

# CHICHESTER SOUTHERN GATEWAY

SEA Environmental Report

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## NON-TECHNICAL SUMMARY

### Introduction

Chichester District Council is preparing a Supplementary Planning Document (SPD) for the Southern Gateway. The 'Southern Gateway' is identified within the Chichester Local Plan as an area south of the city centre with potential for redevelopment. A number of redevelopment sites are incorporated within the area including the Basin Road Post Office site, Bus Depot and Law Courts and Bus garage.

The Southern Gateway masterplan provides the opportunity to enhance the mix of land uses providing a vibrant, sustainable new quarter for the city, effectively linking the city centre with the canal basin, principal public transport hubs and pedestrian, cycle and leisure routes. In turn this will help achieve the policy aims of the Local Plan as well as supporting the Chichester Vision.

### Requirement for the Strategic Environmental Assessment (SEA)

The objective of the SEA process is "to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development"<sup>1</sup>.

A SEA Scoping Report was undertaken by Chichester District Council in January 2017. The aim of the report was to identify any environmental issues that may be significantly affected by development proposals contained within the Southern Gateway SPD.

Following consultation on the SEA Scoping Report with statutory consultees and other interested parties, the Council has determined that the proposals

within the SPD would be likely to have a significant environmental effect on heritage assets, human health, soils, air quality and water.

This SEA tests the aims of the Chichester Southern Gateway SPD against the Objectives identified within the SEA Scoping Report.

### Summary of this Assessment

The assessment has been undertaken of the following:

#### Development opportunities

1. The Law Courts and the Bus Station
2. Bus depot, and Basin Road Car Park
3. Royal Mail sorting office and depot
4. Land at the Police Station and High School
5. Land at Chichester Station
6. Government Offices

#### Public realm priorities

- A. Southgate and Stockbridge Road
- B. South Pallant and Market Avenue
- C. Basin Road and Canal Wharf
- D. Kingsham Road

#### Transport Highway Options

- Option 10a
- Option 11a

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<sup>1</sup> Article 1 of the European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment"



1.0 INTRODUCTION

Background

1.1 Chichester District Council (CDC) is developing a Supplementary Planning Document (SPD) to set out in more detail how the Southern Gateway of Chichester will be redeveloped. This document will take the form of a masterplan for the area.

1.2 The adopted Chichester Local Plan: Key Policies 2014-2029 sets out the need for new development, infrastructure and facilities that enhance the city’s role as a sub-regional centre and visitor destination. The plan identifies a number of sites with potential for redevelopment to the south of the city centre in an area known as the ‘Southern Gateway’.

1.3 Proposals in the Southern Gateway Masterplan have been drawn together with the intention to deliver the following five key objectives:

- *Making sure First Impressions Count;*
- *Reinforcing a Mix of City Uses;*
- *Contributing Towards a Sustainable Movement Strategy;*
- *Providing a Flexible Framework; and*
- *Achieving Design Quality.*

1.4 The context of the area incorporated within the SPD is set out in Figure 1 below:

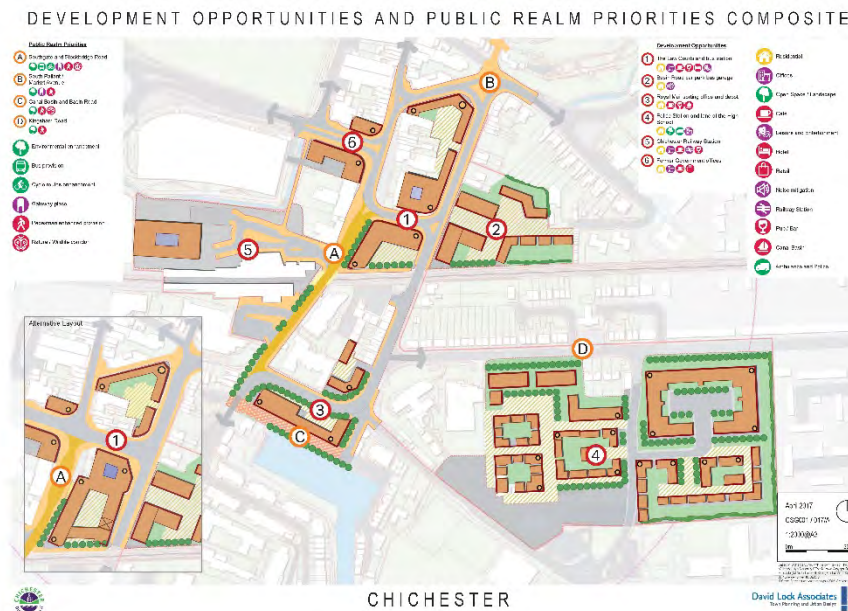
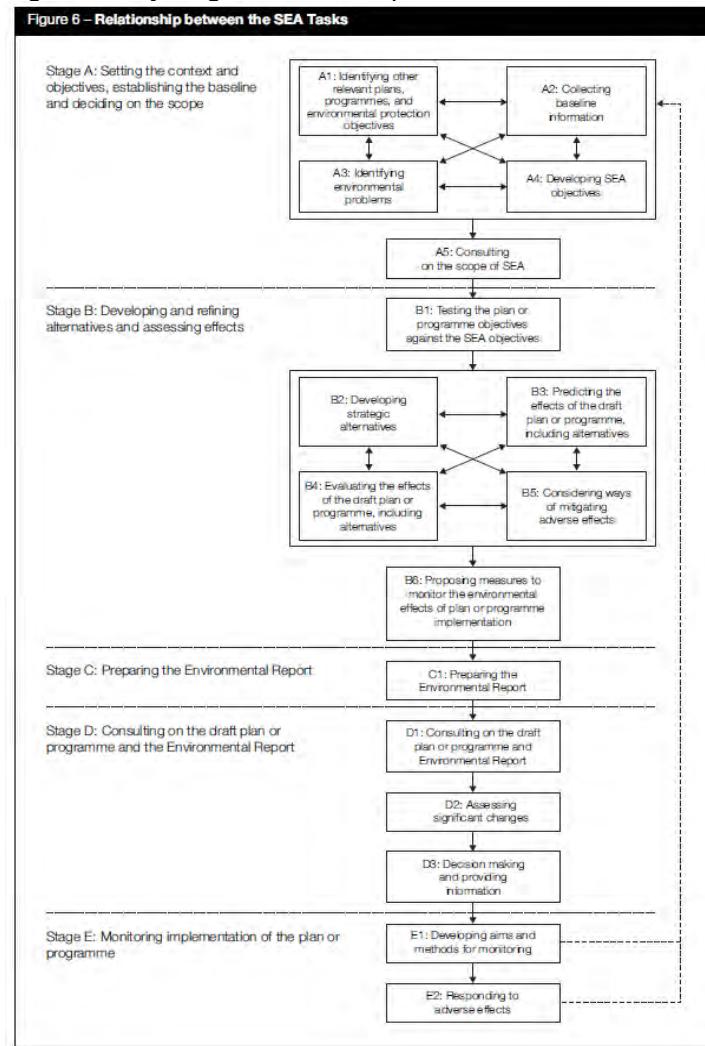


