

# Sustainability Appraisal for the Chichester Local Plan Review – Alternative Spatial Development Strategies for Testing Through Evidence Base

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October 2019

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# 1. Introduction

## 1.1 Purpose of the Sustainability Appraisal

- 1.1.1 The Chichester Local Plan: Key Policies 2014-2029 document was adopted by the Council on 14 July 2015, subject to an early review being completed by 2020. That review is now underway and the first stage was to prepare a consultation on the Issues and Options facing the plan area, which consists of the District outside of the South Downs National Park. This consultation took place from 22 June 2017 until Thursday 3 August 2017.
- 1.1.2 That stage was intended to draw out comments and information to help the Council develop a draft strategy and policies to be included in the Local Plan Review. The consultation asked many open-ended questions on issues, vision and objectives. It also included a long list of potential housing locations, both strategic and the smaller or non-strategic locations. The Sustainability Appraisal at that stage concentrated on identifying the sustainability effects; positive, negative and neutral, of housing in those broad locations.
- 1.1.3 The main purpose of Sustainability Appraisal (SA) is to assess the social, environmental and economic effects for the emerging options in the Local Plan Review so that decisions that will be made, accord with the objectives of sustainable development. These options may not fully achieve a positive impact on all the sustainability objectives at the same time, but the aim of the process is to inform decision makers and consultees of the pros and cons of the options before them and so ensure that the Local Plan Review contributes towards all of the sustainability objectives as far as is possible.
- 1.1.4 As the plan making process has advanced the options have become narrower in range and more clearly defined. The heart of the Local Plan Review is the identification of the housing requirement to plan for and the spatial distribution options to deliver this requirement. These are the decisions that have the most significant impact on the economy, society and environment, and they are assessed in greater depth. There are also a number of new policies being introduced in the Local Plan Review and others that are substantially revised. These are also assessed, but against a simplified assessment method. As this is a review of the adopted Local Plan not all areas are subject to significant change. Where policies are changed, but without a substantial change in policy outcomes, they are noted but not re-assessed, because these policies were assessed in full as part of the SA of the adopted Local Plan.

## 1.2 Consultation

- 1.2.1 An SA report accompanied the Chichester Local Plan Review – Preferred Approach consultation which ran from 13th December 2018 to 7th February 2019. That SA report was also subject to consultation alongside the Local Plan Review – Preferred Approach. This version of the SA report had been updated in the light of those consultation responses. It

also examines two new options for the spatial distribution of development introduced after the preferred approach consultation. Where policies have been substantially altered from the preferred approach, this SA report has been updated to reflect this.1.2.2 Please note that the SA is used to inform the decision making in the Local Plan Review process and does not make the decisions, so where minor changes to the assessment have been suggested and adopted through the consultation process, this will not necessarily alter the preferred approach.

## **2. Sustainability Framework**

### **2.1 The Assessment Framework**

2.1.1 The Sustainability Framework is at the heart of the Sustainability Appraisal and is the tool with which planning policies or options being proposed within the Local Plan Review are assessed based on their impact on a number of sustainability criteria.

2.1.2 The SA scoping report published in December 2016 (<http://www.chichester.gov.uk/CHttpHandler.ashx?id=30857>) sets out how the SA Framework has been arrived at, including the plans and programmes examined, the baseline data and the sustainability issues identified as being relevant to the Plan Area and to the plan-making process. From these, 13 SA objectives were drawn up. For each of these, between one and four assessment criteria were derived to allow for more detailed examination of the impacts of options. Finally, for each of the 13 SA objectives, monitoring indicators were identified to help inform the assessment of the policies against the Sustainability Appraisal objectives.

2.1.3 The full SA framework is set out in Table 1:

**Table 1 - Sustainability Framework for the Chichester Local Plan**

| SA Objective   | Assessment Criteria   | Indicators (numbers refer to the indicator numbers set out in Scoping Report and may refer to more than one assessment criteria)   |
|--|---|--|
| 1. Protect and enhance wildlife                          | 1A) Does the option prevent biodiversity loss and habitat fragmentation?<br><br>1B) Does the option allow for movement of habitats with climate change?<br><br>1C) Does the option enhance biodiversity opportunities and create new habitat?   | 18 Percentage of SSSI land in favourable condition<br><br>Authorities Monitoring Report (AMR)<br>Indicator A2 Changes in areas of biodiversity importance  |
| 2. Maximise efficient use of natural resources           | 2A) Does the option protect water resources?<br><br>2B) Does the option maximise use of waste resources?<br><br>2C) Does the option make efficient use of energy?   | 15 Daily domestic water use<br><br>19 Waste collected per household<br><br>13 Domestic CO <sub>2</sub> emissions per household   |
| 3. Reduce pollution and improve air quality              | 3A) Does the option reduce air pollution from industrial processes and transport?<br><br>3B) Will the option assist the remediation of contaminated land?<br><br>3C) Does the option reduce levels of water pollution?<br><br>3D) Does the option require new Waste Water Treatment capacity? | 16 Percentage of water bodies assessed as good ecological status<br><br>17 Percentage of water bodies assessed as good chemical status (Environment Agency)<br><br>30 Annual average NO <sub>2</sub> data from selected sites in the District (CDC data) |
| 4. Achieve zero net increase in greenhouse gas emissions | 4A) Does the option maximise the use of renewable and low carbon energy sources?<br><br>4B) Does the option reduce the need to travel?  | 14 Reduction in CO <sub>2</sub> emissions per capita.<br><br>22 Percentage of residents who travel to work on foot or cycle  |

| SA Objective   | Assessment Criteria   | Indicators (numbers refer to the indicator numbers set out in Scoping Report and may refer to more than one assessment criteria)  |
|--|---|---|
| 5. Minimise flood risk for new and existing development  | 5A) Does the option reduce the risks of coastal, fluvial surface water and groundwater flooding?<br><br>5B) Does the option increase the use of SUDS and provide opportunities for restoring natural function to rivers and coastal systems?  | AMR Indicator E1 Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds<br><br>Number of houses at risk of flooding (from the Environment Agency and Strategic Flood Risk Assessment)   |
| 6. Achieve a sustainable and integrated transport system | 6A) Does the option achieve modal shift to more sustainable forms of transport, integrating bus and train networks?<br><br>6B) Does the option improve networks for cyclists and pedestrians?<br><br>6C) Does the option reduce congestion?   | 2a – g Percentage of rural households within 2km/4km of facilities<br><br>21a Estimated traffic flow for all vehicle types<br><br>21b Average number of vehicles entering Chichester City Centre between 7 and 10am<br><br>22 Percentage of residents who travel to work on foot or cycle |
| 7. Conserve and enhance landscape and built heritage     | 7A) Does the option encourage sustainable land management practices to conserve landscapes?<br><br>7B) Does the option ensure protection of traditional urban forms?<br><br>7C) Does the option ensure protection of listed buildings, conservation areas and archaeological sites? | Number of Listed Building Consents where historic building advice not implemented in full.  |
| 8. Increase availability of affordable housing           | 8A) Does the option meet local housing needs?<br><br>8B) Does the option provide the right housing mix of size and tenure and the continuation of a sustainable mix of people within communities?   | 9 Total number of net new housing completions<br><br>10 Affordable dwellings completed as a percentage of all new housing completions (gross)<br><br>12 Median house price to income ratio.   |
| 9. Provide access to services and facilities             | 9) Does the option provide access to services and facilities?   | 2 Percentage of rural households within 2km/4km of facilities.  |

| SA Objective  | Assessment Criteria  | Indicators (numbers refer to the indicator numbers set out in Scoping Report and may refer to more than one assessment criteria)   |
|---|--|--|
| 10. Promote economic development to maintain quality of life and competitiveness              | 10A) Does the option ensure that economic opportunities are accessible to all?<br>10B) Does the option ensure that value added is retained in the District?                        | 5a – e Amount of floor space developed for employment by type.<br>1a-h Percentage of employees in different sectors.<br>8 Percentage of children that live in families that are income deprived. |
| 11. Develop a dynamic, diverse and knowledge based economy that excels in innovation          | 11A) Does the option encourage innovation?<br>11B) Does the option develop knowledge based economy locally?  | 1f Percentage of employees in information and communications<br>27 Percentage of young people who are unemployed   |
| 12 To develop and maintain a skilled workforce to support long-term competitiveness           | 12A) Does the option ensure skills are enhanced to increase access to work?<br>12B) Does the option ensure a skilled workforce is available locally to allow business development? | 28 Percentage of 15 year olds achieving five or more GCSEs at grade A*- C or equivalent (in local authority schools)<br>3 Percentage of establishments reporting skills shortage vacancies       |
| 13. Enable viability of the rural economy with enhanced diversity of employment opportunities | 13A) Does the option promote a prosperous and diverse rural economy?<br>13B) Does the option avoid the loss of the Best and Most Versatile agricultural land?                      | 4 Median Gross Weekly earnings<br>7 Percentage change in the number of VAT registered Businesses   |

## 2.2 Methodology used in the Sustainability Assessment Process

2.2.1 The SA framework forms the basis of the qualitative assessments made within this SA report. For the key decisions on housing numbers, and the spatial strategy for distributing strategic development, a full assessment matrix has been used. For each of the 31 assessment criteria (as identified in Table 1 above) the impact is assessed as being one of the following:

| Assessment symbol | Explanation   |
|-------------------|---|
| ++                | Significant positive effects  |
| +                 | Positive effects, benefits clearly outweigh any disadvantages.  |
| 0                 | Overall neutral, effects both positive and negative roughly balancing each other  |
| -                 | Negative effect, disadvantages clearly outweighing benefits   |
| --                | Significant negative effects  |
| N/a               | <b>Either</b> no interaction between the policy option and assessment criteria, <b>or</b> the effect is not location specific |

2.2.2 For each assessment the comment box next to it is used to explain the reasoning behind the assessment and to add notes on any uncertainties. This also provides the opportunity to note whether the effects are considered likely to be short, medium or long term and whether they are temporary or permanent. A narrative summary of the potential effects for each option is included after the assessment matrix.

2.2.3 For other policy options which are new or subject to major revisions in the review a simplified assessment method has been used, reflecting the provisions of the Planning Practice Guidance. The 13 SA objectives have been used with the same set of assessment symbols defined above. The individual assessment comments have been omitted and a summary of both the reasoning and major effects are set out in an accompanying narrative.

2.2.4 A number of the policies in the Local Plan Review are simply updates or minor revisions of policies introduced in the adopted Chichester Local Plan: Key Policies 2014-2029. These policies were subject to a full SA during the plan preparation process. Please see <http://www.chichester.gov.uk/CHttpHandler.ashx?id=21807&p=0> for more information. Each policy in the Review has been examined to see if any wording changes have introduced a new policy outcome, or whether they are updates or revisions that maintain the same policy aim and outcomes. In the latter case the policy is not assessed again in this report as the results would be very close or identical with the Submission SA from May 2014. A full list of such policies and more details are to be found in Section 6 below.

### 3. Issues and Options Stage

3.1 The SA report for the Issues and Options stage of the review can be found here: <http://www.chichester.gov.uk/CHttpHandler.ashx?id=28356&p=0>

3.2 10 potential strategic development (meaning 500+ dwellings) locations were previously assessed using all the assessment criteria (the full assessment matrix). A visual (bar-chart) summary of findings was presented and is set out on pages 9 to 11 of the document.

3.3 The 10 options were:

- S1 East of Chichester / south of Shopwyke area

- S2 South East of Chichester (south of A259)
- S3 East Wittering / Bracklesham
- S4 Selsey
- S5 Southbourne
- S6 Tangmere
- S7 Broadbridge (now referred to as Bosham)
- S8 West of Fishbourne
- S9 Hambrook / Nutbourne
- S10 Oving / Drayton

- 3.4 Each location was assessed independently and without any particular quantity of development allocated to it. In addition 33 non-strategic locations (meaning between 100 and 500 dwellings) were also assessed using the full matrix.
- 3.5 The findings of the assessment carried out for the Issues and Options consultation, have been considered in preparing the Sustainability Appraisal within this report.

## 4. Spatial Strategy and Housing Numbers

- 4.0.1 For policies S3 (Development Strategy) and Policy S4 (Meeting Housing Needs) of the Local Plan Review, various options for housing numbers and for the location of those homes were considered in the early stages of plan preparation and assessed through the SA process. As these two policies determine much of what follows in the Plan Review and between them have the most significant impact on environmental, social and economic factors these options have been assessed in greater depth. The options set out below have underpinned the identification of a recommended Preferred Option within the Local Plan Review.

### 4.1 Housing Numbers Options Considered

- 4.1.1 For housing numbers, three different levels of development were identified for further consideration over and above the identified committed supply of housing of approximately 7,500 dwellings. This committed supply includes housing already completed, that provided for through existing development plans (including windfalls) and other planning permissions. For each option considered over and above this 'baseline', indicative numbers were allocated to strategic development locations in order to explore what the implications of such numbers might be. The locations were based on those assessed at the Issues and Options stage, with two exceptions. Firstly strategic development location 'S10 Oving Drayton' was previously appraised as being likely to have mainly negative sustainability impacts and was dropped in favour of the larger settlement of Hunston. Secondly although 'south of Shopwyke (S1)' was retained as a distinct site, now known as 'East of Chichester', Chichester City as a whole became a location with the focus on the emerging opportunity for redevelopment of the 'Southern Gateway' area. Subsequently to these initial stage options Southern Gateway became a specific allocation within the plan.

- Delivery at 650 dwellings per annum (dpa) (Objectively Assessed Need plus unmet need from the Chichester District part of the South Downs National Park)

| <b>Strategic sites:</b>     | <b>Indicative number of dwellings</b> |
|-----------------------------|---------------------------------------|
| Southern Gateway            | 350                                   |
| Tangmere                    | 300                                   |
| Southbourne                 | 1,250                                 |
| East Wittering              | 350                                   |
| East of Chichester          | 600                                   |
| Selsey                      | 250                                   |
| Hambrook                    | 500                                   |
| Fishbourne                  | 250                                   |
| Bosham                      | 250                                   |
| Hunston                     | 200                                   |
| Parish housing requirements | 500                                   |

- Delivery at 800 dpa

| <b>Strategic sites:</b>     | <b>Indicative number of dwellings</b> |
|-----------------------------|---------------------------------------|
| Southern Gateway            | 350                                   |
| Tangmere                    | 300                                   |
| Southbourne                 | 1,250                                 |
| East Wittering              | 736                                   |
| East of Chichester          | 1,261                                 |
| Selsey                      | 526                                   |
| Hambrook                    | 1,051                                 |
| Fishbourne                  | 526                                   |
| Bosham                      | 526                                   |
| Hunston                     | 526                                   |
| Parish housing requirements | 550                                   |

- Delivery at 1000 dpa

| <b>Strategic sites:</b>     | <b>Indicative number of dwellings</b> |
|-----------------------------|---------------------------------------|
| Southern Gateway            | 350                                   |
| Tangmere                    | 300                                   |
| Southbourne                 | 1,250                                 |
| East Wittering              | 1,250                                 |
| East of Chichester          | 1,250                                 |
| Selsey                      | 1,179                                 |
| Hambrook                    | 1,250                                 |
| Fishbourne                  | 1,179                                 |
| Bosham                      | 1,179                                 |
| Hunston                     | 1,179                                 |
| Parish housing requirements | 550                                   |

4.1.2 Locations were generally limited to a maximum of 1,250 dwellings to ensure such sites were deliverable during the plan period. Redistribution of numbers in excess of this was done by dividing equally between other locations, which in some cases leads to an unusually precise number.

