway stations; Bognor Regis, Barnham, Ford, Arundel, Littlehampton and Angmering. Journey times to London are slow although there are somewhat faster trains from certain stations. There is a small commercial port at Littlehampton.

The existing infrastructure deficit along the coast is widely considered by local businesses to contribute to poor economic performance in Arun and the need for regeneration. As a result, Bognor Regis and Littlehampton have both been identified as strategic places where new development is expected to help deliver regeneration during the lifetime of the Plan.

Bognor Regis

Bognor Regis currently suffers from relatively poor connectivity by road and rail which has discouraged businesses from investing and contributed to poor economic performance relative to the rest of West Sussex and the wider region. Significant seafront and town centre regeneration are aspirations, including the expansion of the University of Chichester campus and Butlins Resort.

Development of Local Plan Policy Site 6 will continue to deliver on the commitment to provide the Bognor Regis Relief Road. This will take on the 'Primary Road' classification, replacing the existing poor quality road as the main access to the town, and become part of the A259 and strategic access to Littlehampton.

Littlehampton

Littlehampton, together with Rustington, East Preston, Kingston and Angmering makes up a large urban area east of the river Arun. The focus for Littlehampton town centre is one of regeneration and new development is expected in the town to support this objective.

Access to Littlehampton from the east and west is generally good, although delays can be caused through the volume of traffic travelling on the A259 in the local area during peak hours. From the north access via the A284 and Wick level crossing suffers from delays, which, alongside the issues associated with the A27 around Arundel, contributes to poor connectivity.

New development will be required to integrate into the existing transport network and deliver enhancements to the infrastructure, stimulating regeneration, improving connectivity and encouraging long term sustainable travel behaviour.

Arundel

Arundel is a thriving market town made up of independent retailers and attracting thousands of visitors each year. However, it suffers greatly from access issues and is often congested due to rat-running through the town centre as a result of severe congestion on the A27, which itself runs through the south of the town. Traffic levels on The Causeway, adjacent to Arundel Railway Station, generate high pollution

Part 2 – Implementation Plan

levels affecting local residents that may require air quality mitigation measures.

2.2.1 Implementation Plan for Arun

Our strategy aims to tackle the identified transport issues as and when funding becomes available. To ensure that the regeneration aspirations of the coastal plain are delivered and the identified transport issues are addressed we will ensure that all new schemes and developments contribute, and support, in some way to the following:

- increasing use of sustainable modes of transport
- improving network efficiency in order to improve journey times and air quality
- improving safety for all road users
- discouraging HGVs from using unsuitable roads
- improving accessibility between communities within the District

2.2.2 Key issues and aims

The key issues in Arun are:

- Access by road and rail, and local perception of parking provision and cost, deters visitors and businesses from Littlehampton and Bognor Regis, inhibiting aims for regeneration of the District.
- Road congestion during peak periods affects many parts of the highway network, especially the A27 at Arundel, A29 and A259, disrupting journey times and causing poor air quality. The lack of safe crossing points on these routes also causes community severance.
- Large numbers of access links (estate roads and private drives) onto the A259 increase journey times, levels of congestion and traffic pollution within Bognor Regis.
- Traffic travelling between the A27 and A259 via the A284 and A29 to access Littlehampton, Bognor Regis and the coastal area is often delayed due to the level crossings at Wick and Woodgate which also create congestion and poor air quality.

- In order to avoid congestion and maintain journey times HGVs are diverting onto unsuitable residential and rural roads, causing concerns over safety.
- Rail services to and from the District, particularly between both Littlehampton and Bognor Regis, and London, are perceived as slow and there is a limited supply of modern rail stock available to provide extra capacity along the West Coastway.
- Bognor Regis Station, in particular, is in need of improvement to make it a more attractive transport interchange for visitors and local commuters.
- The current provision of pedestrian and cycling facilities throughout the District, and in particular within Bognor Regis and Littlehampton, are unable to support and maintain sustainable travel, as much of the network is disjointed and suffers from inadequate signing, safe crossing points and poor surfacing.
- The current public right of way network linking the South Downs with the coastal plain is disjointed, deficient in terms of bridleway access and requires surface enhancements in many places.
- Due to the low use of some bus services there is uncertainty over the future viability of some services.
- There is limited funding available for infrastructure improvements.

Our aims for Arun are:

- Major improvements to the A27 at Arundel, such as a bypass, to reduce congestion and rat-running, and to improve the safety record and community cohesion.
- Maintaining roads and public rights of way to a good standard.
- Improving street lighting through the contract with Southern Electric.
- All new development should be designed to promote 'local living', for example shops, jobs and homes all being within easy reach of each other.
- All new development should provide enough secure cycle parking to meet the