Figure 1: Masterplan Area

**Strategic Environmental Assessment**

- 1.5 Strategic Environmental Assessment (SEA) is required by EU Directive 2001/42/EC to assess the effects of certain plans and programmes on the environment. This Directive is often referred to as the “SEA Directive”.
- 1.6 Any development plan documents, including SPDs, that have the potential to cause significant environmental effects are required to be screened for SEA to ensure that significant negative environmental effects are minimised and the positive environmental effects are maximised.
- 1.7 The ODPM Guidance ‘A Practical Guide to the Strategic Environmental Assessment Directive’ identifies the required stages in the SEA process – see Figure 2.

Figure 2: Key stages of the SEA process



**Relationship between the Masterplan and SEA**

1.8 SEA is an iterative process, undertaken alongside and informing masterplan production. It provides an opportunity to ensure that the proposals within the masterplan are the most appropriate given their likely impact and any reasonable alternatives. SEA also provides an opportunity to test the evidence underpinning masterplan proposals. The table below sets out the stages of production of the masterplan alongside the SEA:

Masterplan	SEA
Issues and Options preparation Spring 2016	Scoping Report consultation October to November 2016
Masterplan consultation summer 2017	SEA consultation summer 2017
Adoption: late 2017	

**Format of this Report**

- 1.9 Part 2 of this report provides a description of the SEA Scoping stage, and sets out the assessment objectives, criteria and indicators.
- 1.10 Part 3 of this report considers the likely effects of the proposals contained within the masterplan, in compliance with **Stage B** of the SEA process (as defined in the ODPM Guidance ‘A Practical Guide to the Strategic Environmental Assessment Directive’). As part of this, it additionally considers ways of mitigating any adverse effects, and sets out how ongoing monitoring will be undertaken.
- 1.11 Part 4 provides a concluding chapter, which sets out the key outcomes of this SEA

## 2.0 SEA SCOPING

- 2.1 The aim of the SEA Scoping stage was to compile background information and identify those environmental issues that may be significantly affected by the proposals contained within the Southern Gateway Issues and Options Paper. The SEA Scoping process provides a selection of SEA objectives, to be used as criteria to assess the SPD against.
- 2.2 The information contained within the Scoping Report has, where possible, been aligned with the Scoping Report for the Sustainability Appraisal for the Local Plan Review. This is particularly relevant for the baseline information where there is a distinct cross-over.
- 2.3 This Scoping Report underwent a five-week consultation period from 4<sup>th</sup> October to 8<sup>th</sup> November 2016. This was to ensure the scope of the work addressed the concerns raised by the consultation bodies. The three statutory environmental bodies of Natural England, Historic England and the Environment Agency, along with other nominated bodies, were invited to make comments. Their responses were assessed and changes incorporated into the final Scoping Report produced in January 2017.
- 2.4 In light of the responses from the three consultation bodies, the Council determined that the proposals in the SPD would be likely to have a significant environmental effect on material assets, cultural heritage including architectural and archaeological heritage, human health, soils, air quality and water.
- 2.5 The three statutory consultation bodies did not raise any issues relating to biodiversity, flora, fauna, landscape, population or climate change in their responses. The Council has determined that the SPD is not anticipated to result in any significant environmental effects in relation to them.



Sustainability Appraisal Framework

Objective	Assessment Criteria	Indicators
1. Reduce pollution and improve air quality	<ul style="list-style-type: none"> <li>• Does the option reduce air pollution from industrial processes and transport?</li> <li>• Will the option assist the remediation of contaminated land?</li> <li>• Does the option reduce levels of water pollution?</li> <li>• Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of water bodies assessed as good ecological status</li> <li>• Percentage of water bodies assessed as good chemical status (Environment Agency)</li> <li>• Annual average NO<sub>2</sub> data from selected sites in the District (CDC data)</li> <li>• NI 194: Air quality - % reduction in NO<sub>x</sub></li> </ul>
2. Minimise flood risk for new and existing development	<ul style="list-style-type: none"> <li>• Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?</li> </ul>	<ul style="list-style-type: none"> <li>• Number of planning permissions granted contrary to Environment Agency and West Sussex County Council (as Lead Local Flood Authority) advice on flooding and water quality grounds within the identified Southern Gateway area</li> </ul>
3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)	<ul style="list-style-type: none"> <li>• Does the option ensure no increase in levels of water pollution?</li> <li>• Does the option require new waste water treatment capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of water bodies assessed as good ecological status</li> <li>• Percentage of water bodies assessed as good chemical status</li> </ul>
4. Conserve and enhance landscape and built heritage	<ul style="list-style-type: none"> <li>• Does the option ensure protection of traditional urban forms?</li> <li>• Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?</li> <li>• Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?</li> <li>• Will the option conserve or enhance important local views including, in particular, views of the Cathedral?</li> </ul>	<ul style="list-style-type: none"> <li>• Number of planning permissions granted contrary to advice from Historic England and/or Chichester District Council Heritage Officers, within the identified Southern gateway area</li> <li>• Number of planning applications within the identified Southern Gateway area that have taken account of heritage assets and historic environment in their Design and Access Statements</li> <li>• Number of designated or non-designated heritage assets demolished or altered so as to substantially lose their significance in the Southern Gateway area</li> <li>• Extent of intervention into buried archaeological remains within the identified Southern Gateway area</li> <li>• Archaeological finds from investigations arising from development proposals recorded on the HER within the Southern Gateway area</li> <li>• Number of heritage assets, whether designated or not, retained and/or re-used in the identified Southern Gateway area</li> <li>• Have the proposals within the SPD conserved or enhanced important local views including, in particular views of the Cathedral</li> </ul>