## 4.2 Housing Numbers Assessment Matrices

**Table 2 – Sustainability Appraisal of Options for Housing Numbers**

| Assessment Criteria |  | Option 1. 650 dwellings per annum | Option 2. 800 dwellings per annum  | Option 3. 1,000 dwellings per annum |  |     |  |
|---------------------|--|-----------------------------------|--|-------------------------------------|--|-----|--|
| 1A                  | 1A Does the option prevent biodiversity loss and habitat fragmentation?                      | -                                 | The overall scale of development is expected to have an adverse impact. Policies on master planning, GI and wildlife corridors will mitigate but not eliminate this impact   | --                                  | The greater scale of development will increase the risk that more sensitive sites of higher value will have to be allocated  | --  | The greater scale of development will increase the risk that more sensitive sites or higher value will have to be allocated  |
| 1B                  | 1B Does the option allow for movement of habitats with climate change?                       | 0                                 | Overall a neutral impact is likely, assuming that the option allows for strategic wildlife corridors to be maintained  | -                                   | Greater risk of land take impacting on wildlife corridors  | --  | Increased risk of sites being allocated within or adjacent to wildlife corridors   |
| 1C                  | 1C Does the option enhance and/or restore biodiversity opportunities and create new habitat? | +                                 | Opportunities for enhancement within strategic sites   | +                                   | Opportunities for enhancement within strategic sites   | -   | The greater numbers at several locations may lead to sites being developed at greater density and space for habitat creation being squeezed out  |
| 2A                  | 2A Does the option protect water resources?  | 0                                 | Overall a neutral impact is likely- the increase in overall demand could be mitigated by other policies on sustainable construction  | -                                   | Increase in overall level of development is likely to put more demand on water resources   | -   | Increase in overall level of development is likely to put more demand on water resources   |
| 2B                  | 2B Does the option maximise use of waste resources?  | N/a                               | Not site specific  | N/a                                 | Not site specific  | N/a | No site specific   |
| 2C                  | 2C Does the option make efficient use of energy?   | +                                 | Use of large scale strategic sites for most of the additional development is likely to allow for higher standards of efficiency  | +                                   | Use of large scale strategic sites for most of the additional development is likely to allow for higher standards of efficiency  | ++  | Use of large scale strategic sites for most of the additional development is likely to allow for higher standards of efficiency  |
| 3A                  | 3A Does the option reduce air pollution from industrial processes and transport?             | -                                 | On transport a package of mitigation measures, as identified in the transport study is likely to be needed to reduce the impact of additional traffic, but no additional exceedances of AQ objectives are expected           | -                                   | On transport a package of mitigation measures set out in the transport study is likely to be needed to reduce the impact of additional traffic, but no additional exceedances of AQ objectives are expected                  | --  | The increased numbers and additional traffic movements is likely to further increase pollution, even if it remains as predicted within AQ objectives   |
| 3B                  | 3B Will the option assist the remediation of contaminated land?                              | +                                 | Increased scale of development is likely to result in the remediation of some sites, but the majority of new strategic development is expected to be greenfield and the exact effect is uncertain due to being site specific | +                                   | Increased scale of development is likely to result in the remediation of some sites, but the majority of new strategic development is expected to be greenfield and the exact effect is uncertain due to being site specific | ++  | Increased scale of development is more likely than other options to result in the remediation of some sites, but the majority of new strategic development is expected to be greenfield and the exact effect is uncertain due to being site specific |
| 3C                  | 3C Does the option reduce levels of water pollution?   | 0                                 | A neutral impact is expected. Development is unlikely to reduce levels of water pollution, but provided that highway and hard-standing runoff is properly dealt with and mitigated then an increase is unlikely              | 0                                   | A neutral impact is expected. Development is unlikely to reduce levels of water pollution, but provided that highway and hard-standing runoff is properly dealt with and mitigated then an increase is unlikely              | -   | Compared to the other options there is an increased likelihood of sites having to be being allocated in groundwater sensitive or protected zones   |
| 3D                  | 3D Does the option require new waste water treatment capacity?                               | -                                 | Will require new waste water treatment capacity and potentially technological treatment upgrades due to nitrogen constraints at the Harbour  | --                                  | Will require new waste water treatment capacity and technological treatment upgrades due to nitrogen constraints at the Harbour  | --  | Will require new waste water treatment capacity and technological treatment upgrades due to the nitrogen constraints at the Harbour  |

| Assessment Criteria |   | Option 1. 650 dwellings per annum | Option 2. 800 dwellings per annum  | Option 3. 1,000 dwellings per annum |   |
|---------------------|---|-----------------------------------|--|-------------------------------------|---|
| 4A                  | 4A Does the option maximise the use of renewable and low carbon energy sources?   | +                                 | Large strategic sites have the potential for CHP, district heating and also the space for a wide range of renewable energy technologies  | ++                                  | Large strategic sites have the potential for CHP, district heating and also the space for a wide range of renewable energy technologies   |
| 4B                  | 4B Does the option reduce the need to travel?   | -                                 | Insufficient brownfield sites within existing settlements to meet identified needs. The strategic sites identified are generally greenfield, located on the edge of settlements with a range of facilities and services. This is likely to result in an increased need to travel | --                                  | At this level of development site availability becomes constrained and more housing will be in locations with greater need to travel  |
| 5A                  | 5A Does the option reduce the risks of coastal, fluvial surface water and groundwater flooding?                                     | -                                 | Negative impact is likely due to increased runoff. Could be mitigated down to neutral (no significant effect) by full use of Sustainable Drainage Systems (SuDS) but this may not be possible for all sites  | --                                  | Greater area of impermeable surface increases risk of surface water flooding impacts. This option relies on more development in the Manhood Peninsula, where water management options are limited by high water table   |
| 5B                  | 5B Does the option increase the use of SuDS and provide opportunities for restoring natural function to rivers and coastal systems? | +                                 | Allows for enough choice between locations to account for sites suitable for SuDS  | -                                   | At this level of housing it is likely that higher density use of sites and very high allocation on the Manhood Peninsula will lead to the use sites that are less able to accommodate SuDS  |
| 6A                  | 6A Does the option achieve modal shift to more sustainable forms of transport, integrating bus and train networks?                  | +                                 | Positive impact likely, on the basis that as much development as possible is near to Chichester City and / or train stations   | 0                                   | Forces use of less sustainable locations counterbalancing the use of better locations   |
| 6B                  | 6B Does the option improve networks for cyclists and pedestrians?   | +                                 | Overall a positive impact is likely, but requires mitigation and improved links for Southbourne, particularly links over the train line  | -                                   | Use of more sites at a greater distance from Chichester City outweighs benefits from the increased numbers on the better located sites  |
| 6C                  | 6C Does the option reduce congestion?   | -                                 | Analysis of journey times and delays as part of the Transport Study shows that without mitigation measures on junction on the A27 then congestion, is likely to increase significantly by 2035   | --                                  | For this option east west peak time traffic flows and journey times increase slightly compared to other options, even with mitigation measures. However other routes particularly some on and off the Manhood Peninsula see significant projected increases in journey times. |
| 7A                  | 7A Does the option encourage sustainable land management practices to conserve landscapes?  | 0                                 | Overall neutral – allows for selection of least damaging sites   | -                                   | Increased local impacts on landscape across the Bournes and at East Wittering but still avoids the most sensitive areas   |
| 7B                  | 7B Does the option ensure protection of traditional urban forms?  | 0                                 | Overall a neutral impact is likely- allows for selection of least damaging sites   | --                                  | Would be likely to transform the nature of several settlements, with Hunston probably the most significantly affected   |
| 7C                  | 7C Does the option ensure conservation and enhancement of the historic environment, heritage assets and their settings?             | 0                                 | The impact is largely site specific. This option is assessed as likely to be a neutral but uncertain effect on the basis of being able to re-allocate development away from sites that could have an negative impact   | --                                  | The maximisation of development at all locations gives a significant risk of negative impacts (but still an uncertain and site specific effect)   |

| Assessment Criteria |  | Option 1. 650 dwellings per annum | Option 2. 800 dwellings per annum  | Option 3. 1,000 dwellings per annum |   |     |   |
|---------------------|--|-----------------------------------|--|-------------------------------------|---|-----|---|
| 8A                  | <b>8A Does the option meet local housing needs?</b>  | +                                 | This option's major aim is to meet objectively assessed housing needs (OAN) for the plan area  | ++                                  | Delivery above OAN will meet the local housing need and also part of a wider housing need   | ++  | Delivery at this level will meet local needs and those from further afield  |
| 8B                  | <b>8B Does the option provide the right housing mix of size and tenure and the continuation of a sustainable mix of people within communities?</b> | +                                 | Several large strategic sites are likely to provide a sustainable mix, providing other policies are in place to ensure this  | ++                                  | Increased housing numbers should bring additional affordable housing  | ++  | Increased housing numbers should bring additional affordable housing  |
| 9                   | <b>9 Does the option provide access to services and facilities?</b>  | +                                 | Generally the housing locations implied in this options should provide a reasonable access to services and facilities. Some additional facilities and infrastructure are likely to be needed for the very largest sites (e.g. Southbourne) to ensure that this impact remains positive | ++                                  | Increased scale of delivery should bring opportunities to secure new facilities within the locations with strategic development   | ++  | Increased scale of delivery should bring opportunities to secure new facilities within the locations with strategic development   |
| 10A                 | <b>10A Does the option ensure that economic opportunities are accessible to all?</b>   | ++                                | Allows for a choice of locations to deliver housing in the places with best access to jobs   | ++                                  | Delivers in locations with best access to jobs and also in locations will less access, but it will not reduce access compared to Option 1   | ++  | Delivers in locations with best access to jobs and also in locations will less access, but it will not reduce access compared to Option 1   |
| 10B                 | <b>10B Does the option ensure that value added is retained in the District?</b>  | +                                 | By meeting OAN, this should reduce commuting in for work compared to present Local Plan  | ++                                  | Over delivery compared to the OAN could create opportunities for economic development, including attracting a range of businesses to the District                                     | ++  | Over delivery compared to the OAN could create opportunities for economic development, including attracting a range of businesses to the District                                     |
| 11A                 | <b>11A Does the option encourage innovation?</b>   | +                                 | Positive impact as housing meets present economic needs  | ++                                  | Over delivery of housing could result in additional businesses moving into the District, including start-up companies   | ++  | Over delivery of housing could result in additional businesses moving into the District, including start-up companies   |
| 11B                 | <b>11B Does the option develop knowledge based economy locally?</b>  | +                                 | Housing development on its own can't achieve this but meeting the OAN will support economic development potentially increasing the provision of better paid and higher skilled work  | ++                                  | Housing development on its own can't achieve this but exceeding the OAN will support economic development potentially increasing the provision of better paid and higher skilled work | ++  | Housing development on its own can't achieve this but exceeding the OAN will support economic development potentially increasing the provision of better paid and higher skilled work |
| 12A                 | <b>12A Does the option ensure skills are enhanced to increase access to work?</b>  | N/a                               | No significant effect  | N/a                                 | No significant effect   | N/a | No significant effect   |
| 12B                 | <b>12B Does the option ensure a skilled workforce is available locally to allow business development?</b>  | +                                 | Positive impact as increases housing supply over current Local Plan provision  | ++                                  | Further increase in supply makes generous provision for skilled and unskilled employees as well as retired and other households   | ++  | Further increase in supply makes generous provision for skilled and unskilled employees as well as retired and other households   |
| 13A                 | <b>13A Does the option promote a prosperous and diverse rural economy?</b>   | +                                 | Meeting OAN helps meets rural needs as well, but may require some travelling out of the main settlements to rural employment   | 0                                   | Overall neutral a mixture of the impacts from Options 1 and 3   | -   | The required land take may be sufficient to reduce the land used for certain agricultural businesses to a point which threatens their long term prospects.                            |
| 13B                 | <b>13B Does the option avoid the loss of the Best and Most Versatile agricultural land?</b>  | -                                 | The majority of the remaining locational options after the adopted local plan are on Grade 1 or Grade 2 land   | --                                  | Same issue as for Option 1 but with greater land take   | --  | Same issue as for Option 2 but with even greater land take  |

## 4.3 Summary of Effects

### 4.3.1 Option 1: 650 dpa

The primary benefits of this option are economic – by meeting the objectively assessed need (plus the unmet need from the SDNPA in Chichester District) this option should deliver housing to support economic growth, to mitigate the dip in population (1% loss over 5 years, Office of National Statistics) in the plan area amongst the working age population and to deliver a proportion of affordable housing in comparison to the existing adopted local plan. Although the land required over and above the adopted Local Plan is considerable, there are sufficient potential sites to allow for some choice of spatial distribution (see section 4.4 below). This in turn should allow some ability to mitigate, but not eliminate, the impacts on landscape, wildlife and flooding. There is likely to be negative impacts on congestion and air pollution unless improvements to the key road junctions are delivered.

### 4.3.2 Option 2: 800 dpa

This option increases the likelihood on negative impacts on biodiversity and on landscape and urban forms / townscape as the land required at each settlement will be greater. Therefore it will be harder to avoid those sites with the greater impacts or to leave the more sensitive parts of those sites undeveloped. The transport and air quality impacts are still capable of mitigation and no additional exceedances of air quality are predicted from modelling work. However additional waste water treatment capacity is very likely to be required, which would delay delivery of housing. The space available within sites for SUDS, green infrastructure and other benefits is likely to diminish. Positive impacts include greater potential for low and zero carbon technologies on large sites, higher levels of affordable housing and other economic benefits.

### 4.3.3 Option 3: 1,000 dpa

At this level of development all the available strategic development locations as previously identified will have to be utilised in full and in many cases a high density of development is assumed in order to fit the numbers onto the available / deliverable sites. In consequence of this, severe negative impacts are predicted across a range of issues. The impacts on biodiversity, waste water treatment capacity, traffic congestion and landscape are predicted to be severe enough that mitigation measures are not likely to fully reduce them. For air pollution, this is assessed (in the Transport Assessment) as remaining within Air Quality standards subject to mitigation measures being secured, including improvements to key junctions and with anticipated technological changes to vehicles. Nevertheless this option increases levels of air pollution and is likely to put pressure on the road network in general. The option is likely to meet part of a wider housing need (beyond local) and bring additional affordable housing. Positive impacts are also predicted for the use of low and zero carbon technologies given that most sites will be large enough to incorporate a full range of such technologies. Economic impacts will generally be positive apart from the impacts on rural and farm businesses that will lose land. There is also a risk that quality of life and landscape impacts may reduce the attractiveness of the plan area to some businesses.