WEST SUSSEX TRANSPORT PLAN 2011-2026, PAGE 49 TO 53

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- needs of the development and be within close proximity to public transport.
- Parking provision at new residential development should provide enough spaces to accommodate the expected number of vehicles at the site or provide measures such as car clubs which reduce the number of vehicles to match the space available.
- Ensuring that all new development contributes to the regeneration aspirations and the transport issues in Bognor Regis and Littlehampton.
- Continuing to work towards the development-led completion of the A259 Bognor Regis relief road and provide an associated package of measures, including junction improvements to Comet Corner (in Middleton-on-sea), traffic management measures (in Felpham and North Bersted) and a cycle route on Rowan Way.
- Developing opportunities through new development that will improve the access along the A29, including the potential to bridge the railway level crossing at Woodgate.
- Developing opportunities through new development to improve the access along the A259 including improvements that will achieve better bus journey times.
- Generating opportunities through new development to secure the delivery of the Fitzalan Link Road Extension and Lyminster bypass to improve safety, accessibility and contribute to regeneration in Littlehampton and Bognor Regis.
- A series of town centre measures in Bognor Regis, including improvements to The Esplanade, provision of a 20mph (limit or zone), and the introduction of variable message signs to support the use of car parks.
- Making the best use of the existing road network and improving the way in which the network is managed to reduce levels of congestion. For example, through the introduction of intelligent transport systems and improving public transport reliability.
- Safeguarding against traffic generated by new development resulting in the capacity of the highway network being exceeded, by including measures to encourage sustainable travel behaviour.
- Liaising with the rail industry to ensure the best possible service provision to Arun as a result of the evolving Thameslink Programme, and also explore opportunities for the provision of faster services between both Littlehampton and Bognor Regis, and London.
- Liaising with the rail industry to encourage the provision of additional modern rail capacity and faster services along the West Coastway while retaining a suitable balance of stopping services, and plan for signalling works along the Arun Valley Line which improve service timings.
- Liaising with the rail industry to investigate ways to reduce the delays caused by level crossings.
- Working with partners to explore opportunities for improving Bognor Regis Station, and others in the District, to improve access and integration with other modes of transport.
- Working with the Sussex CRP through the Arun Valley Line Group to further promote rail travel amongst residents and visitors to Arun.
- Discourage HGVs from less suitable local routes while maintaining access to areas which businesses need access to.
- Manage any AQMAs that might be declared by Arun District Council through development and implementation of AQAPs, while avoiding potential poor air quality areas in the first place by developing a Low Emissions Strategy.
- Encouraging sustainable travel by improving the existing cycle and pedestrian network through improved signing, connecting routes where appropriate and repairing and maintaining surfaces.
- Developing and implementing schemes which contribute to the completion of the Bognor Regis and Littlehampton cycle networks, particularly maximising

Part 2 – Implementation Plan

opportunities for seafront cycle routes and enhancing routes which will be of particular interest to tourists.



- Improving pedestrian accessibility throughout the District by enhancing existing pedestrian crossings, and providing new pedestrian crossing facilities at identified key locations.
- Encourage the use of cleaner vehicles such as electric cars, by for example providing electric recharging posts and recharging bays in partnership with the District Council as part of a wider network available to all users of electric vehicles.
- Promoting sustainable transport choices through projects such as Safer Routes to School.
- Supporting opportunities which will improve and protect the rights of way network throughout the District.
- Improving access through the urban rights of way network within the Littlehampton area, to help improve community cohesion, community safety, tourism, access to local shops and services and to change travel modes and habits.
- Manage on-street parking in Littlehampton, Bognor Regis and Arundel and introduce controlled parking zones, where appropriate, which balance the needs of residents, visitors and businesses.
- Continuing to work with our bus operators and developing quality bus partnerships, to improve the capacity and quality of the bus fleet, and to improve the way services are marketed, particularly supporting the Coastal Transport System major scheme when funding is available to deliver it.
- Improving the accessibility and quality of information available through the introduction of RTPI at well used bus stops and where the whole life costs are affordable.

APPENDIX 4: OUR SUGGESTED COMMUNITY PRIORITY PROJECTS

COMMUNITY PRIORITY PROJECTS 1 TO 5 BELOW (IN NO PARTICULAR ORDER OF PRIORITY) HAVE BEEN RAISED DURING CONSULTATION ON THIS PLAN. Opportunities to implement these during the life of the plan will be explored by the Town Council.

PRIORITY PROJECT 1 : LANDSCAPING PROGRAMME FOR SEAFRONT AND TOWN CENTRE

A well maintained and delightful all year planting and landscaping programme along the promenade, from the promenade to and along London Road and up to the station. Supporting the Neighbourhood Development Plan Vision and Objectives and Policies.

PRIORITY PROJECT 2 : ACCESS FOR ALL TO SANDY FORESHORE

Providing access to the sandy foreshore by building four small walkways/ramps linking the promenade to the sandy foreshore and rock pools in support of Neighbourhood Development Plan Vision, Objectives and Policies.

PRIORITY PROJECT 3 : STATION ARRIVAL EXPERIENCE

Working in partnership with Network Rail to introduce a step change in the arrival experience currently provided by the station and station surrounds in support of Neighbourhood Development Plan Vision, Objectives and Policies.

PRIORITY PROJECT 4: PUBLIC REALM IMPROVEMENTS: ESPLANADE, GLOUCESTER ROAD, GATEWAYS

Deliver a coordinated programme of public realm improvements along the esplanade, Gloucester Road, key gateways and identified cycle paths in support of Neighbourhood Development Plan Vision, Objectives and Policies.

COMMUNITY PRIORITY PROJECT 5: SUPPORTING THE REGENERATION OF THE OLD TOWN

Introduction of a street environment that prioritises the needs of pedestrians at the northern and southern gateway of the Old Town Quarter, the town centre and sea front as a whole. This includes public realm improvements at the current junction of West Street, Queensway, the High Street and Lennox Street and significantly improved pedestrian environment and generous crossing opportunities between the 'Old Town', the pier, The Promenade and Waterloo Gardens.

BOGNOR REGIS

NEIGHBOURHOOD DEVELOPMENT PLAN

2015 TO 2030