**3.0 STRATEGIC ENVIRONMENTAL ASSESSMENT**

**SEA Objectives**

B1 – Testing the plan or programme objectives against the SEA objectives

3.1 This stage requires the objectives of the masterplan to be tested against the SEA objectives. The objectives of the masterplan are:

1. Making sure First Impressions Count
2. Reinforcing a Mix of City Uses
3. Contributing Towards a Sustainable Movement Strategy
4. Providing a Flexible Framework
5. Achieving Design Quality

3.2 The Scoping Report identifies the following SEA objectives:

1. Reduce pollution and improve air quality
2. Minimise flood risk for new and existing development
3. Ensure no deterioration of the water environment of the designated Chichester and Landscape Harbour (SPA/SAC/Ramsar)
4. Conserve and enhance landscape and built heritage

3.3 The compatibility of the masterplan objectives with the SEA objectives developed within the Scoping Report are summarised below:

SEA Objective	Compatible with one or more masterplan objectives
1. Reduce pollution and improve air quality	Contributing Towards a Sustainable Movement Strategy  Reinforcing a Mix of City Uses  Achieving Design Quality

2. Minimise flood risk for new and existing development	Reinforcing a Mix of City Uses  Achieving Design Quality
3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)	Contributing Towards a Sustainable Movement  Achieving Design Quality
4. Conserve and enhance landscape and built heritage	Making sure First Impressions Count Reinforcing a Mix of City Uses  Contributing Towards a Sustainable Movement Strategy  Providing a Flexible Framework  Achieving Design Quality

**Strategic alternatives**

B2 – Developing strategic alternatives

3.4 The masterplan sets out a series of site specific development aspirations, public realm priorities and transport options in a flexible and indicative manner. It therefore does not prevent a range of development options from coming forward within the Southern Gateway area. Despite this, the assessment of the masterplan does consider a ‘no development’ alternative alongside the evaluation of each development site.

**Assessment of the masterplan**

B3 – Predicting the effects of the plan or programme, including alternatives
B4 – Evaluating the effects of the draft plan or programme including alternatives
B5 – Considering ways of mitigating adverse effects

3.5 The following assessment considers the likely effects of the Chichester Southern Gateway masterplan against the identified SEA Objectives. This is an important process as it enables any necessary mitigation to be identified and put in place to reduce or off-set any significant adverse effects.

3.6 The following has been considered within the assessment:

- Impact – whether the effect is positive, negative or neutral when assessed against the objectives.

+	Positive Impact
0	Neutral / no impact
-	Negative impact
?	Uncertain impact – more information required

- Timing – whether the effect will be short term (within 5 years), medium term (5 – 10 years) or long term (up to and beyond the end of the plan period)
- Spatial scale – whether the impact will apply to individual sites, the whole masterplan area, or beyond the masterplan area.

- Commentary – explanatory text that further explains the potential impact on the options within the SPD and considers any mitigation that may be required.
- Alternative option – an assessment of impact and commentary is provided in relation to a ‘no development’ option, in order to provide a comparison with the masterplan proposals.

3.7 The assessment has been undertaken of the following:

Development opportunities

1. The Law Courts and the Bus Station
2. Bus depot, and Basin Road Car Park
3. Royal Mail sorting office and depot
4. Land at the Police Station and high School
5. Land at Chichester Station
6. Government Offices

Public realm priorities

- A. Southgate and Stockbridge Road
- B. South Pallant and Market Avenue
- C. Basin Road and Canal wharf
- D. Kingsham Road

Transport Highway Options

- Option 10a
- Option 11a

1. The Law Courts and the bus station

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No development of Law Courts and bus station	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	+	Long term	Masterplan area	The redevelopment of the bus station is likely to have a positive impact on air pollution, as a result of reduction in parking and idling of buses.	-	No development is likely to result in no reduction in air pollution
	Will the option assist the remediation of contaminated land?	+	Long term	Bus station site	The redevelopment of the bus station site is likely to have a positive impact on remediation of any potential land contamination linked to current usage of buses on the site.	-	No development is likely to result in no remediation of potential land contamination.
	Does the option reduce levels of water pollution?	+	Long term	Bus station site	The redevelopment of the bus station site is likely to have a positive impact on any potential water pollution.	-	No development is likely to result in no reduction of any potential water pollution.
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	+	Long term	Bus station site	The redevelopment of the bus station is likely to have a positive impact on local air quality, as a result in reduction in parking and idling of buses.	0	No development is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Masterplan area	The existing site is developed, in active use and incorporates large areas of hard standing. Redevelopment of the site may provide opportunities in increase the level of permeable surfaces.	0	No development of this site will have no impact on reduction of levels of water pollution.
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ram sar)</b>	Does the option ensure no increase in levels of water pollution?	-	Short Term	Wider area	The Apuldram Wastewater Treatment Works (WwTW) is subject to environmental constraints which restrict its capacity to accommodate future development. Additional development without the provision of additional waste water capacity is likely to increase discharge into Chichester Harbour and have an impact on the nitrogen loads and weed growth in the Harbour.	+	No development is likely to ensure no deterioration of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity	-	Short Term	Wider area	Development proposals will need to demonstrate no net increase in flow to Apuldram WwTW or make alternative provisions.	+	No development is likely to have no impact on the requirement for new waste water treatment capacity.

					In order to mitigate any potential negative impact the following water management measures should be applied: 1. All new homes should achieve the higher building regulations standard of 110 litres per person per day including external water use; 2. No surface water from new development shall be discharged to the public foul or combined sewer system; and 3. Where appropriate development should contribute to the delivery of identified actions to deliver infiltration reduction across the catchment.		
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	0	Long term	Masterplan area	The masterplan recognises the potential for retention of the façade of the Crown Court, whilst redevelopment of the wider site/s would potentially ensure development that relates to and has regard to surrounding built form, including adjoining listed buildings and the setting of the City Walls to the north. It is considered that this would balance the potential loss of the locally listed Magistrates Court.	+	No redevelopment is likely to ensure protection existing traditional forms.
	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	0	Long term	Masterplan area	The masterplan recognises the potential for retention of the façade of the Crown Court and improvements to its setting, which would be balanced against the potential loss of the locally listed Magistrates Court.	+	No redevelopment is likely to protection of the historic environment and heritage assets in this location
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	0	Long term	Masterplan area	The masterplan recognises the potential for retention of the façade of the Crown Court and improvements to its setting, which would be balanced against the potential loss of the locally listed Magistrates Court. New development will need to assess and record the degree of archaeological remains present.	+	No redevelopment is likely to conserve existing heritage assets in this location
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+	Long term		Redevelopment of the site provides potential to enable new views of Chichester Cathedral, whilst reinforcing emphasis given to built form when viewing the site from Southgate.	0	No redevelopment is likely to conserve, but not necessarily enhance important local views