#### 4.3.4 Conclusion

On the basis of the assessment of the likely impact of the above options and national planning policy, Option 1 was identified as the recommended preferred approach to take forward in the Local Plan Review.

### 4.4 Spatial Strategy Options Considered

- 4.4.1 On the basis that Option 1 for housing numbers is being taken forward, five different spatial distribution options for meeting the additional level of housing development required above the 'committed' supply were identified and assessed prior to the Preferred Approach consultation each of these totalling 4,900 dwellings. Options 1 and 2 concentrated on the existing settlements hubs, rather than the primary focus being Chichester City. Option 2 reduced numbers at East Wittering and Selsey to try and alleviate concerns about the road network on the Manhood Peninsula. Consequently Option 2 increased numbers at Southbourne, Hambrook, Bosham and Fishbourne, the main settlements along the A259 to the west of Chichester.
- 4.4.2 Option 3 focussed development on Chichester City, albeit with locations identified on the outskirts of Chichester City, acknowledging that the most accessible sites had already been allocated in the adopted Local Plan. Hence in this scenario the nearby settlements of Fishburne and Hunston were also considered as being within the wider Chichester City environs. Option 4 looked at avoiding any strategic allocation on the Manhood Peninsula, and as a result returned to a focus on the settlements along the east-west corridor. Option 5 looked at dispersing development around all the locations, deliberately avoiding any particular focus on one settlement. Following further discussions Option 1A was added, having been developed from Option 1. This sought to take into account the likely deliverable land availability at the locations whilst also reducing numbers on the Manhood Peninsula, albeit more moderately than options 2, 3 and 4.
- 4.4.3 The option of a new settlement to meet the housing needs was also considered. However this was ruled out at an early stage due to the long lead times in delivering a new settlement. Therefore this option was not taken forward for assessment. Should the Council revisit this option in the future, a full Sustainability Assessment will need to be undertaken on the option.
- 4.4.4 Following the Preferred Option consultation, two new options were developed in consultation with the Local Plan Review team. These alternative spatial development strategies were developed for consideration by elected members ahead of the submission of the Local Plan Review. They are to be tested through a revised evidence base including the Sustainability Appraisal, the Habitats Regulations Assessment and also the transport and air quality modelling. At the same time Option 5 was dropped from further consideration as it had the highest levels of negative impacts and the lowest levels of positive impacts.
- 4.4.5 The first new option (called 1B) was developed from the Preferred Approach Option 1A, but looked to maximise numbers at the locations East of Chichester and South West of

Chichester. With a small increase in the Parish numbers, this leads to an increase in housing provision from 4,900 to 5,625 (c.700 dpa).

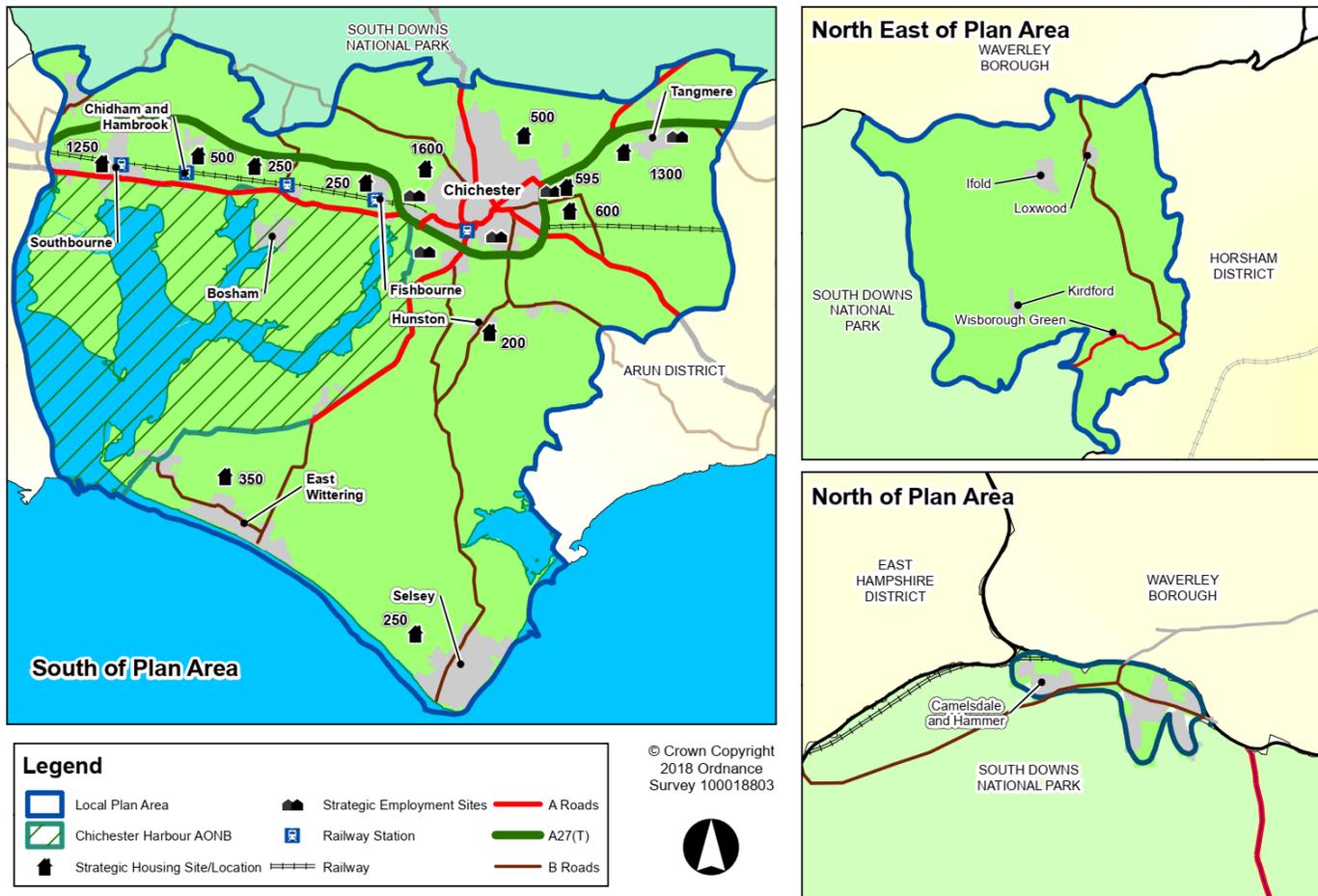
- 4.4.6 The second new option (option 6) takes a very different approach and tests a scenario for delivering primarily in the north east of the plan area. This area has been proposed for only low levels of housing development in all the other options. This had meant that the advantages and disadvantages of development in this area had not been tested or drawn out in the SA process before this stage. The greenfield locations in the south of the plan area were retained but reduced to 100 dwellings each. The brownfield sites were kept as per the other options. The 3,250 allocation for the north east was not specifically parcelled out to specific locations, so could imply one very large location (in effect a new village) or several large extensions to existing settlements. As with the other new option at this stage, the overall number of additional dwellings is 5,625.

**Table 3: Updated spatial distribution strategies for testing through the evidence base (August 2019)**

| Parish                                    | Option 1:<br>Focus on<br>Settlement<br>hubs and E/W<br>corridor | Option 1A<br>(Preferred<br>Option<br>LPR) | Option 1B:<br>Revision to<br>the Preferred<br>Approach Plan<br>[new option] | Option 2:<br>Focus on<br>E/W<br>corridor | Option 3:<br>Focus on<br>Chichester<br>city | Option 4 :<br>minimise<br>development<br>on the<br>Manhood<br>Peninsula | Option 5 :<br>Dispersed<br>Distribution<br>[not<br>considered<br>further] | Option 6 :<br>Northern<br>Focus [new<br>option] |
|---|---|---|---|--|---|---|---|---|
| Southbourne                               | 750   | 1,250                                     | 1,250   | 1,250                                    | 250   | 1,250   | 500   | 100   |
| East Wittering                            | 750   | 350                                       | 350   | 175                                      | 0   | 0   | 500   | 100   |
| Selsey                                    | 750   | 250                                       | 250   | 175                                      | 0   | 0   | 500   | 100   |
| East of<br>Chichester                     | 600   | 600                                       | 1,000   | 600                                      | 600   | 600   | 600   | 600   |
| Hambrook                                  | 600   | 500                                       | 500   | 750                                      | 500   | 700   | 500   | 100   |
| Fishbourne                                | 250   | 250                                       | 250   | 500                                      | 1,000                                       | 700   | 500   | 100   |
| Bosham                                    | 250   | 250                                       | 250   | 500                                      | 500   | 700   | 500   | 100   |
| Hunston                                   | 0   | 200                                       | 200   | 0  | 1,000                                       | 0   | 200   | 100   |
| Birdham                                   | 0   | 0   | 0   | 0  | 100   | 0   | 150   | 0   |
| Tangmere                                  | 0   | 300                                       | 300   | 0  | 0   | 0   | 0   | 100   |
| Chichester<br>(Southern<br>Gateway)       | 350   | 350                                       | 350   | 350                                      | 350   | 350   | 350   | 350   |
| South West<br>of Chichester               | 100   | 100                                       | 300   | 100                                      | 100   | 100   | 100   | 0   |
| North East of<br>Plan Area<br>(strategic) | 0   | 0   | 0   |  |   |   |   | 3,250   |
| Parish<br>numbers                         | 500   | 500                                       | 625   | 500                                      | 500   | 500   | 500   | 625   |
| <b>Total</b>                              | 4,900   | 4,900                                     | 5,625   | 4,900                                    | 4,900                                       | 4,900   | 4,900   | 5,625   |

These form the 7 options for a spatial strategy assessed with the full SA matrix below (option 5 was dropped). The locations and parishes listed are shown in the Key Diagram below.

### Key Diagram



## 4.5 Spatial Strategy Assessment Matrices

**Table 4 – Sustainability Appraisal of the Options for Spatial Distribution of Residential Development (Options 1, 1A and 1B)**

| Assessment Criteria |   | Option1 - Focus on the Settlement Hubs and the East / West corridor  | Option 1A - Strategy of the Preferred Option  | Option 1B - Revisions to the Preferred Approach Strategy  |
|---------------------|---|--|---|---|
| 1A                  | <b>Does the option prevent biodiversity loss and habitat fragmentation?</b> | -<br>High numbers at Selsey risk negative impact on Pagham Harbour and Medmerry Compensatory Habitat   | +<br>Most sites can be accommodated within lower quality habitat, so losses minimised, provided that north south Strategic Wildlife Corridors are protected   | +<br>Most sites can be accommodated within lower quality habitat, so losses minimised, provided that north south Strategic Wildlife Corridors are protected. However increase in numbers at SW Chichester will put more pressure on the harbour compared to Option 1A   |
| 1B                  | <b>Does the option allow for movement of habitats with climate change?</b>  | -<br>Higher housing numbers at East Wittering and Hambrook compared to other options may be difficult to accommodate whilst protecting existing linkages | +<br>A positive option for this assessment criteria because of the reductions in numbers at Broadbridge and Hambrook compared to Option 1 and the use of Tangmere and Southbourne, which are outside key corridors. | +<br>A positive option for this assessment criterion because of the reductions in numbers at Broadbridge and Hambrook compared to Option 1 and the use of Tangmere and Southbourne, which are outside key corridors. This assumes that the additional numbers East of Chichester do not encroach on the Wildlife corridor to the East of the City |

| Assessment Criteria |  | Option1 - Focus on the Settlement Hubs and the East / West corridor |   | Option 1A - Strategy of the Preferred Option |  | Option 1B - Revisions to the Preferred Approach Strategy |   |
|---------------------|--|---|---|--|--|--|---|
| 1C                  | <b>Does the option enhance and/or restore biodiversity opportunities and create new habitat?</b> | +   | Sites at Selsey and Hambrook may be constrained for space within the site to deliver enhancements. Positive opportunities at Southbourne and East Wittering | +  | Larger allocation at Southbourne more likely to achieve Green Ring enhancements, but Hambrook will be constrained for space within the development sites                         | +  | Similar profile of impacts to Option 1A, but the additional development SW of Chichester may enhance the opportunity for creation of wetland habitat in the flood zone of the Lavant                            |
| 2A                  | <b>Does the option protect water resources?</b>  | N/a   | This depends more on the overall level of development, and the design standards used in the development, rather than the location-specific characteristics  | N/a  | This depends more on the overall level of development, and the design standards used in the development, rather than the location-specific characteristics                       | N/a  | This depends more on the overall level of development, and the design standards used in the development, rather than the location-specific characteristics  |
| 2B                  | <b>Does the option maximise use of waste resources?</b>  | N/a   | Not location specific   | N/a  | Not location specific  | N/a  | Not location specific   |
| 2C                  | <b>Does the option make efficient use of energy?</b>   | 0   | Overall neutral mix of sizes and locations, but no single very large site   | +  | Use of one very large location improves the likelihood of delivering local heat networks within the site (Southbourne) but smaller sites elsewhere will not sustain such systems | ++   | Use of two very large locations improves the likelihood of delivering local heat networks within those locations (Southbourne and East of Chichester) but smaller sites elsewhere will not sustain such systems |

| Assessment Criteria |  | Option1 - Focus on the Settlement Hubs and the East / West corridor   | Option 1A - Strategy of the Preferred Option  | Option 1B - Revisions to the Preferred Approach Strategy  |
|---------------------|--|---|---|---|
| 3A                  | <b>Does the option reduce air pollution from industrial processes and transport?</b> | -<br>Impact will be from transport emissions. Although the focus on the hubs should help reduce journeys for and to certain facilities, the locations will still put pressure on local 'A' roads and the A27. 1,850 of the homes will be near rail stations | 0<br>Spread of development should help mitigate air quality problems from congestion, but also increases the number of settlements subject to more localised traffic pressures. 2,600 homes near railway stations | 0<br>Spread of development should help mitigate air quality problems from congestion, but also increases the number of settlements subject to more localised traffic pressures. Increase in overall numbers compared to 1A increases the risk of negative impact. Further transport modelling work is being undertaken which will then refine this assessment |
| 3B                  | <b>Will the option assist the remediation of contaminated land?</b>                  | 0<br>Most sites on previously undeveloped land but some options to use previously developed land not requiring remediation  | 0<br>Most sites on previously undeveloped land  | +<br>The increase in numbers at East of Chichester location improved the likelihood of contaminated land within that location being remediated through development  |
| 3C                  | <b>Does the option reduce levels of water pollution?</b>                             | -<br>Some options have potential to cause pollution from run-off to ditches and rivers  | -<br>Potential of pollution from run-off at Shopwyke, Hambrook and Southbourne  | -<br>Potential of pollution from run-off at Shopwyke, Hambrook and Southbourne  |