## 2. Bus depot, and Basin Road Car Park

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No development of Bus Depot and Basin Road car park	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	+	Long term	Masterplan area	The redevelopment of the site is likely to have a positive impact on air pollution, as a result in reduction in bus usage and car parking	-	No development is likely to result in no reduction in air pollution
	Will the option assist the remediation of contaminated land?	+	Long term	Site area	The redevelopment of the site is likely to have a positive impact on remediation of any potential land contamination linked to current storage of buses on the site.	-	No development is likely to result in no remediation of potential land contamination.
	Does the option reduce levels of water pollution?	+	Long term	Masterplan area	The redevelopment of the site is likely to have a positive impact on any potential water pollution linked to current storage of buses on the site.	-	No development is likely to result in no reduction in any potential water pollution
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	+	Short term	Masterplan area	The redevelopment of the bus depot and Basin Road car park is likely to have a positive impact on local air quality, as a result in reduction in vehicular usage and parking.	0	No development is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Masterplan area	The site will have potential for appropriate hard and soft landscaping to reduce the risk of surface water flooding.	0	No development of this site will have no impact on reduction of levels of water pollution.
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ram sar)</b>	Does the option ensure no increase in levels of water pollution?	-	Short term	Wider area	The Apuldrum Wastewater Treatment Works (WwTW) is subject to environmental constraints which restrict its capacity to accommodate future development. Additional development without the provision of additional waste water capacity is likely to increase discharge into Chichester Harbour and have an impact on the nitrogen loads and weed growth in the Harbour.	+	No development is likely to ensure no deterioration of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity	-	Short term	Wider area	Development proposals will need to demonstrate no net increase in flow to Apuldrum WwTW or make alternative provisions.	+	No development is likely to have no impact on the requirement for new waste water treatment capacity.

					In order to mitigate any potential negative impact the following water management measures should be applied: 1. All new homes should achieve the higher building regulations standard of 110 litres per person per day including external water use; 2. No surface water from new development shall be discharged to the public foul or combined sewer system; and 3. Where appropriate development should contribute to the delivery of identified actions to deliver infiltration reduction across the catchment.		
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	-	Long term	Site area	The retention of the locally listed Bus Depot is unlikely due to its current scale, size and configuration making it unsuitable for a viable new use.	+	No redevelopment is likely to ensure protection existing traditional forms.
	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	-	Long term	Site area	The retention of the locally listed Bus Depot is unlikely due to its current scale, size and configuration making it unsuitable for a viable new use.	+	No redevelopment is likely to protection of the historic environment and heritage assets in this location.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	-	Long term	Site area	The retention of the locally listed Bus Depot is unlikely due to its current scale, size and configuration making it unsuitable for a viable new use. New development will need to assess and record the degree of any archaeological remains that may be present.	+	No redevelopment is likely to conserve existing heritage assets in this location.
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	0	Long term	Wider area	Redevelopment of the site provides potential to enable new views of Chichester Cathedral	0	No redevelopment is likely to conserve, but not necessarily enhance important local views.

## 3. Royal Mail sorting office and depot

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No development of Royal Mail sorting office and depot	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	+	Long term	Masterplan area	The redevelopment involves potential removal of through vehicular access along Canal Wharf adjacent to the canal basin.	-	No development is likely to result in no reduction in air pollution
	Will the option assist the remediation of contaminated land?	+	Long term	Site area	The site is understood to be currently affected by land contamination as a result of previous location of the old town gas works, and due to existing vehicle storage and maintenance uses on site. Redevelopment of the site will provide potential to remediate existing land contamination issues.	-	No development would mean that no remediation of land contamination will take place.
	Does the option reduce levels of water pollution?	+	Long term	Site area	The redevelopment of the site is likely to have a positive impact on any potential water pollution linked to current storage and maintenance of vehicles on the site.	-	No development is likely to result in no reduction in any potential water pollution
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	+	Long term	Wider area	The redevelopment of the Royal Mail sorting office and depot is likely to have a positive impact on local air quality, as a result in reduction in commercial vehicular usage and parking.	0	No development is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Site area	The redevelopment of the site provides opportunity for appropriate landscaping to reduce and mitigate the risk of flooding.	0	No development is likely to have a neutral impact on potential for flooding.
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)</b>	Does the option ensure no increase in levels of water pollution?	-	Short term	Wider area	The Apuldrum Wastewater Treatment Works (WwTW) is subject to environmental constraints which restrict its capacity to accommodate future development. Additional residential development without the provision of additional waste water capacity is likely to increase discharge into Chichester Harbour and have an impact on the nitrogen loads and weed growth in the Harbour.	+	No development is likely to ensure no deterioration of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity	-	Short term	Wider area	Development proposals will need to demonstrate no net increase in flow to	+	No development is likely to have no impact on the requirement for new waste water treatment capacity.

					Apuldrum WwTW or make alternative provisions. In order to mitigate any potential negative impact the following water management measures should be applied: 1. All new homes should achieve the higher building regulations standard of 110 litres per person per day including external water use; 2. No surface water from new development shall be discharged to the public foul or combined sewer system; and 3. Where appropriate development should contribute to the delivery of identified actions to deliver infiltration reduction across the catchment.		
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	+	Long term	Site area	The existing site is low density consisting largely of single storey offices, garaging and hardstanding with a two-storey building located on the corner of Canal Wharf and Basin Road. Redevelopment of this site provides potential to incorporate better designed buildings that better relate and integrate with surrounding area.	-	The existing site largely contains buildings that are considered to be of little design merit (with the exception of the two Grade II listed properties). No redevelopment will continue the unsatisfactory relationship of the existing urban form on this site with the surrounding area.
	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	+	Long term	Site area	The masterplan acknowledges the presence of two Grade II listed properties. The redevelopment of the site provides the opportunity to replace the current Royal Mail buildings with higher quality development which is more sympathetic to the setting of the heritage assets.	0	Whilst no redevelopment will have no impact on the two Grade II listed properties, this is balanced by missed opportunity to enhance their setting.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	+	Long term	Site area	The masterplan acknowledges the presence of two Grade II listed properties. The redevelopment of the site provides the opportunity to replace the current Royal Mail buildings with higher quality development which is more sympathetic to heritage assets. New development will need to assess and record the degree of any archaeological remains that may be present.	0	Whilst no redevelopment will have no impact on the two Grade II listed properties, this is balanced by missed opportunity to enhance their setting.
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+	Long term	Site area	Development on this site will have potential to conserve existing views of Chichester Cathedral.	0	No development will have no impact on local views.

4. Land at the Police Station and High School

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No development of Police Station and High School	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	-	Short term	Site area	Likely to be a negligible impact due to no existing industrial processes on the site. Redevelopment of the site is likely to have a negative impact on existing transport use.	-	No redevelopment is likely to result in no reduction in air pollution from transport use.
	Will the option assist the remediation of contaminated land?	?	n/a	n/a	There is no information available relating to degree of existing land contamination on this site.	?	There is no information available relating to degree of existing land contamination on this site.
	Does the option reduce levels of water pollution?	+	Long term	Site area	Redevelopment of the site provides potential for reduction in water pollution	-	No development is likely to result in no reduction in any potential water pollution
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	0	Long term	Site area	Redevelopment of the site will provide an opportunity to ensure there is a neutral impact on air quality given that this is a highly accessible location close to public transport links and city centre facilities.	0	No development is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	0	Short Term	Site area	Neutral impact likely. The majority of the development area to the south of Kingsham Road lies within an identified area of high risk of fluvial flooding (Flood Zone 3). This is as a result of low lying topography and likely overland flood flow route should a flooding event occur. However, this should be balanced against no recent history of flooding on this site. Provision of residential use will require effective measures to mitigate against the potential effects of flooding.	0	No public realm improvements in this location will have no impact on reduction of risk of flooding.
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)</b>	Does the option ensure no increase in levels of water pollution?	-	Short term	Wider area	The Apuldram Wastewater Treatment Works (WwTW) is subject to environmental constraints which restrict its capacity to accommodate future development. Additional development without the provision of additional waste water capacity is likely to increase discharge into Chichester Harbour and have an impact on the nitrogen loads and weed growth in the Harbour.	+	No development is likely to ensure no deterioration of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity	-	Short term	Wider area		+	No development is likely to have no impact on the requirement for new waste water treatment capacity.



					<p>Development proposals will need to demonstrate no net increase in flow to Apuldrum WwTW or make alternative provisions.</p> <p>In order to mitigate any potential negative impact the following water management measures should be applied:</p> <ol style="list-style-type: none"> <li>1. All new homes should achieve the higher building regulations standard of 110 litres per person per day including external water use;</li> <li>2. No surface water from new development shall be discharged to the public foul or combined sewer system; and</li> <li>3. Where appropriate development should contribute to the delivery of identified actions to deliver infiltration reduction across the catchment.</li> </ol>		
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	+	Long term	Site area	Redevelopment has the potential to improve the urban form of the area, including the relationship between the site and Kingsham Road.	0	No development at this site will have a neutral impact on protection of urban forms.
	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	0	Long term	Site area	The site contains no listed buildings and is located outside of the Chichester Conservation Area.	0	The site contains no listed buildings and is located outside of the Chichester Conservation Area.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	0	Long term	Site area	The site contains no listed buildings and is located outside of the Chichester Conservation Area.	0	The site contains no listed buildings and is located outside of the Chichester Conservation Area.
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+	Long term	Masterplan area	Development on this site will have potential to conserve existing views of Chichester Cathedral and create opportunities for new views.	0	No development at this site will have a neutral impact local views.

5. Land at Chichester Station

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No development at Chichester Station	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	+	Long term	Site area	Redevelopment would enable potential opportunities for the enhancement of pedestrian, cycle and public transport accessibility around the station.	-	No redevelopment is likely to result in no reduction in air pollution from transport use.
	Will the option assist the remediation of contaminated land?	?	n/a	n/a	There is no information available relating to degree of existing land contamination on this site.	?	There is no information available relating to degree of existing land contamination on this site.
	Does the option reduce levels of water pollution?	+	Long term	Site area	Redevelopment of the site provides potential for reduction in water pollution	-	No development is likely to result in no reduction in any potential water pollution
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	+	Long term	Site area	Redevelopment of the site will provide an opportunity to ensure opportunity to have positive impact on air quality.	0	No development is unlikely to create changes in traffic or street topography that will create need for an AQMA or affect an existing AQMA.
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Site area	The site will have potential for appropriate hard and soft landscaping to reduce the risk of flooding, including potential to improve the setting and incorporation of the River Lavant corridor along the northern boundary of the site.	0	No development of this site will have no impact on reduction of levels of water pollution.
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)</b>	Does the option ensure no increase in levels of water pollution?	-	Short term	Wider area	The Apuldram Wastewater Treatment Works (WwTW) is subject to environmental constraints which restrict its capacity to accommodate future development. Additional development without the provision of additional waste water capacity is likely to increase discharge into Chichester Harbour and have an impact on the nitrogen loads and weed growth in the Harbour.	+	No development is likely to ensure no deterioration of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity	-	Short term	Wider area	Development proposals will need to demonstrate no net increase in flow to Apuldram WwTW or make alternative provisions.	+	No development is likely to have no impact on the requirement for new waste water treatment capacity.

					In order to mitigate any potential negative impact the following water management measures should be applied: 1. All new homes should achieve the higher building regulations standard of 110 litres per person per day including external water use; 2. No surface water from new development shall be discharged to the public foul or combined sewer system; and 3. Where appropriate development should contribute to the delivery of identified actions to deliver infiltration reduction across the catchment.		
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	+	Long term	Site area	Only the eastern part of the site, including the railway station building is covered by the Chichester Conservation Area. There is potential for carefully considered infill development that could retain the existing locally listed railway station building.	+	No redevelopment of the site is likely to ensure protection of existing forms.
	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	+	Long term	Masterplan area	Careful limited infill development within the area has the potential to contribute to the character and appearance of the area, including in relation to the setting of the locally listed railway station.	+	No redevelopment is likely to ensure protection of the historic environment and heritage assets in this location.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	+	Long term	Masterplan area	Careful limited infill development within the area has the potential to contribute to the character and appearance of the area to a greater extent. New development will need to assess and record the degree of any archaeological remains that may be present.	+	No redevelopment is likely to conserve existing heritage assets in this location.
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+	Long term	Masterplan area	Development on this site will have potential to conserve existing views of Chichester Cathedral	0	No development will have no impact on local views.