| Assessment Criteria |  | Option1 - Focus on the Settlement Hubs and the East / West corridor   | Option 1A - Strategy of the Preferred Option  | Option 1B - Revisions to the Preferred Approach Strategy   |
|---------------------|--|---|---|--|
| 3D                  | Does the option require new waste water treatment capacity?                                  | -<br>Water quality assessment indicates growth can generally be accommodated with upgrades. However the impact of cumulative housing numbers on capacity at Sidlesham will need further investigation. Separately to capacity issues, the impacts of addition nutrients on the harbours will need to be mitigated | -<br>Water quality assessment indicates growth can generally be accommodated with upgrades. However the impact of cumulative housing numbers on capacity at Thornham will need further investigation. Separately to capacity issues, the impacts of addition nutrients on the harbours will need to be mitigated. | -<br>Water quality assessment indicates growth can generally be accommodated with upgrades. However the impact of cumulative housing numbers on capacity at Thornham and Apuldram will need further investigation. Separately to capacity issues, the impacts of addition nutrients on the harbours will need to be mitigated. |
| 4A                  | Does the option maximise the use of renewable and low carbon energy sources?                 | 0<br>No single very large site which means there is less opportunity for low or zero carbon technologies  | +<br>Greater opportunity for incorporating low or zero carbon technologies on larger sites  | +<br>Greater opportunity for incorporating low or zero carbon technologies on larger sites   |
| 4B                  | Does the option reduce the need to travel?   | 0<br>Focus on the hubs should reduce the need to travel to some facilities, however there will still be a need to travel to Chichester to access larger facilities  | 0<br>Focus on the hubs should reduce the need to travel to some facilities, however there will still be a need to travel to Chichester to access larger facilities  | 0<br>Focus on the hubs should reduce the need to travel to some facilities, however there will still be a need to travel to Chichester to access larger facilities   |
| 5A                  | Does the option reduce the risks of coastal, fluvial surface water and groundwater flooding? | -<br>Some areas within the flood zones, particularly at Selsey, Hambrook and East Wittering where run-off could increase surface water flooding   | 0<br>No significant impacts from two of the largest sites, avoiding flood zones at other sites should minimise impacts  | 0<br>No significant impacts from two of the largest sites, avoiding flood zones at other sites should minimise impacts   |

| Assessment Criteria |  | Option1 - Focus on the Settlement Hubs and the East / West corridor |   | Option 1A - Strategy of the Preferred Option |   | Option 1B - Revisions to the Preferred Approach Strategy |   |
|---------------------|--|---|---|--|---|--|---|
| 5B                  | Does the option increase the use of SUDS and provide opportunities for restoring natural function to rivers and coastal systems? | +   | Land available and size of developments mean enhanced opportunities to develop a range of SUDS techniques   | +  | Land available and size of larger developments, means opportunity to develop a range of SUDS techniques                                   | +  | Land available and size of larger developments, means opportunity to develop a range of SUDS techniques   |
| 6A                  | Does the option achieve modal shift to more sustainable forms of transport, integrating bus and train networks?                  | 0   | 1850 new homes near a railway station and opportunities to improve bus services, however access from the Manhood Peninsula restricted by the A27.   | +  | More positive than Option 1 due to greater numbers (2,600) near railway stations  | +  | More positive than Option 1 due to greater numbers (2,600) near railway stations. However additional numbers over Option 1A are not near rail and bus lines |
| 6B                  | Does the option improve networks for cyclists and pedestrians?   | +   | Some opportunities to improve existing cycling/pedestrian routes particularly for sites closer to the City Centre. Development at Selsey would increase the viability of the Chichester to Selsey Cycle Path. | +  | Some opportunities to improve cycle links to Chichester and Emsworth  | +  | Some opportunities to improve cycle links to Chichester and Emsworth. Good links across the A27 will be needed for the locations East and SW of Chichester  |
| 6C                  | Does the option reduce congestion?   | -   | Development at the hubs may reduce need to travel for some services and improve transport networks, however still likely to be congestion at certain junctions  | -  | Largest site may generate new transport infrastructure, however additional congestion on A27 junctions at Chichester and Havant is likely | -  | Largest locations at Southbourne and East of Chichester will put additional pressure on A27 junctions at Chichester and Havant                              |

| Assessment Criteria |  | Option1 - Focus on the Settlement Hubs and the East / West corridor |  | Option 1A - Strategy of the Preferred Option |   | Option 1B - Revisions to the Preferred Approach Strategy |   |
|---------------------|--|---|--|--|---|--|---|
| 7A                  | Does the option encourage sustainable land management practices to conserve landscapes?                              | -   | Local impacts will be significant with urbanisation of the landscape. Large development at Selsey likely to impact on Church Norton and Pagham Harbour | -  | Local impacts of development likely to be significant   | -  | Local impacts of development likely to be significant   |
| 7B                  | Does the option ensure protection of traditional urban forms?  | -   | The impact is concentrated at the hubs rather than a large number of sites but impact on those, particularly Hambrook, likely to be significant        | -  | The impact is distributed over a large number of sites but will also be significant at Hambrook and Southbourne | -  | The impact is distributed over a large number of sites but will also be significant at Hambrook and Southbourne |
| 7C                  | Does the option ensure conservation and enhancement of the historic environment, heritage assets and their settings? | 0   | Few heritage assets at the hub locations, some archaeology which will need to be considered  | 0  | Heritage assets not present or can be avoided, some archaeology will need to be considered                      | 0  | Heritage assets not present or can be avoided, some archaeology will need to be considered                      |

| Assessment Criteria |  | Option1 - Focus on the Settlement Hubs and the East / West corridor  | Option 1A - Strategy of the Preferred Option  | Option 1B - Revisions to the Preferred Approach Strategy   |
|---------------------|--|--|---|--|
| 8A                  | Does the option meet local housing needs?  | ++<br>Good land availability at locations to meet housing needs.   | +<br>Good land availability at locations to meet housing needs. Some issues around deliverability in the short term due to size of the larger developments, however this is likely to be offset by large numbers of smaller sites | ++<br>Increase in overall numbers compared to Option 1A. Good land availability at locations to meet housing needs. Some issues around deliverability in the short term due to size of the larger developments, however this is likely to be offset by the smaller sites and increased parish numbers. |
| 8B                  | Does the option provide the right housing mix of size and tenure and the continuation of a sustainable mix of people within communities? | +<br>Bigger sites likely to achieve some mix of tenure, but less so than the >1000 unit sites  | ++<br>Likely to achieve the desired mix of tenure on the largest site   | ++<br>Likely to achieve the desired mix of tenure on the largest sites   |
| 9                   | Does the option provide access to services and facilities?   | +<br>Additional development at the hubs is likely to improve access to existing services and facilities, but need to travel to Chichester City for larger facilities | +<br>Improved access to services at larger sites and improved access to City Centre.  | +<br>Similar to the profile for Option 1A. Slightly more positive as the increase in housing numbers fall close to Chichester city. The increase in parish numbers only partially offsets this.  |

| Assessment Criteria |   | Option1 - Focus on the Settlement Hubs and the East / West corridor |  | Option 1A - Strategy of the Preferred Option |   | Option 1B - Revisions to the Preferred Approach Strategy |   |
|---------------------|---|---|--|--|---|--|---|
| 10A                 | Does the option ensure that economic opportunities are accessible to all? | +   | Focus on settlements with good existing levels of employment should help match housing provision to job locations              | +  | Positive impacts, with similar issues to Option 2 , but more development on Manhood helps prevent long term population decline there and makes this option slightly more positive than options 2, 3 and 5 | +  | Positive impacts, as the option delivers housing over a range of locations in the south of the plan area, and slightly more housing near Chichester than Option 1A. Concern about Southbourne similar to options 1A and 2 |
| 10B                 | Does the option ensure that value added is retained in the District?      | +   | Major housing locations are unlikely to encourage commuting out of the District for work                                       | 0  | Neutral on balance. Large allocations in the A259 corridor meeting the needs of a wider travel to work area e.g. Havant, Portsmouth   | 0  | Neutral on balance. Large allocations in the A259 corridor meeting the needs of a wider travel to work area e.g. Havant, Portsmouth   |
| 11A                 | Does the option encourage innovation?                                     | N/a   | Not location specific  | N/a  | Not location specific   | N/a  | Not location specific   |
| 11B                 | Does the option develop knowledge based economy locally?                  | -   | Chichester City has been historically the focus for knowledge based economy, and this option pushes housing away from the City | -  | Chichester City has been historically the focus for knowledge based economy, and this option pushes housing away from the City  | -  | Chichester City has been historically the focus for knowledge based economy, and this option pushes housing away from the City  |
| 12A                 | Does the option ensure skills are enhanced to increase access to work?    | N/a   | Not location specific  | N/a  | Not location specific   | N/a  | Not location specific   |

| Assessment Criteria |  | Option1 - Focus on the Settlement Hubs and the East / West corridor |  | Option 1A - Strategy of the Preferred Option |  | Option 1B - Revisions to the Preferred Approach Strategy |  |
|---------------------|--|---|--|--|--|--|--|
| 12B                 | Does the option ensure a skilled workforce is available locally to allow business development? | +   | Focus on development hubs should match housing to job locations                          | +  | Housing development across a wide range of areas will support local business development | +  | Housing development across a wide range of areas will support local business development |
| 13A                 | Does the option promote a prosperous and diverse rural economy?                                | +   | Supports the expansion of the settlement hubs, which in turn supports the rural economy. | +  | Supports the expansion of the settlement hubs, which in turn supports the rural economy. | +  | Supports the expansion of the settlement hubs, which in turn supports the rural economy. |
| 13B                 | Does the option avoid the loss of the Best and Most Versatile agricultural land?               | -   | Negative due to losses at Selsey and Southbourne   | -  | Negative due to large losses around Southbourne  | -  | Negative due to large losses around Southbourne  |

Table 4 continued – Options 2-6

| Assessment Criteria |   | Option 2 - Focus on the East / West Corridor   | Option 3 - Focus on Chichester City  | Option 4 - Minimise development on the Manhood Peninsula   | Option 6 - Northern Focus  |
|---------------------|---|--|--|--|--|
| 1A                  | <b>Does the option prevent biodiversity loss and habitat fragmentation?</b> | +  | -  | 0  | -  |
|                     |   | Most sites can be accommodated within lower quality habitat, so losses minimised, provided that north south Strategic Wildlife Corridors are protected | Negative impact on the habitats around Mundham and Hunston   | Most sites can be accommodated within lower quality habitat, so losses minimised, provided that north south corridors are protected, but this will be more difficult than for Options 1a and 2 due to the increased numbers at Fishbourne and Bosham | This option reduces the impact on the Harbours through recreational disturbance. However it has the potential to impact protected sites in the north, including the Mens and Ebernoe common through impacts on bats flightlines and potentially Arun Valley SSPA through water quality issues. |
| 1B                  | <b>Does the option allow for movement of habitats with climate change?</b>  | -  | -  | -  | +  |
|                     |   | Negative impact from the amount of land take in the E/W corridor, reducing connectivity between the Harbour and the South Downs                        | Overall some negative impact as the wider Chichester City area becomes impermeable and this outweighs the benefits to the Manhood Peninsula and wildlife corridors to the West of the E/W corridor | Negative impact from the amount of land take in the E/W corridor, reducing connectivity between the Harbour and the South Downs  | Small developments in the E/W corridor will not interrupt connection between the Harbour and the Downs. Localised impacts in the northern plan area but overall less impact than other options   |

| Assessment Criteria |   | Option 2 - Focus on the East / West Corridor |  | Option 3 - Focus on Chichester City |  | Option 4 - Minimise development on the Manhood Peninsula |  | Option 6 - Northern Focus |  |
|---------------------|---|--|--|-------------------------------------|--|--|--|---------------------------|--|
| 1C                  | Does the option enhance and/or restore biodiversity opportunities and create new habitat? | +  | Larger allocation at Southbourne more likely to achieve Green Ring enhancements, but Hambrook and Broadbridge will be constrained for space within the development sites | -                                   | Negative impact as it focusses development into areas without the space or the connections to fully deliver enhancements                                   | 0  | Positive opportunities at Southbourne counter balanced by constraints at Broadbridge and Hambrook  | +                         | Some uncertainty due to distribution within the northern plan area; but assuming at least one very large site, this would have the potential and the land availability to create new habitats. |
| 2A                  | Does the option protect water resources?  | N/a  | This depends more on the overall level of development, and the design standards used in the development, rather than the location-specific characteristics               | N/a                                 | This depends more on the overall level of development, and the design standards used in the development, rather than the location-specific characteristics | N/a  | This depends more on the overall level of development, and the design standards used in the development, rather than the location-specific characteristics | N/a                       | This depends more on the overall level of development, and the design standards used in the development, rather than the location-specific characteristics                                     |
| 2B                  | Does the option maximise use of waste resources?  | N/a  | Not location specific  | N/a                                 | Not location specific  | N/a  | Not location specific  | N/a                       | Not location specific  |
| 2C                  | Does the option make efficient use of energy?   | +  | Use of one very large location improves the likelihood of delivering local heat networks within the site   | ++                                  | The two large allocations will both be large enough to deploy a full range of energy efficiency and LZC energy measures                                    | +  | Use of one very large location improves the likelihood of delivering local heat networks within the site   | ++                        | Use of one or two large allocations is implied, which will be large enough to deploy a full range of energy efficiency and LZC energy measures   |

| Assessment Criteria |   | Option 2 - Focus on the East / West Corridor  | Option 3 - Focus on Chichester City  | Option 4 - Minimise development on the Manhood Peninsula  | Option 6 - Northern Focus  |
|---------------------|---|---|--|---|--|
| 3A                  | Does the option reduce air pollution from industrial processes and transport? | 0<br>This option will relieve pressure from traffic trying to cross the A27 to access the City. However there will be considerable additional pressure on the A259 / A27 junctions at Chichester and Havant. 3,000 homes near rail stations | --<br>Large allocation at Broadbridge and Fishburne, put pressure on the link with the A27 at Fishbourne, which is not mitigated by the much lower number at Southbourne as that may access the trunk road by other means. The large allocation at Hunston will also exacerbate congestion without improvements to the A27 | 0<br>This option will relieve pressure from traffic trying to cross the A27 to access the City. However there will be considerable additional pressure on the A259 / A27 junctions at Chichester and Havant. 3,350 homes near rail stations | -<br>Further transport and air quality modelling work is needed to inform this assessment more fully. However, whilst this option appears to reduce the pressure on the A27, it runs the risk of creating problems elsewhere including adjoining authority areas ( e.g. Pulborough, Billingshurst), especially as alternative to the car are lacking in this area. |
| 3B                  | Will the option assist the remediation of contaminated land?                  | 0<br>Most sites on previously undeveloped land but some options to use previously developed land not requiring remediation  | 0<br>Most sites on previously undeveloped land without the option of remediation   | 0<br>Most sites on previously undeveloped land without the option of remediation  | +<br>Development on this scale has the potential to enable the clean-up of the land at Crouchlands Farm  |
| 3C                  | Does the option reduce levels of water pollution?                             | -<br>Some options with the potential to cause pollution from run-off to ditches and rivers  | -<br>Potential of pollution from run-off at Hunston, Hambrook and Shopwyke   | -<br>Potential of pollution from run-off at Southbourne, Shopwyke and Hambrook  | -<br>Potential for increased run off into the Kird and other tributaries of the Arun   |