6. Government Offices

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No development of Government Offices	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	0	Short term	Site area	Likely to be a negligible impact due to no existing industrial processes on the site. Redevelopment of the site is likely to have a neutral impact on existing transport use.	-	No redevelopment is likely to result in no reduction in air pollution from transport use.
	Will the option assist the remediation of contaminated land?	?	n/a	n/a	There is no information available relating to degree of existing land contamination on this site.	?	There is no information available relating to degree of existing land contamination on this site.
	Does the option reduce levels of water pollution?	+	Long term	Site area	Redevelopment of the site provides potential for reduction in water pollution	-	No redevelopment is likely to result in no reduction in any potential water pollution
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	+	Long term	Site area	Redevelopment of the site will provide an opportunity to ensure positive impact on air quality.	0	No redevelopment is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Masterplan area	There is potential for appropriate hard and soft landscaping to reduce the risk of flooding, including better design incorporation of the River Lavant frontage along the western boundary of the site.	0	No redevelopment of this site will have no impact on reduction of levels of water pollution.
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)</b>	Does the option ensure no increase in levels of water pollution?	0	Medium term	Wide area	Any potential adverse impact will be dependent upon whether residential use is incorporated within the development of this site.	+	No redevelopment is likely to ensure no deterioration of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity?	0	Medium term	Wider area	Any potential adverse impact will be dependent upon whether residential use is incorporated within the development of this site.	+	No redevelopment is likely to have no impact on the requirement for new waste water treatment capacity.
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	+	Long term	Site area	Redevelopment of the Government offices will provide opportunity for development of better designed buildings that provide urban form more suitable for this 'gateway' location.	-	No redevelopment will ensure the continued existence of buildings which are not considered to have a positive impact on the existing urban townscape.

	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	+	Long term	Masterplan area	Redevelopment of the Government offices will provide opportunity to improve setting of heritage assets within the Southern Gateway Area.	-	The existing buildings are not considered to have a positive impact on the conservation area or adjacent heritage assets.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	+	Long term	Masterplan area	Redevelopment of the Government offices will provide opportunity to better conserve and enhance heritage assets within surrounding area. New development will need to assess and record the degree of any archaeological remains that may be present.	-	The existing buildings are not considered to have a positive impact on the conservation area or adjacent heritage assets.
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+	Long term	Masterplan area	Development on this site will have potential to respect and conserve existing views of Chichester Cathedral.	0	No development will have no impact on local views.



A. Southgate and Stockbridge Road

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No public realm improvements at Southgate and Stockbridge Road	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	+	Long term	Masterplan area	The potential introduction of a bus gate, prioritising of public transport and provision of an enhanced environment for pedestrians and cyclists will have a positive impact on reducing air pollution from transport.	-	No public realm improvement is unlikely to reduce air pollution.
	Will the option assist the remediation of contaminated land?	?	n/a	n/a	There is no information available relating to degree of existing land contamination on this site.	?	There is no information available relating to degree of existing land contamination on this site.
	Does the option reduce levels of water pollution?	+	Long term	Masterplan area	The enhanced environment for pedestrians and cyclists over vehicular traffic, together with increase in tree planting is likely to have a positive impact.	-	No public realm improvements is unlikely to reduce any potential water pollution
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	+	Long term	Masterplan area	Public realm improvements are likely to have a positive impact on air pollution as a result of improved environment for pedestrians and cyclists.	0	No public realm improvements in this location is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Masterplan area	There is potential for appropriate hard and soft landscaping to reduce the risk of surface water flooding.	0	No public realm improvements in this location will have no impact on reduction of risk of flooding.
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)</b>	Does the option ensure no increase in levels of water pollution?	+	Long term	Wider area	This option would ensure no increase in levels of water pollution in the designated Chichester and Langstone Harbour.	+	No public realm improvements are likely to ensure no deterioration of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity?	+	Long term	Wider area	This option would not require new waste water treatment capacity.	+	No public realm improvement is likely to have no impact on the requirement for new waste water treatment capacity.
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of urban forms within the conservation area.	0	No improvements to the public realm are likely to have little impact on existing urban form.

	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of the historic environment.	0	No improvements to the public realm are likely to result in no impact on the protection of the historic environment.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of heritage assets.	-	No improvements to the public realm are likely to result in no improvements to the conserving or enhancing of heritage assets and their setting within the conservation area.
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+	Long term	Wider area	Public realm improvements are likely to enhance important local views.	-	No improvements to the public realm are considered to have negative impact on important local views.

**B. South Pallant and Market Avenue**

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No public realm improvements at South Pallant and Market Avenue	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	+	Long term	Masterplan area	The improvement of north south connectivity for pedestrians and cyclists together with increased pavement widths is likely to have a positive impact on reducing air pollution from transport.	-	No public realm improvement is unlikely to <i>reduce</i> air pollution.
	Will the option assist the remediation of contaminated land?	?	n/a	n/a	There is no information available relating to degree of existing land contamination on this site.	?	There is no information available relating to degree of existing land contamination on this site.
	Does the option reduce levels of water pollution?	+	Long term	Masterplan area	The improved environment for pedestrians and cyclists, together with environmental enhancements to soften the streetscape is likely to have a positive impact.	-	No public realm improvements are unlikely to reduce any potential water pollution.
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	+	Long term	Masterplan area	Proposed alterations are unlikely to cause an AQMA or negatively affect an existing AQMA.	0	No public realm improvements in this location is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA.
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Site area	There is potential for appropriate hard and soft landscaping, including tree planting, to reduce the risk of surface water flooding.	0	No public realm improvements in this location will have no impact on reduction of risk of flooding.
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)</b>	Does the option ensure no increase in levels of water pollution?	+	Long term	Wider area	This option would ensure no increase in levels of water pollution in the designated Chichester and Langstone Harbour.	+	No public realm improvements are likely to ensure no <i>deterioration</i> of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity?	+	Long term	Wider area	This option would not require new waste water treatment capacity.	+	No public realm improvements are likely to have no impact on the requirement for new waste water treatment capacity.
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of urban forms within the conservation area.	0	No improvements to the public realm are likely to have little impact on existing urban form.

	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of the historic environment.	0	No improvements to the public realm are likely to result in no impact on the protection of the historic environment.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of heritage assets.	-	No improvements to the public realm are likely to result in no improvements to the conserving or enhancing of heritage assets and their setting within the conservation area.
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+	Long term	Wider area	Public realm improvements are likely to enhance important local views.	-	No improvements to the public realm are considered to have negative impact on important local views.

C. Basin Road and Canal Wharf

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No public realm improvements at Basin Road and Canal Wharf	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	+	Short term	Site area	Reconfiguration of road connections between Basin Road and Stockbridge Road to enable Canal Wharf to become a pedestrian environment is likely to have a positive impact on air pollution originating from transport uses.	-	No public realm improvement is unlikely to <i>reduce</i> air pollution.
	Will the option assist the remediation of contaminated land?	?	n/a	n/a	There is no information available relating to degree of existing land contamination on this site.	?	There is no information available relating to degree of existing land contamination on this site.
	Does the option reduce levels of water pollution?	+	Long term	Masterplan area	The enhanced environment for pedestrians together with increase in tree planting is likely to have a positive impact.	-	No public realm improvements is unlikely to reduce any potential water pollution.
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	+	Long term	Masterplan area	Proposed alterations are unlikely to cause an AQMA or negatively affect an existing AQMA.	0	No public realm improvements in this location is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA.
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Site area	There is potential for appropriate hard and soft landscaping to reduce the risk of surface water flooding.	0	No public realm improvements in this location will have no impact on reduction of risk of flooding.
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)</b>	Does the option ensure no increase in levels of water pollution?	+	Long term	Wider area	This option would ensure no increase in levels of water pollution in the designated Chichester and Langstone Harbour.	+	No development is likely to ensure no deterioration of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity?	+	Long term	Wider area	This option would not require new waste water treatment capacity.	+	No development is likely to have no impact on the requirement for new waste water treatment capacity.
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of urban forms within the conservation area.	0	No improvements to the public realm are likely to have little impact on existing urban form.

	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of the historic environment.	0	No improvements to the public realm are likely to result in no impact on the protection of the historic environment.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of heritage assets.	-	No improvements to the public realm are likely to result in no improvements to the conserving or enhancing of heritage assets and their setting within the conservation area.
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+	Long term	Wider area	Public realm improvements are likely to enhance important local views.	-	No improvements to the public realm are considered to have negative impact on important local views.

D. Kingsham Road

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No public realm improvements at Kingsham Road	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	+	Long term	Site area	The proposed increase in landscape and tree planting, together with other streetscape improvements is likely to have a positive impact on reduction of air pollution.	-	No public realm improvements are unlikely to improve air quality from transport.
	Will the option assist the remediation of contaminated land?	?	n/a	n/a	There is no information available relating to degree of existing land contamination on this site.	?	There is no information available relating to degree of existing land contamination on this site.
	Does the option reduce levels of water pollution?	+	Long term	Masterplan area	The enhanced environment for pedestrians together with increase in tree planting is likely to have a positive impact.	-	No public realm improvements are unlikely to reduce any potential water pollution issues.
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	0	Long term	Masterplan area	Proposed alterations are unlikely to cause an AQMA or negatively affect an existing AQMA.	0	No public realm improvements in this location is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Wider area	Positive impact likely. The eastern extent of Kingsham Road is located within area identified as high risk of fluvial flooding (Flood Zone 3). However, this is as a result of low lying topography rather than any recent history of flooding. There is potential for mitigation through appropriate hard and soft landscape design and tree planting to reduce the risk of surface water flooding.	0	No public realm improvements in this location will have no impact on reduction of risk of flooding.
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)</b>	Does the option ensure no increase in levels of water pollution?	+	Long term	Wider area	This option would ensure no increase in levels of water pollution in the designated Chichester and Langstone Harbour.	+	No development is likely to ensure no deterioration of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity?	+	Long term	Wider area	This option would not require new waste water treatment capacity.	+	No development is likely to have no impact on the requirement for new waste water treatment capacity.



<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of urban forms.	0	No public realm improvements will have a neutral impact on protection of urban forms.
	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of the historic environment.	0	The site contains no listed buildings and is located outside of the Chichester Conservation Area.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	+	Long term	Site area	Public realm improvements are likely to enhance the setting of heritage assets.	0	The site contains no listed buildings and is located outside of the Chichester Conservation Area.
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+	Long term	Wider area	Public realm improvements are likely to enhance important local views.	0	No public realm improvements will have a neutral impact local views.

Highway Options – Option A

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary	Alternative Option	
						No instigation of Option 10a Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	+	Long term	Masterplan area	This option proposes a reduction in the number and width of lanes along the Gyratory, shared space adjacent to the Canal Basin, new cycle lanes along Basin Road, and new 20mph across the masterplan area, and is therefore likely to reduce air pollution from transport.	-	No highways interventions are unlikely to ensure a reduce in air pollution from vehicular transport
	Will the option assist the remediation of contaminated land?	0	n/a	n/a	n/a	0	n/a
	Does the option reduce levels of water pollution?	+	Long term	Wider area	Improved areas of public realm are likely to reduce levels of water pollution, through potential for better sustainable urban drainage.	-	No highway improvements is unlikely to reduce any potential water pollution
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	+	Long term	Wider area	This option proposes a reduction in the number and width of lanes along the Gyratory, shared space adjacent to the Canal Basin and new 20mph across the masterplan area, that will reduce need for AQMA and will not impact negatively on existing AQMAs.	0	No highway improvements in this location is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Wider area	Improved areas of public realm is likely to reduce impact on risks of flooding, through potential for better sustainable urban drainage	0	No highway improvements in this location will have no impact on reduction of risks of flooding
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)</b>	Does the option ensure no increase in levels of water pollution?	+	Long term	Wider area	Improved areas of public realm is likely to reduce levels of water pollution, through potential for better sustainable urban drainage.	+	No highway improvements is likely to ensure no deterioration of the water environment of designated Chichester and Langstone Harbour.
	Does the option require new waste water treatment capacity	+	Long term	Wider area	Highway improvements are likely to create no further need for waste water treatment capacity.	+	No highway improvements is likely to have no impact on the requirement for new waste water treatment capacity.
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	+	Long term	Wider area	Public realm and highway improvements are likely to enhance the setting of urban forms.	0	No highways improvements are likely to have no impact on protection of traditional forms

	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	+	Long term	Wider area	Public realm and highway improvements are likely to enhance the setting of the historic environment.	0	No highways improvements is likely to have no impact on protection of historic environment.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	+	Long term	Wider area	Public realm highway improvements are likely to enhance the setting of heritage assets.	0	No highways improvements is likely to have no impact on enhancement of heritage assets
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+	Long term	Wider area	Public realm and highway improvements are likely to enhance important local views.	0	No highways improvements is likely to have no impact on important local views.