| Assessment Criteria |  | Option 2 - Focus on the East / West Corridor  | Option 3 - Focus on Chichester City   | Option 4 - Minimise development on the Manhood Peninsula  | Option 6 - Northern Focus  |
|---------------------|--|---|---|---|--|
| 3D                  | Does the option require new waste water treatment capacity?                  | -<br>Water quality assessment indicates growth can generally be accommodated with upgrades. However the impact of cumulative housing numbers on capacity at Thornham and potentially Bosham, will need further investigation. | -<br>Water quality assessment indicates growth can generally be accommodated with upgrades. However the impact of cumulative housing numbers on capacity at Pagham and potentially Bosham, will need further investigation. | -<br>Water quality assessment indicates growth can generally be accommodated with upgrades. However the impact of cumulative housing numbers on capacity at Thornham and Bosham, will need further investigation. | -<br>New capacity would need to be crated to facilitate this scale of development. The WwTWs are probably constrained by the potential for impact of nutrients on Arun Valley SPA, downstream of them, Uncertain impact - this will need further investigation and evaluation to inform a final decision |
| 4A                  | Does the option maximise the use of renewable and low carbon energy sources? | +<br>Greater opportunities for incorporating low or zero carbon technologies on large sites   | ++<br>More large sites, maximises the opportunities for incorporating low or zero carbon technologies   | +<br>Greater opportunity for incorporating low or zero carbon technologies on larger sites  | ++<br>More large sites, maximises the opportunities for incorporating low or zero carbon technologies  |
| 4B                  | Does the option reduce the need to travel?                                   | -<br>Likely to be increased commuting into Chichester, particularly from Southbourne and Hambrook   | +<br>Focus of development around Chichester City will reduce the distances travelled for main facilities  | -<br>Although additional facilities likely at Southbourne, there is likely to be increased commuting into Chichester from the other sites   | --<br>This option locates housing away from existing employment sites and facilities such as hospitals major shopping centres and colleges / university. It will substantially increase the need to travel.  |

| Assessment Criteria |  | Option 2 - Focus on the East / West Corridor |   | Option 3 - Focus on Chichester City |  | Option 4 - Minimise development on the Manhood Peninsula |   | Option 6 - Northern Focus |  |
|---------------------|--|--|---|-------------------------------------|--|--|---|---------------------------|--|
| 5A                  | Does the option reduce the risks of coastal, fluvial surface water and groundwater flooding?                                     | 0  | Development at Fishbourne and Broadbridge should be planned to avoid flood zones and minimise run-off               | -                                   | Some areas of Hambrook and Fishbourne within the flood zones   | 0  | Development at Fishbourne and Hambrook should be planned to avoid flood zones and minimise run-off        | 0                         | Neutral impact overall , provided that development site choices avoid the small flood risk zones around the river corridors  |
| 5B                  | Does the option increase the use of SUDS and provide opportunities for restoring natural function to rivers and coastal systems? | +  | Land available and size of developments mean enhanced opportunities to develop a range of SUDS techniques           | ++                                  | More large sites, maximises the opportunities for incorporating a range of SUDS techniques                 | +  | Land available and size of developments mean enhanced opportunities to develop a range of SUDS techniques | +                         | Land available and size of developments mean enhanced opportunities to develop a range of SUDS techniques. However this will be location specific as certain areas in the north plan areas have limited ability to absorb runoff |
| 6A                  | Does the option achieve modal shift to more sustainable forms of transport, integrating bus and train networks?                  | +  | 3000 homes near existing rail stations to potential for modal shift and better integration of bus and train network | +                                   | Larger developments already served by train and bus links which may be enhanced with increased development | +  | Most sites already served by train and bus services   | --                        | Nearest access to rail network are at Billingshurst and Haslemere, both involve a considerable drive. Development on this scale could make rural bus services more viable, but this is not certain to happen                     |

| Assessment Criteria |   | Option 2 - Focus on the East / West Corridor | Option 3 - Focus on Chichester City   | Option 4 - Minimise development on the Manhood Peninsula | Option 6 - Northern Focus   |   |  |   |   |
|---------------------|---|--|---|--|---|---|--|---|---|
| 6B                  | Does the option improve networks for cyclists and pedestrians?                          | +  | Some opportunities to improve cycle links to Chichester and Emsworth  | +  | Concentration of development around Chichester City likely to improve networks for cyclists and pedestrians   | + | Opportunities to improve networks from Southbourne, Shopwyke and Fishbourne  | - | Other than some localised improvement, the remoteness of the locations from the existing networks means this is unlikely to deliver substantial improvements  |
| 6C                  | Does the option reduce congestion?  | -  | Largest site may generate new transport infrastructure, however additional congestion on A27 junctions at Chichester and Havant is likely | --   | Large allocation at Broadbridge and Fishbourne, put pressure on the link with the A27 at Fishbourne, which is not mitigated by the much lower number at Southbourne. The large allocation at Hunston will also put pressure on the local road network in that area. | - | Although there will be less pressure from traffic trying to cross the A27 to enter the City, there is likely to be increased congestion at the A27 junctions between Chichester and Havant | 0 | Uncertain impact, more work is needed to inform this assessment. The option will increase the number of car journeys but where they will go and whether those journey will disperse across West Sussex and Surrey, or be drawn back to add to congestion on the A27 is uncertain at this point. |
| 7A                  | Does the option encourage sustainable land management practices to conserve landscapes? | -  | Local impacts of development likely to be significant   | -  | Local impacts of development likely to be significant   | - | Local impacts at Southbourne, Hambrook, Fishbourne and Broadbridge are likely to be significant  | - | Local impacts of development likely to be significant   |

| Assessment Criteria |  | Option 2 - Focus on the East / West Corridor  | Option 3 - Focus on Chichester City   | Option 4 - Minimise development on the Manhood Peninsula   | Option 6 - Northern Focus   |
|---------------------|--|---|---|--|---|
| 7B                  | Does the option ensure protection of traditional urban forms?  | --<br>The impact is concentrated on a small number of settlements along A27, however local impacts, particularly at Fishbourne, Hambrook and Broadbridge likely to be significant | --<br>Impacts on Fishbourne, Hunston, Hambrook and Broadbridge likely to be very significant  | --<br>Impacts on Hambrook, Fishbourne and Broadbridge are likely to be significant   | -<br>Scale of development would have major impacts on existing settlement, including Wisborough Green, Kirdford, Plaistow and Ifold. The alternative of a new settlement would reduce this.   |
| 7C                  | Does the option ensure conservation and enhancement of the historic environment, heritage assets and their settings? | 0<br>Heritage assets not present or can be avoided, some archaeology will need to be considered   | 0<br>Heritage assets not present or can be avoided, some archaeology will need to be considered   | 0<br>Heritage assets can be avoided, archaeology will need to be considered  | 0<br>Impacts depends on site choices, there should be enough choice of sites to avoid those with impacts on the historic environment.   |
| 8A                  | Does the option meet local housing needs?  | +<br>Good land availability at locations to meet housing needs. Some issues around deliverability in the short term due to size of the larger developments                        | 0<br>Development likely to meet housing need around the City in the longer term. However less likely to meet housing need elsewhere at other hubs. Also issue of deliverability in the short term due to the higher number of large sites | 0<br>Option meets housing need across the local plan area over the longer term, although may not meet housing need on Manhood Peninsula. Deliverability may be an issue in the short-term due to the size of the developments. | -<br>This is a major drawback of this option. Although it delivers great housing numbers than some other options. It does not meet the localised needs of Chichester city of the settlement hubs in the south of the plan area, other than by long commutes. It over delivers for the housing need of the north and the SDNP adjoining. |

| Assessment Criteria |  | Option 2 - Focus on the East / West Corridor |   | Option 3 - Focus on Chichester City |   | Option 4 - Minimise development on the Manhood Peninsula |  | Option 6 - Northern Focus |  |
|---------------------|--|--|---|-------------------------------------|---|--|--|---------------------------|--|
| 8B                  | Does the option provide the right housing mix of size and tenure and the continuation of a sustainable mix of people within communities? | ++   | Likely to achieve the desired mix of tenure on the largest site   | ++                                  | Likely to achieve the desired mix of tenure on the larger sites   | ++   | Likely to achieve the desired mix of tenure on the larger sites  | 0                         | Overall neutral. Large sites likely to deliver the mix of size and tenure. However the more remote location means that maintaining sustainable mix in the community is more doubtful |
| 9                   | Does the option provide access to services and facilities?   | +  | Improved access to services at larger sites and improved access to City Centre  | ++                                  | Focus of development around Chichester City will ensure good access to services and facilities. Opportunities for enhanced local facilities at the bigger sites | +  | Focus at Southbourne and close to City Centre will ensure access to services through better services at Southbourne and relatively easy access to City Centre including by train and bus | --                        | The area is relatively lacking in services and facilities compared to the south of plan area options   |
| 10A                 | Does the option ensure that economic opportunities are accessible to all?  | +  | Positive, but the scale of development in Southbourne is unlikely to be matched by additional local jobs and so some commuting will be required | 0                                   | Focus on the city will have positive impacts but the economic needs of other areas are downplayed, balancing this positive out. Overall neutral.                | 0  | Positive across the Bournes, but counter balanced by zero development in the Manhood area  | -                         | Mismatch between location of new housing and employment needs.   |

| Assessment Criteria |  | Option 2 - Focus on the East / West Corridor |  | Option 3 - Focus on Chichester City |  | Option 4 - Minimise development on the Manhood Peninsula |  | Option 6 - Northern Focus |  |
|---------------------|--|--|--|-------------------------------------|--|--|--|---------------------------|--|
| 10B                 | Does the option ensure that value added is retained in the District?   | 0  | Large allocations in the A259 corridor meeting the needs of a wider travel to work area e.g. Havant, Portsmouth  | +                                   | Focus on the city will retain economic gains within the wider District       | 0  | Concentration on the Bournes will also support the needs of a wider travel to work area e.g. Havant, Portsmouth  | -                         | Lack of existing employment opportunities means that development is likely to serve commuters out into Horsham and Waverley districts.   |
| 11A                 | Does the option encourage innovation?                                  | N/a  | Not location specific  | N/a                                 | Not location specific  | N/a  | Not location specific  | N/a                       | Not location specific  |
| 11B                 | Does the option develop knowledge based economy locally?               | -  | Chichester City has been historically the focus for knowledge based economy, and this option pushes housing away from the City, mitigated slightly by more housing at Fishbourne | +                                   | Chichester City has been historically the focus for knowledge based economy. | 0  | Chichester City has been historically the focus for knowledge based economy, and this option pushes housing away from the City, mitigated by more housing at Fishbourne than most other options. Overall neutral | -                         | Chichester City has been historically the focus for knowledge based economy, and this option pushes housing away from the City to a greater extent than any of the other options |
| 12A                 | Does the option ensure skills are enhanced to increase access to work? | N/a  | Not location specific  | N/a                                 | Not location specific  | N/a  | Not location specific  | N/a                       | Not location specific  |

| Assessment Criteria |  | Option 2 - Focus on the East / West Corridor  | Option 3 - Focus on Chichester City   | Option 4 - Minimise development on the Manhood Peninsula  | Option 6 - Northern Focus  |
|---------------------|--|---|---|---|--|
| 12B                 | Does the option ensure a skilled workforce is available locally to allow business development? | -<br>Existing businesses on the Manhood may find it more difficult to recruit as low level of strategic housing development will lead to flat population level over long term | 0<br>Overall neutral, city businesses well supported but other areas needs are not addressed to the same extent | -<br>Existing businesses on the Manhood may find it more difficult to recruit as lack of strategic housing development will lead to long term population decline as household size continues its trend of diminishing over time | -<br>Mismatch between location of new housing and employment needs.  |
| 13A                 | Does the option promote a prosperous and diverse rural economy?                                | +<br>Positive for the E/W corridor, but less so for the Manhood   | 0<br>Focus on the city is not supportive but not detrimental either   | 0<br>Overall neutral, Positive for the E/W corridor, but counterbalanced by impact on the manhood   | -<br>Overall negative, due to lack of support for rural economy in the south outweighing any benefits in the NE area |
| 13B                 | Does the option avoid the loss of the Best and Most Versatile agricultural land?               | -<br>Negative due to large losses around Southbourne  | -<br>Losses at Hunston and North Mundham rather than Southbourne  | -<br>Negative due to large losses around Southbourne  | +<br>Loss of Grade 3 and 4 land only   |

## 4.6 Summary of Effects

4.6.1 Some cross cutting themes emerge from the assessment which holds for most, if not all the options. These are: capacity for waste water treatment, impacts on the landscape and the existing character/form of settlements and also the loss of best and most versatile agricultural land.

### 4.6.2 Option1 - Focus on the Settlement Hubs and the East / West corridor

This option has a fairly even distribution across the settlement hubs with reduced numbers at Bosham and Fishbourne. The elevated numbers on the Manhood Peninsula (1,500 in total) give rise to potential negative impacts on the protected sites (Pagham and Medmerry), land drainage management and landscape of that area. Transport impacts on the access to Chichester City from the south across the A27 are also a concern.

4.6.3 Positive impacts are predicted for meeting housing needs, utilising local facilities and services and providing economic opportunities. These reflect the spread of development across the hubs compared to a sole focus on the City.

### 4.6.4 Option 1A - Strategy of the Preferred Option Local Plan

This option was developed from Option 1 but seeks to mitigate some of the negative impacts of that option by reducing the scale of development in East Wittering and Selsey and re-distributing that housing development to Southbourne, Hunston and Tangmere, locations which are closer to Chichester City. The positive impacts broadly follow those summarised above for Option 1. Transport-related impacts are ameliorated by a greater number of homes being located with good access to a railway station and also a more even distribution of locations is anticipated to generate traffic utilising junctions around the A27 Chichester Bypass. The use of a large scale site at Southbourne has some potential advantages in terms of provision of green infrastructure and low carbon technologies, but careful mitigation by other policies will be needed to ensure new facilities and services are provided at Southbourne in proportion to the new development. There is a risk of not meeting the local housing need on the Manhood peninsula which may lead to population decline there and the potential loss of services and facilities.