Highway Options – Option B

SEA Objective	Assessment Criteria	Impact	Timing	Spatial scale	Commentary (including of alternatives + mitigation)	Alternative Option	
						No instigation of Option 10b	
						Impact	Commentary
<b>1. Reduce pollution and improve air quality</b>	Does the option reduce air pollution from industrial processes and transport?	0	Long term	Masterplan area	Whilst this option proposes new road construction between Avenue de Chartres and Basin Road the combined impact of the proposed interventions are likely to have a positive impact on reduction of air quality from transport.	-	No highways interventions are unlikely to ensure a reduce in air pollution from vehicular transport
	Will the option assist the remediation of contaminated land?	0	n/a	n/a	n/a	0	n/a
	Does the option reduce levels of water pollution?	+	Long term	Masterplan area	Improved areas of public realm is likely to reduce levels of water pollution, through potential for better sustainable urban drainage.	-	No highway improvements are unlikely to reduce any potential water pollution
	Will it cause any changes in traffic and/or street topography that causes an AQMA or affects an existing air quality management area?	+	Long term	Masterplan area	The proposed interventions are not anticipated to cause an AQMA or affect an existing AQMA.	0	No highway improvements in this location is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA
<b>2. Minimise flood risk for new and existing development</b>	Does the option reduce or have a neutral impact on the risks of fluvial, surface water and groundwater flooding?	+	Long term	Masterplan area	Improved areas of public realm are likely to reduce impact on risks of flooding, through potential for better sustainable urban drainage	0	No highway improvements in this location will have no impact on reduction of risks of flooding
<b>3. Ensure no deterioration of the water environment of the designated Chichester and Langstone Harbour (SPA/SAC/Ramsar)</b>	Does the option ensure no increase in levels of water pollution?	+	Long term	Wider area	Improved areas of public realm are likely to reduce levels of water pollution, through potential for better sustainable urban drainage.	0	No highway improvements in this location is unlikely to create changes in traffic or street topography that will cause an AQMA or affect an existing AQMA
	Does the option require new waste water treatment capacity	+	Long term	Wider area	Highway improvements are likely to create no further need for waste water treatment capacity.	0	No highway improvements in this location will have no impact on reduction of risks of flooding
<b>4. Conserve and enhance landscape and built heritage</b>	Does the option ensure protection of traditional urban forms?	-	Long term	Masterplan area	The proposed new road constructed between Avenue de Chartres and Basin Road would involve the demolition of three Grade II listed buildings.	+	No undertaking of proposed highway works will ensure protection of three Grade II listed buildings.

	Does the option ensure protection of the historic environment and heritage assets, whether designated or not, and their setting within the Southern Gateway area?	-	Long term	Masterplan area	The proposed new road constructed between Avenue de Chartres and Basin Road would involve the demolition of three Grade II listed buildings.	+	No undertaking of proposed highway works will ensure protection of three Grade II listed buildings.
	Does the option conserve or enhance heritage assets, whether designated or not, within the Southern Gateway area?	-	Long term	Masterplan area	The proposed new road constructed between Avenue de Chartres and Basin Road would involve the demolition of three Grade II listed buildings.	+	No undertaking of proposed highway works will ensure protection of three Grade II listed buildings.
	Will the option conserve or enhance important local views including, in particular, views of the Cathedral?	+			Public realm and highway improvements are likely to enhance important local views.	+	No undertaking of proposed highway works will conserve – but not enhance - existing important local views, including of the Cathedral.

**Monitoring**

B6 – Proposing measures to monitor the environmental effects of plan or programmes implementation

3.8 Chichester District Council’s Authority Monitoring Report (AMR) will be the primary monitoring mechanism for assessing the environmental effects of the Southern Gateway Masterplan. The AMR is published annually. The latest iteration of the AMR was published in December 2016 and covers the period 2015-2016, and contains indicators in relation to:

- Air Quality Management Areas Nitrogen Dioxide levels;
- Conservation Areas with Character Appraisals;
- Number of planning applications approved contrary to advice given by the Environment Agency on flood risk issues;
- Number of planning applications approved contrary to advice given by the Environment Agency on water quality issues.

3.9 It is recommended that additional indicators are monitored in relation to:

- Percentage of water bodies assessed as good ecological status;
- Percentage of water bodies assessed as good chemical status;
- Number of planning permissions granted contrary to advice from Historic England and/or Chichester District Council Heritage Officers, within the identified Southern gateway area; and

- Number of designated or non-designated heritage assets demolished or altered so as to substantially lose their significance in the Southern Gateway area.

## 4.0 CONCLUSION

4.1 This report sets out the Strategic Environment Assessment of the Chichester Southern Gateway Masterplan. The SEA is intended to meet the requirements of the EU Directive 2001/42/EC, and has additionally been guided by The ODPM Guidance 'A Practical Guide to the Strategic Environmental Assessment Directive' which identifies the required stages in the SEA process.

4.2 Based upon information gathered and consultation undertaken during the scoping stage, sustainability objectives and indicators were developed for the masterplan to be appraised against.

4.3 The assessment of the masterplan consider a 'no development' alternative option alongside the evaluation of the following:

### Development opportunities

7. The Law Courts and the Bus Station
8. Bus depot, and Basin Road Car Park
9. Royal Mail sorting office and depot
10. Land at the Police Station and high School
11. Land at Chichester Station
12. Government Offices

### Public realm priorities

- E. Southgate and Stockbridge Road
- F. South Pallant and Market Avenue
- G. Basin Road and Canal wharf
- H. Kingsham Road

### Transport Highway Options

- Option 10a
- Option 11a

4.4 The assessment highlights the following key issues:

- The implementation options scored better than the 'no development' alternatives
- The masterplan proposed options highlight a number of positive impacts, including in relation to:
  - Likely Improvements to air quality;
  - Remediation of contaminated land;
  - Potential inclusion of sustainable urban drainage;
  - Improvements to built form;
  - Creation of new views of the Cathedral;
  - Significant public realm improvements;
  - Increase in tree planting.
- Predicated negative impacts in relation to have potential to be mitigated by an upgrade to Tangmere WwTW - subject to necessary approvals – which would be sufficient to meet development requirements and is likely to be operational from 2019.
- The key negative impacts relate to:
  - potential loss of locally listed bus depot and magistrates court, and
  - potential loss of three Grade II listed buildings as a result of Option 11a highway options.



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