### 4.6.5 Option 1B - Revisions to Preferred Approach Plan (New Option)

Overall the profile of impacts was similar to the other variations of Option 1. From which it derived. The increase in housing numbers compared to 1 and 1A increased the positive impacts on meeting housing needs and also on the economic assessment criteria, especially as most of the increase is close to Chichester city. Environmental pressures remain elevated, especially as since the Preferred Approach consultation, the issue of nutrient impacts on Chichester Harbour has become more urgent. Those impacts should be capable of being mitigated, particularly for greenfield sites, but options that add significant numbers across the Bournes (1A, 1B, 2, 4), may pose additional risks for WwTW capacity and nutrient loading in the Harbour.

### 4.6.6 Option 2 - Focus on the East / West Corridor

Here the vast majority of new development is focussed to the west of the City along the A259 and railway corridor, with no provision at Tangmere or Hunston and very limited

development on the Manhood Peninsula. This reduces some of the negative impacts of Option 1 on the Manhood (as does Option 1A) but without some of the advantages that come from a more even distribution around (and close to) Chichester City. The additional 750 homes near to the railway line will help mitigate the additional distance to travel into Chichester City for some, but not all households. There is also an increased risk of impacts due to the development becoming out-of-scale to the existing form and facilities of the settlements and also cumulative landscape and biodiversity impact as the settlements in this area begin to coalesce leaving smaller gaps between them.

#### **4.6.7 Option 3 - Focus on the area around Chichester City**

This option provides for more housing at those settlements in close proximity to the City. In particular it would involve very large allocations at Fishbourne and Hunston (on the basis of their proximity to Chichester City). Whilst this produces some economic benefits in terms of the economy and jobs focus of the City, these are counterbalanced to some extent by negative economic impacts for the Manhood Peninsula. These are assessed as coming from the zero allocations here which over the long term are, (with the continuing trend toward smaller household size), likely to lead to population decline in both real and relative terms. Congestion issues are unlikely to be resolved by this option despite the proximity to the City in straight-line terms as the A27 still acts a barrier and Hunston lacks the train link that provides some mitigation for focussing more development at Bosham and Fishbourne.

#### **4.6.8 Option 4 - Minimise development on the Manhood Peninsula**

Option 4 sets zero housing numbers for East Wittering and Selsey as does Option 3. Therefore it has a similar mix of pros and cons for wildlife and transport assessments and a similar slightly negative economic impact for the Manhood Peninsula. The greater spread of development across the west of the east west corridor provides for some amelioration of the impacts on landscape and congestion in that area but also dilutes the economic benefits compared to option 3.

N.B. Option 5 (Even Distribution) has not been included for further consideration at this stage of the plan.

#### **4.6.9 Option 6 - Northern Focus (New Option)**

The new Option 6 has a range of impacts quite distinct from the other options assessed. On the positive side, the large reduction in numbers across the east-west corridor aids habitat connectivity and reduces the loss of best and most versatile agricultural land. If it were to be implemented though once very large development there would be opportunities for low carbon energy infrastructure and on-site habitat gains. The negative impacts are primarily due to a disconnection between the location of new housing and the location of new and existing jobs. This results in poor assessments for reduced need to travel, achieving modal shift and meeting local housing needs as well as on the range of economic objectives. The effects on congestion and air quality are uncertain and would require further work on supporting evidence to allow a fuller assessment in the future.

## 4.7 Cumulative and synergistic effects

- 4.7.1 The remarks in the comments boxes in the assessment matrices above give details of any uncertainties around impact assessments that have been identified. Cumulative impacts on congestion, natural resources, biodiversity and landscape have been identified and discussed but these are mitigated but not eliminated by the effects of policies later on in the Local Plan Review on infrastructure provision, wildlife corridors, green infrastructure, good design and sustainable design and construction.
- 4.7.2 Related effects on economic criteria can also be expected in relation to the policies on employment land provision, meeting horticultural needs, city centre retail etc.

## 4.8 Strategic Site Allocation Policies

- 4.8.1 On the basis that Option 1A was identified as the preferred option for the consultation on the Local Plan Review in December 2018 - January 2019, policies on Meeting Housing Needs and also the Strategic Site Allocation Policy (AL1 to AL15) were then prepared for the Preferred Approach consultation. Of these, four proposed allocations are carried over from the adopted Local Plan unchanged and are not assessed further in this report (see Section 6). They are:

- AL1 Land West of Chichester
- AL2 Land at Shopwyke (Oving Parish)
- AL4 Land at Westhampnett / North East Chichester
- AL15 Land at Chichester Business Park, Tangmere

- 4.8.2 In addition the policy on the Tangmere Strategic Development Location is proposed to be changed by the addition of 300 dwellings as set out in Option 1A above. Tangmere was one of the locations considered for additional development in the Issues and Options stage of the Plan Review and which are listed below. The assessments of these locations at that Issues and Options stage have been revised and updated for this iteration of the SA:

- AL3 Land East of Chichester (was S1 at Issues and Options stage)
- AL5 Southern Gateway (revised from N6 at Issues and Options stage)
- AL7 Highgrove Farm, Bosham (was S7)
- AL8 East Wittering Parish (was S3)
- AL9 Fishbourne Parish (was S8)
- AL10 Chidham and Hambrook Parish (was S9)
- AL11 Hunston Parish (revised from N15)
- AL12 Land North of Park Farm, Selsey (revised from S4)
- AL13 Southbourne Parish (was S5)
- AL14 Land West of Tangmere (was assessed as S6, but the policy has been updated from the adopted plan)

- 4.8.3 Finally there is the allocation AL6 Land South West of Chichester (Apuldram and Donnington Parishes). This location was assessed at Issues and Options stage as a non-strategic site for

residential development (N10). The policy for preferred approach stage is mainly for employment led development but also includes between 100 and 300 dwellings and a new link road. Given the amount of change from Issues and Options stage, this has been treated as a new policy and is given a new, full assessment so that it can be compared to the assessment of the other AL policies (see the Appendix to this report).

## 5. Policies with Major Revisions or New Policies

These have been assessed using a simplified methodology utilising the 13 SA objectives as explained in section 2.2 above.

### 5.1 Assessment matrix

| Policy Name   | S5 Parish Housing Requirements | S7 Planning for Gypsies and Travellers | S8 Meeting Employment Land needs | S9 Retailing Hierarchy | S10 Local Centres, Local and Village Parades | S11 Addressing Horticultural Needs | S15 Goodwood Motor Circuit | S16 Development within the Vicinity of Goodwood | S20 Design | S21 Health and Wellbeing | S22 Historic Environment |
|---|--------------------------------|--|----------------------------------|------------------------|--|------------------------------------|----------------------------|---|------------|--------------------------|--------------------------|
| SA Objective  |                                |  |                                  |                        |  |                                    |                            |   |            |                          |                          |
| 1. Protect and enhance wildlife   | -                              | -                                      | -                                | N/a                    | N/a  | -                                  | -                          | N/a   | +          | N/a                      | +                        |
| 2. Maximise efficient use of natural resources  | 0                              | +                                      | -                                | 0                      | 0  | 0                                  | -                          | N/a   | +          | N/a                      | +                        |
| 3. Reduce pollution and improve air quality   | -                              | +                                      | -                                | +                      | +  | 0                                  | -                          | ++  | +          | +                        | N/a                      |
| 4. Achieve zero net increase in greenhouse gas emissions                                      | -                              | 0                                      | -                                | 0                      | 0  | -                                  | -                          | N/a   | +          | N/a                      | 0                        |
| 5. Minimise flood risk for new and existing development                                       | 0                              | 0                                      | 0                                | N/a                    | 0  | 0                                  | 0                          | N/a   | +          | N/a                      | N/a                      |
| 6. Achieve a sustainable and integrated transport system                                      | -                              | 0                                      | -                                | +                      | 0  | N/a                                | 0                          | N/a   | +          | 0                        | N/a                      |
| 7. Conserve and enhance landscape and built heritage  | -                              | -                                      | -                                | +                      | 0  | -                                  | 0                          | +   | +          | N/a                      | ++                       |
| 8. Increase availability of affordable housing  | +                              | +                                      | 0                                | N/a                    | N/a  | N/a                                | 0                          | -   | 0          | +                        | -                        |
| 9. Provide access to services and facilities  | 0                              | +                                      | ++                               | +                      | +  | N/a                                | +                          | N/a   | +          | +                        | N/a                      |
| 10. Promote economic development to maintain quality of life and competitiveness              | 0                              | +                                      | ++                               | ++                     | +  | +                                  | ++                         | N/a   | 0          | 0                        | 0                        |
| 11. Develop a dynamic, diverse and knowledge based economy that excels in innovation          | 0                              | 0                                      | ++                               | +                      | 0  | 0                                  | ++                         | N/a   | 0          | 0                        | 0                        |
| 12 To develop and maintain a skilled workforce to support long-term competitiveness           | 0                              | +                                      | ++                               | +                      | +  | +                                  | ++                         | N/a   | +          | +                        | +                        |
| 13. Enable viability of the rural economy with enhanced diversity of employment opportunities | +                              | +                                      | ++                               | +                      | ++   | ++                                 | +                          | -   | +          | N/a                      | ++                       |

| Policy Name   | S23 Transport and Accessibility | S24 Countryside | S25 The Coast | S27 Flood Risk Management | S28 Pollution | S30 Strategic Wildlife Corridors | S31 Wastewater | S32 Design Strategies for SDLs | DM1 Specialist Housing | DM2 Housing Mix |
|---|---------------------------------|-----------------|---------------|---------------------------|---------------|----------------------------------|----------------|--------------------------------|------------------------|-----------------|
| SA Objective  |                                 |                 |               |                           |               |                                  |                |                                |                        |                 |
| 1. Protect and enhance wildlife   | -                               | +               | +             | 0                         | 0             | ++                               | +              | 0                              | N/a                    | N/a             |
| 2. Maximise efficient use of natural resources  | +                               | 0               | 0             | N/a                       | 0             | N/a                              | ++             | 0                              | N/a                    | N/a             |
| 3. Reduce pollution and improve air quality   | +                               | 0               | 0             | +                         | +             | +                                | ++             | 0                              | N/a                    | N/a             |
| 4. Achieve zero net increase in greenhouse gas emissions                                      | +                               | N/a             | N/a           | N/a                       | +             | N/a                              | N/a            | 0                              | N/a                    | N/a             |
| 5. Minimise flood risk for new and existing development                                       | 0                               | N/a             | +             | ++                        | +             | +                                | N/a            | 0                              | N/a                    | N/a             |
| 6. Achieve a sustainable and integrated transport system                                      | ++                              | 0               | N/a           | N/a                       | +             | N/a                              | N/a            | +                              | N/a                    | N/a             |
| 7. Conserve and enhance landscape and built heritage  | -                               | ++              | +             | 0                         | N/a           | ++                               | N/a            | 0                              | +                      | N/a             |
| 8. Increase availability of affordable housing  | 0                               | +               | 0             | N/a                       | N/a           | N/a                              | N/a            | +                              | +                      | ++              |
| 9. Provide access to services and facilities  | ++                              | +               | +             | N/a                       | 0             | N/a                              | N/a            | +                              | +                      | 0               |
| 10. Promote economic development to maintain quality of life and competitiveness              | ++                              | +               | +             | 0                         | +             | N/a                              | N/a            | +                              | +                      | ++              |
| 11. Develop a dynamic, diverse and knowledge based economy that excels in innovation          | +                               | +               | 0             | N/a                       | N/a           | N/a                              | N/a            | +                              | 0                      | +               |
| 12 To develop and maintain a skilled workforce to support long-term competitiveness           | +                               | +               | +             | N/a                       | N/a           | N/a                              | N/a            | +                              | 0                      | ++              |
| 13. Enable viability of the rural economy with enhanced diversity of employment opportunities | 0                               | +               | +             | 0                         | N/a           | N/a                              | N/a            | +                              | 0                      | 0               |

| Policy Name   | DM3 Housing Density | DM4 Exemption sites | DM10 New Employment Provision | DM16 Sustainable Design and Construction | DM23 Lighting | DM24 Air Quality | DM25 Noise | DM26 Contaminated Land | DM27 Historic Environment | DM31 Trees Hedgerows and Woodlands |
|---|---------------------|---------------------|-------------------------------|--|---------------|------------------|------------|------------------------|---------------------------|------------------------------------|
| SA Objective  |                     |                     |                               |  |               |                  |            |                        |                           |                                    |
| 1. Protect and enhance wildlife   | +                   | N/a                 | 0                             | +  | +             | 0                | N/a        | +                      | +                         | ++                                 |
| 2. Maximise efficient use of natural resources  | 0                   | N/a                 | N/a                           | ++                                       | 0             | 0                | N/a        | +                      | +                         | 0                                  |
| 3. Reduce pollution and improve air quality   | N/a                 | 0                   | 0                             | +  | ++            | ++               | 0          | ++                     | N/a                       | +                                  |
| 4. Achieve zero net increase in greenhouse gas emissions                                      | N/a                 | 0                   | +                             | ++                                       | 0             | +                | N/a        | -                      | 0                         | 0                                  |
| 5. Minimise flood risk for new and existing development                                       | 0                   | 0                   | N/a                           | +  | N/a           | N/a              | N/a        | N/a                    | N/a                       | 0                                  |
| 6. Achieve a sustainable and integrated transport system                                      | 0                   | N/a                 | +                             | +  | N/a           | ++               | N/a        | N/a                    | N/a                       | N/a                                |
| 7. Conserve and enhance landscape and built heritage  | +                   | +                   | +                             | 0  | ++            | 0                | +          | +                      | ++                        | +                                  |
| 8. Increase availability of affordable housing  | +                   | ++                  | N/a                           | N/a                                      | N/a           | N/a              | N/a        | N/a                    | -                         | N/a                                |
| 9. Provide access to services and facilities  | +                   | +                   | +                             | 0  | N/a           | +                | N/a        | N/a                    | N/a                       | N/a                                |
| 10. Promote economic development to maintain quality of life and competitiveness              | +                   | +                   | +                             | +  | +             | N/a              | +          | N/a                    | 0                         | 0                                  |
| 11. Develop a dynamic, diverse and knowledge based economy that excels in innovation          | +                   | +                   | +                             | +  | N/a           | N/a              | N/a        | N/a                    | 0                         | N/a                                |
| 12 To develop and maintain a skilled workforce to support long-term competitiveness           | +                   | +                   | 0                             | 0  | N/a           | N/a              | N/a        | N/a                    | +                         | N/a                                |
| 13. Enable viability of the rural economy with enhanced diversity of employment opportunities | +                   | +                   | +                             | N/a                                      | N/a           | -                | -          | N/a                    | ++                        | +                                  |

## 5.2 Summary of effects by policy

### 5.2.1 S5 Parish Housing Requirements 2016-2035

The main impacts of the policy are focussed at Loxwood and Birdham, as they have a larger housing allocation (125 each) taking into account their existing size, accessibility and surrounding environment. There is the potential for a slight loss of wildlife habitat and connectivity, particularly

at Birdham. Development at Birdham and Loxwood is likely to increase car use for accessing facilities at larger settlements. The potential impacts on the landscape will need to be mitigated. The policy helps to contribute towards meeting local housing need, particularly in the north east of the plan area and some affordable housing will be realised. There will be access to some services locally (such as local shops) but it is likely that there will be a need to travel to larger facilities such as hospitals and secondary schools. Housing in the chosen locations, will help support businesses in the rural areas.

### **5.2.2 S7 Meeting Gypsies, Travellers and Travelling Showpeoples' Needs**

Potential for slight loss of wildlife habitat and connectivity due to new provision and intensification on existing sites but the focus on the intensification of existing sites should make more efficient use of natural resources. The potential impacts on the landscape will need to be mitigated. The policy has the potential to meet the housing needs of the Gypsy, Traveller and Travelling Show People communities locally, improving their access to services and economic opportunities.

### **5.2.3 S8 Meeting Employment Land Needs**

Due to increased land take for meeting the employment land needs, this could result in a loss of wildlife habitats and connectivity, increased demand on local water resources and impacts on the landscape and built heritage, which will all need to be mitigated. Access to the sites by car will increase carbon emissions but this will be minimised by the focus of most employment land at strategic sites with good accessibility by non-car based travel. High levels of energy efficiency of new buildings will also help to minimise the increase in emissions which could otherwise be expected to be generated by such development. The policy is likely to bring considerable economic benefits to the plan area, including improved access to jobs, improved competitiveness, a diverse local economy and maintaining a skilled local workforce.

### **5.2.4 S9 Retailing Hierarchy and Sequential Approach**

This policy allows for additional retail provision within Chichester City and one of the sites identified is the Southern Gateway. Local and village centres will be maintained and enhanced. The main positive impacts will be economic, but also positive impacts for landscape and townscape as existing centres are protected. The main negatives are only likely to occur if out of centre retail is allowed under the sequential approach in which case there could be impacts on access to facilities as a car would be needed to access such site.

### **5.2.5 S10 Local Centres, Local and Village Parades**

This policy is similar in its impacts profile to the policy above on Hierarchy. The main benefits are economic, but by protecting existing village and other local centres that are easily accessible on foot, bus or in some cases train the policy also has benefits for air quality. As above any negative impacts are those that may occur if impact assessment and sequential test is not sufficient to prevent out-of-centre retail development, but these impacts are uncertain and so are not shown in the matrix 5.1.

### **5.2.6 S11 Addressing Horticultural Needs (see also DM15)**

These linked policies provides for additional horticultural development of 68,000m<sup>2</sup> above the level allocated in the adopted Local Plan. The land take, and nature of the type of development, are likely

to generate some biodiversity and landscape impacts but the policy keeps the additional development within the existing Runcton and Tangmere Horticultural Development Areas (HDAs) rather than creating a new HDA which will help minimise the impacts. The policy will have beneficial impact particularly in the long term by allowing the expansion of this important existing industry.

#### **5.2.7 S15 Goodwood Motor Circuit and Airfield**

Further development at Goodwood could have a slightly negative impact on wildlife habitats and connectivity due to habitat loss and also result in an increase in air pollution and greenhouse gas emissions due to increased visitors to the site by car and intensification of the use of the site by aircraft and motor vehicles. The policy requires mitigation of these impacts.

#### **5.2.8 S16 Development within the Vicinity of Goodwood Motor Circuit and Airfield**

The policy provides a presumption against noise sensitive development within a 400m buffer of the Goodwood Motor Circuit and Airfield, with benefits to the noise environment and the tranquillity of the landscape. The negative impacts are on housing growth and provision of affordable housing.

#### **5.2.9 S20 Design**

The policy encourages the incorporation of Green Infrastructure and landscaping within new development to enhance biodiversity and connectivity, promotes efficient use of energy, sustainable modes of transport, conserves the built heritage, encourages integration into the local landscape and seeks to protect amenities. The policy encourages the use of traditional building methods and materials, helping to retain local skills and encouraging the viability of the rural economy.

#### **5.2.10 S21 Health and Wellbeing**

This positively worded policy has a limited interaction with many of the SA objectives, but should have a positive impact on some SA objectives including access to services and facilities (for example health facilities, open space and leisure facilities) and also on housing provision as providing a decent and affordable home is a vital component of health and wellbeing.

#### **5.2.11 S22 Historic Environment**

The policy encourages the protection, conservation and enhancement of the historic environment and requires that development respects existing designated or natural landscapes with benefits to the landscape and wildlife. It is likely to require the use of traditional, local materials and building techniques with benefits to the rural economy and retaining traditional skills within the local workforce. Achieving the policy may have a slightly negative impact on housing affordability.

#### **5.2.12 S23 Transport and Accessibility**

The provision of additional transport infrastructure is likely to have a negative impact on wildlife habitats and connectivity and the landscape. The focus of the policy is to reduce the need for unnecessary travel and encourage the use of sustainable modes of travel and therefore seeks to achieve a sustainable and integrated transport system, with a reduction in air pollution and carbon emissions compared to a scenario without the policy. The policy encourages greater access to services, facilities and employment with the associated economic benefits that accessibility brings.

### **5.2.13 S24 Countryside**

The policy is likely to benefit wildlife and natural landscapes by encouraging proposals that protect woodlands and natural spaces, as well as the links to these areas. It will protect the countryside and built heritage from the effects of rural urbanisation by defining clear settlement boundaries. This will allow rural settlements to retain their individual identities, characters and communities. The policy encourages development that would provide local access to services, facilities and employment. This would help facilitate a diverse and prosperous rural economy. However, there needs to be careful site allocation to prevent development on the best and most versatile agricultural land.

### **5.2.14 S25 The Coast**

This policy seeks a balance for coastal management and development between habitat protection, leisure uses, marine employment uses and climate change adaptation. As such it is assessed as having positive impacts for wildlife, minimising flood risk, conserving landscape and economic development and the rural economy. No negative impacts were identified; there is a considerable synergistic effect in combination with the DM policy on 'Development around the coast'.

### **5.2.15 S27 Flood Risk Management**

This policy follows the National Planning Policy Framework in adopting a sequential approach to the location of development to avoid flood risk. It also puts a stronger emphasis than existing policy on requiring sustainable drainage systems in major developments. Unsurprisingly its main impact is upon minimising flood risk for new and existing development, where it is strongly positive. There should also be benefits in terms of reducing water pollution as more water is retained on-site and not exported to streams or the sea. No negative impacts are predicted and there is strong synergistic effect with the DM policy 'Flood Risk and Water management'.

### **5.2.16 S28 Pollution**

This policy is generally worded and although positive most of its impact derives from setting the scene for more detail DM policies on air quality, lighting, noise and contaminated land.

### **5.2.17 S30 Strategic Wildlife Corridors**

Maintaining, enhancing and creating wildlife corridors are essential to protecting wildlife in the plan area and beyond. Ensuring development does not negatively impact these areas, including established green infrastructure, will help reduce air and water pollution and flooding by serving as a natural buffer. Ensuring the preservation of these areas will also benefit the plan areas landscape and attractiveness to developers, potentially triggering new economic growth.

### **5.2.18 S31 Wastewater in the Chichester Harbour and Pagham Harbour Wastewater Treatment Catchment areas**

This policy ensures that there will be no negative impact on Chichester and Pagham Harbours by preventing development that does not include the provision of sustainable water infrastructure. Chichester and Pagham Harbours are areas of national and international importance for landscape and nature conservation. With higher housing numbers, increasing physical capacity at WWTW and upgrades to sewer networks is essential to support demand. This policy will help protect water resources and improve the ecological status of waterbodies within the plan area.

### **5.2.19 S32 Design Strategies for Strategic and Major Sites**

This policy stipulates exactly what is expected from prospective developers' master plans and design and access statements. Each site will be required to have a clear vision of the character and features that will reinforce local built and landscape heritage to promote a sense of place and community. Included within this is the provision of green spaces and green infrastructure and movement connections to these areas. The inclusion of sustainable water infrastructure will also help reduce flood risk. The policy requires housing types and tenures to meet local needs to help tackle homelessness and help to retain a skilled workforce.

### **5.2.20 AL6 Land South West of Chichester (Apuldram and Donnington Parishes)**

This policy allocates land for mainly employment use, with some housing development and a new link road. It scores very well for all economic and social assessment criteria. However, the proximity to Chichester Harbour and the River Lavant give rise to concerns about the impact on wildlife and on water pollution from runoff. Careful mitigation through the policies on biodiversity, green infrastructure, pollution and lighting will be needed at a more detailed design level to mitigate the risk of such impacts.

### **5.2.21 DM1 Specialist Housing**

This policy provides a presumption that specialist housing development within the local plan area will be at a suitable location and scale to meet the demand of the intended residents without negatively impacting on the character and function of an area or residential amenity. The expectation is that developments will be located in areas that are in close proximity to everyday services and connected by safe and sustainable transport routes.

### **5.2.22 DM2 Housing Mix**

This policy has a strongly positive affect on the local economy by allowing employees of different sectors to remain within or relocate to the district. This will help develop a diverse economy with a skilled workforce to maintain long-term competitiveness for employers. It will also help tackle homelessness or address those whose needs are not met by the current market within the plan area.

### **5.2.23 DM3 Housing Density**

This policy will allow an efficient use of greenfield and brownfield land. Lower density housing is encouraged at sites close to sensitive locations (i.e. National Park and AONB) which will help to reduce the impact on these areas. Higher density housing would be located close to amenities and transport links to encourage the use of sustainable transport.

### **5.2.24 DM4 Affordable Housing Exemption sites**

Exception sites provide an important role in delivering affordable housing that reflects local needs. This will help develop a diverse economy with a skilled workforce to maintain long-term competitiveness for employers. It will also help to provide housing to those whose needs are not met by the current housing market within the plan area.

### **5.2.25 DM10 New Employment Sites**

The main aim of the policy is to keep new employment sites within existing settlements and offices within the centre of Chichester. However some flexibility to meet the small scale needs of service

villages is allowed. The policy is assessed are having positive impacts for the economy but also for reducing the need to travel and for achieving a sustainable transport system. No negative effects have been identified.

#### **5.2.26 DM16 Sustainable Design and Construction**

The policy builds on the existing Policy 40 but adds new requirements for energy use and for renewable energy. These add considerable benefits in terms of minimising the use of natural resources and achieving zero net increase in greenhouse gas emissions. The policy is an important mitigation measure for the impacts of new housing and employment provision elsewhere in the plan and as such has important cumulative and synergistic benefits especially over the long term, including beyond the plan period.

#### **5.2.27 DM23 Lighting**

This policy aims to protect communities and habitats from light pollution with benefits to wildlife, in particular connectivity for wildlife such as bats. The policy aims to conserve and enhance the landscape by minimising light spill and maintaining Dark Skies in the appropriate locations which could have benefits for tourism.

#### **5.2.28 DM24 Air Quality**

The policy aims to protect communities from air pollution. It prioritises the location of development close to sustainable transport modes which allows greater access to services and facilities, minimising congestion, pollution and greenhouse gas emissions. By focussing development on well-connected locations, this could have a slightly negative impact on the rural economy as rural areas tend to be less well connected.

#### **5.2.29 DM25 Noise**

The policy protects communities from noise pollution and helps conserve the tranquillity of the landscape. However the policy also protects existing industry from being constrained by noise sensitive development, giving benefits to the local economy. However there may be a slightly negative impact on the rural economy in restricting new noise generating activities due to the impact on an environment with low background noise.

#### **5.2.30 DM26 Contaminated Land**

The policy is supportive of the remediation of contaminated land where appropriate. This will have benefits for wildlife, the use of natural resources and the landscape by facilitating the re-use of previously developed land, reducing the pressure on greenfield sites and in some cases, reusing material from the site. Remediation of the land can significantly reduce pollution on the site. The policy may result in a slight increase in greenhouse gas emissions due to the remediation processes or transport of soils on and off site.

#### **5.2.31 DM27 Historic Environment**

The policy encourages the protection, conservation and enhancement of local heritage assets and requires that development respects existing designated or natural landscapes with benefits to the landscape and wildlife. It requires the use of traditional, local materials and building techniques with

benefits to the rural economy and retaining traditional skills within the local workforce. Achieving the policy may have a slightly negative impact on housing affordability.

### 5.2.32 DM31 Trees, Hedgerows and Woodland

The aim of the policy is to protect and enhance trees, hedges and woodland with the additional benefit of protecting habitat and connectivity for wildlife, as well as conserving the landscape. Woodland and hedges can also reduce water and air pollution. The management of woodland, through coppicing and additional planting and hedge-laying will be promoted, retaining those skills within the local rural economy.

## 6. Policies with Minor Revisions

- 6.1 This is a review of the existing Local plan and not a totally new Plan. For policies in this category, changes and updates to the policy compared to the adopted Local Plan are not considered to have altered the sustainability effects that could be identified through the SA Framework. Therefore the findings of the adopted Local Plan SA can still be relied upon. These are to be found here:

<http://www.chichester.gov.uk/CHttpHandler.ashx?id=21807&p=0>

**Table 5: Policies with minor revisions**

| Local Plan Review Policy   | Local Plan Key Policies 2014-2029 reference | Notes on Changes  |
|--|---|---|
| S1 Sustainable Development                                       | Policy 1                                    | No change   |
| S2 Settlement Hierarchy  | Policy 2                                    | Changes to the wording of the policy, which is much reduced, but the categories of Settlement Type and the communities allocated to each type are unaltered |
| S6 Affordable Housing  | Policy 34                                   | Updates on vacant building credits and indistinguishability but main policy aim unchanged at 30% on sites with the same qualification criteria.             |
| S12 Infrastructure Provision                                     | Policy 9                                    | Minor wording changes only  |
| S13 Chichester City Development Principles                       | Policy 10                                   | Minor changes   |
| S14 Chichester City Transport Strategy                           | Policy 13                                   | No change   |
| S17 Thorney Island   | Policy 21                                   | More detail has been added but the policy thrust of protecting military use is maintained   |
| S18 Integrated Coastal Zone Management for the Manhood Peninsula | Policy 22                                   | No change   |
| S19 North of the Plan Area                                       | Policy 25                                   | Minor updates   |

| Local Plan Review Policy   | Local Plan Key Policies 2014-2029 reference | Notes on Changes   |
|--|---|--|
| S26 Natural Environment  | Policy 48                                   | Minor updates  |
| S29 Green Infrastructure   | Policy 52                                   | Strategic element extracted from Policy 52, most of the adopted wording has been moved to DM32 |
| AL1 Land West of Chichester  | Policy 15                                   | Very minor updates only  |
| AL2 Land at Shopwyke   | Policy 16                                   | Very minor updates only  |
| AL4 Land at Westhampnett/North East Chichester                       | Policy 17                                   | Very minor updates only  |
| AL15 Land at Chichester Business Park, Tangmere                      | Policy 19                                   | Very minor updates only  |
| DM5 Accommodation for Gypsies, Travellers and Travelling Show people | Policy 36                                   | Some additions but same policy aim   |
| DM6 Accommodation for Agricultural and other Rural Workers           | Policy 37                                   | Minor updates  |
| DM7 Local and Community Facilities                                   | Policy 38                                   | Minor updates  |
| DM8 Transport Accessibility and Parking                              | Policy 39                                   | Minor updates  |
| DM9 Existing Employment Sites  | Policy 26                                   | Minor updates  |
| DM11 Town Centre Development   | Policy 27                                   | Minor updates  |
| DM12 Edge and Out of Centre Retail Sites                             | Policy 28                                   | Minor updates  |
| DM13 Built Tourism and Leisure Development                           | Policy 30                                   | Minor updates  |
| DM14 Caravans and Camping Sites                                      | Policy 31                                   | Minor updates  |
| DM15 Horticultural Development                                       | Policy 32                                   | Minor updates  |
| DM17 Stand-alone Renewable Energy                                    | Policy 41                                   | Minor updates  |
| DM18 Flood Risk and Water Management                                 | Policy 42                                   | Minor updates  |
| DM19 Chichester Harbour AONB   | Policy 43                                   | Very minor revisions   |
| DM20 Development around the Coast                                    | Policy 44                                   | Minor revisions, some more flexibility   |
| DM21 Alterations in the Countryside                                  | Policy 46                                   | Minor revisions  |
| DM22 Development in the Countryside                                  | Policy 45                                   | Minor updates  |

| Local Plan Review Policy                  | Local Plan Key Policies 2014-2029 reference | Notes on Changes   |
|---|---|--|
| DM28 Natural Environment                  | Policy 48                                   | Minor updates  |
| DM29 Biodiversity                         | Policy 49                                   | Minor updates  |
| DM30 Development and Disturbance of Birds | Policies 50 and 51                          | Updated but same aim of strategic mitigation   |
| DM32 Green Infrastructure                 | Policy 52                                   | Most wording carried over, some parts of Policy 52 removed to reflect new policies on Wildlife corridors and Tree, Hedges and Woodland |
| DM33 Canals                               | Policy 53                                   | Minor revisions  |
| DM34 Open Space, Sport and Recreation     | Policy 54                                   | Very minor revisions   |
| DM35 Equestrian Development               | Policy 55                                   | Minor revisions, some more flexibility   |

## 7. Monitoring framework

- 7.1 The monitoring framework for the Sustainability Appraisal process is set out in the 'Indicators' column of the SA framework (Table 1 above). The scoping process used to select these indicators is explained fully in the SA Scoping Report dated December 2016 (<http://www.chichester.gov.uk/CHttpHandler.ashx?id=30857>). These indicators will be reported in the Annual Monitoring Report (AMR) for the Local Plan once the review is adopted. It is not intended to produce a separate SA monitoring report.
- 7.2 Should the AMR reporting process indicate that negative impacts not envisaged in this assessment are found to be occurring or conversely that positive impacts predicted in this report are not materialising, then these will form a major emphasis of the next review of the Local Plan. Should monitoring indicate that changes are required in that future review, then changes to policy and/or new policies will be introduced to mitigate any negative impacts or enhance positive impacts.
- 7.3 The SA scoping report also contains (in its Appendix 2) a more comprehensive list of baseline data sources. These will not be reported or updated in the AMR. However when the scoping report is updated ahead of the next Local Plan Review the baseline data will be updated to give a fuller picture of the sustainability impacts of the implementation of the Local Plan up to that date.

## 8. Conclusions

- 8.1 This sustainability appraisal has built upon the findings of the previous assessment of locations, through the Issues and Option stage SA (I+O).

- 8.2 A full assessment matrix process has been used to assess options for housing numbers and to assess options for the distribution of those numbers amongst the locations assessed at Issues and Options stage.
- 8.3 On the basis of the assessment for housing numbers, option 1 which provides for the delivery of 650 dwellings per annum and is the Objectively Assessed Need plus the unmet need from the Chichester District part of the South Downs National Park, is recommended as the preferred approach to take forward in the Plan Review.
- 8.4 Following the identification of the preferred approach on housing numbers (650 dpa), five different options for the spatial distribution of the housing numbers were identified. A sixth Scenario, 1A, developed from Scenario 1 and which sought to take account of deliverable land availability and reduce some of the negative impacts of Scenario 1, was added to the list of options for assessment at Preferred Approach stage.
- 8.5 On this basis of the Preferred Approach SA and taking into account other evidence and considerations, Option 1A was identified as the Preferred Option for the Local Plan Review preferred Approach consultation. The pre-existing work on Strategic Development Locations informed the production of specific policies on these locations (see Appendix).
- 8.6 Following the Preferred Approach consultation. Option 5 was dropped from the spatial distribution option being considered. It was also decided to test two new options for spatial distribution through a revised evidence base. This includes updating the SA to include assessment of these two new options. This present SA report sets out the findings at this date for members and officers to consider (see section 4.5 and 4.6) . It will then be kept updated as other policies are revised or altered in the run-up to production of a submission stage SA report in spring 2020.
- 8.6 In reviewing the existing Local Plan policies several were subject to substantial revision. In other instances, wholly new policies are recommended to be introduced. These have been subject to assessment in Section 5 above to identify the likely impacts and also to assess whether any negative impacts could be mitigated.
- 8.7 The findings of this SA report are presented in order to inform the decision maker on the impacts of options for the Local Plan Review. The SA process does not determine the plan's content but helps to inform decision makers as to the pros and cons of the options and draft policies before them.

**Appendix: Strategic Development Location Assessments updated (October 2019) from the Initial Sustainability Appraisal (May 2017)**

| Assessment Criteria |  | AL3 Land East of Chichester |  | AL5 Southern Gateway |   | AL6 Land South West of Chichester |  |
|---------------------|--|-----------------------------|--|----------------------|---|-----------------------------------|--|
| 1A                  | <b>Does the option prevent biodiversity loss and habitat fragmentation?</b>                      | -                           | Impact on Gravel pit to the south-east of Shopwhyke is main concern. Notable birds recorded. Bat and water vole habitat through area | +                    | Brownfield development, preventing loss of habitat elsewhere                            | -                                 | Adverse localised impact on bat and barn owl habitats to the south of the A27 junction                                       |
| 1B                  | <b>Does the option allow for movement of habitats with climate change?</b>                       | 0                           | Unlikely to be significant   | +                    | Within the existing city, so positive impact as no further disruption to existing links | 0                                 | North-south movement already blocked by the A27. However east-west movement would be impacted.                               |
| 1C                  | <b>Does the option enhance and/or restore biodiversity opportunities and create new habitat?</b> | +                           | Large area so not all needed for housing -potential for enhancement on eastern edge  | +                    | Some small scale opportunities for enhancements   | +                                 | The site is a large area so it is not all required for development -potential for wetland habitat creation around the Lavant |
| 2A                  | <b>Does the option protect water resources?</b>  | 0                           | Not location specific - depends on the design and specification of the development   | 0                    | Not location specific - depends on the design and specification of the development      | 0                                 | Not location specific depends on overall housing numbers   |
| 2B                  | <b>Does the option maximise use of waste resources?</b>  | 0                           | Not location specific - depends on the design and specification of the development   | 0                    | Not location specific - depends on the design and specification of the development      | 0                                 | Not location specific depends on overall housing numbers   |

| Assessment Criteria |   | AL3 Land East of Chichester |   | AL5 Southern Gateway |   | AL6 Land South West of Chichester |  |
|---------------------|---|-----------------------------|---|----------------------|---|-----------------------------------|--|
| 2C                  | Does the option make efficient use of energy?                                 | 0                           | Not location specific - depends on the design and specification of the development  | 0                    | Not location specific - depends on the design and specification of the development  | 0                                 | Not location specific - depends on the design and specification of the development   |
| 3A                  | Does the option reduce air pollution from industrial processes and transport? | -                           | Additional pressure on A27  | 0                    | Uncertain impact, risk of increasing car use in a congested area, on the other hand housing close to the centre would reduce car use to mitigate this | -                                 | Would put additional pressure on the A27   |
| 3B                  | Will the option assist the remediation of contaminated land?                  | +                           | Opportunity to develop on land previously used for mineral extraction but no remediation required   | +                    | May not be contaminated, but existing land will be re-used  | 0                                 | Not contaminated land  |
| 3C                  | Does the option reduce levels of water pollution?                             | -                           | Medium risk of runoff to former gravel pit  | -                    | Risk of runoff to the canal SNCI  | -                                 | High risk of runoff going into the Harbour SPA via the Lavant, which flows through the site  |
| 3D                  | Does the option require new waste water treatment capacity?                   | +                           | Connects to Tangmere. Additional capacity would be required to support a strategic development, however there are no environmental restrictions | +                    | Re-development would have to demonstrate no net increase in waste water flows compared to existing uses   | --                                | Would have to connect to Apuldram, where there is very limited headroom and limited ability to expand capacity due to nitrogen constraints |
| 4A                  | Does the option maximise the use of renewable and low carbon energy sources?  | +                           | Large site with potential for district heating and low or zero carbon (LZC) technologies within the site  | 0                    | No significant effect   | +                                 | Large site with potential for district heating and LZC technologies within the site  |

| Assessment Criteria |  | AL3 Land East of Chichester |  | AL5 Southern Gateway |  | AL6 Land South West of Chichester |   |
|---------------------|--|-----------------------------|--|----------------------|--|-----------------------------------|---|
| 4B                  | Does the option reduce the need to travel?   | +                           | Closest in relative terms to City Centre but depends upon the ease of connection(s) to Chichester  | ++                   | Location is very close to shops, jobs, schools and other facilities                              | 0                                 | Overall neutral. Fairly close to Chichester but the A27 presents a barrier to movement on foot or by cycle  |
| 5A                  | Does the option reduce the risks of coastal, fluvial surface water and groundwater flooding?                                     | 0                           | Overall neutral - some additional runoff but can be dealt with on-site and no downstream impacts   | -                    | Partially within flood zones 2 and 3   | 0                                 | Overall neutral - flood zones within the location constrain the developable area, but a reasonable area for the amount of development proposed is obtainable outside these. |
| 5B                  | Does the option increase the use of SUDS and provide opportunities for restoring natural function to rivers and coastal systems? | +                           | Land available for deploying full range of SUDS techniques   | -                    | Maybe difficult to fit into an existing urban area where surface water sewers are available      | +                                 | Flood zones constrain the developable area, but a reasonable area is outside these.   |
| 6A                  | Does the option achieve modal shift to more sustainable forms of transport, integrating bus and train networks?                  | +                           | Increases viability of a bus route through Shopwhyke lakes   | ++                   | Very close to train station, bus station and cycle routes  | +                                 | Land available for deploying full range of SUDS techniques  |
| 6B                  | Does the option improve networks for cyclists and pedestrians?   | ++                          | Closer to city centre compared to other options but making good links may be difficult due to the A27. New footbridge from Shopwhyke will provide links to shops | +                    | Networks already good in this area, but some improvement could be secured through re-development | 0                                 | Close to good bus route but an awkward distance from train stations   |

| Assessment Criteria |  | AL3 Land East of Chichester |   | AL5 Southern Gateway |  | AL6 Land South West of Chichester |   |
|---------------------|--|-----------------------------|---|----------------------|--|-----------------------------------|---|
| 6C                  | Does the option reduce congestion?   | -                           | Will add to congestion on the A27   | 0                    | Overall neutral - this is a congested area so additional car use is a risk, but residents also have opportunities to walk, cycle and use public transport. | -                                 | Improvements would be needed to overcome the barrier of the A27 and mitigate this negative assessment |
| 7A                  | Does the option encourage sustainable land management practices to conserve landscapes?                              | +                           | One of the less sensitive options in landscape terms  | ++                   | Brownfield site within existing urban area   | -                                 | Will add to congestion on the A27   |
| 7B                  | Does the option ensure protection of traditional urban forms?  | 0                           | Edge of centre suburban development. Does not relate to the existing settlement along Oving Road but would create a new quarter of Chichester in conjunction with Shopwhyke Lakes SDL | 0                    | A sensitive site in terms of townscape, the impact will depend on the height, bulk and design of any re-development  | -                                 | Potential to adversely affect views in and around the Harbour AONB                                    |
| 7C                  | Does the option ensure conservation and enhancement of the historic environment, heritage assets and their settings? | 0                           | Few if any heritage assets in the area, but archaeology may be present in areas not used for mineral extraction   | -                    | Uncertain impact - requires archaeological investigation. Few listed buildings, but some buildings worthy of retention                                     | -                                 | Edge of centre suburban development. Does not relate to the existing settlement                       |
| 8A                  | Does the option meet local housing needs?  | ++                          | Plenty of land available at this location to meet district and sub-regional housing needs   | +                    | Depends on the density of re-development, but will help meet housing needs of the city   | +                                 | Few if any heritage assets in the area, but archaeology may be present                                |

| Assessment Criteria |   | AL3 Land East of Chichester |  | AL5 Southern Gateway |  | AL6 Land South West of Chichester |  |
|---------------------|---|-----------------------------|--|----------------------|--|-----------------------------------|--|
| 8B                  | <b>Does the option provide the right housing mix of size and tenure and the continuation of a sustainable mix of people within communities?</b> | ++                          | Strategic development should be able to deliver a wide mix of size and tenure  | +                    | Likely to include flats as well as houses and a mix of tenure  | 0                                 | Physical restrictions mean that only a small amount of housing can be delivered here compared to other strategic locations                           |
| 9                   | <b>Does the option provide access to services and facilities?</b>   | +                           | No existing facilities nearby this location would rely on good links to existing facilities in the City. Already allocated development will provide local facilities | ++                   | Ideally located option   | -                                 | No existing facilities nearby this location would rely on good links to existing facilities in the City, which may be difficult to achieve           |
| 10A                 | <b>Does the option ensure that economic opportunities are accessible to all?</b>  | ++                          | Close to Chichester City and the A27   | ++                   | Close to economic opportunities of the city and also close to the A27  | -                                 | No existing facilities nearby this location would rely on good links to existing facilities in the City, which may be difficult to achieve           |
| 10B                 | <b>Does the option ensure that value added is retained in the District?</b>   | +                           | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs                 | +                    | Supports the economy of the city, particularly if some mixed use is incorporated   | +                                 | Close to city centre and the A27   |
| 11A                 | <b>Does the option encourage innovation?</b>  | +                           | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs                 | +                    | Supports the attracting of skilled workers into Chichester, by offering location close to facilities, shops schools etc. | +                                 | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs |

| Assessment Criteria |   | AL3 Land East of Chichester |  | AL5 Southern Gateway |  | AL6 Land South West of Chichester |   |
|---------------------|---|-----------------------------|--|----------------------|--|-----------------------------------|---|
| 11B                 | <b>Does the option develop knowledge based economy locally?</b>                                       | ++                          | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs | +                    | Supports the economy of the city, particularly if some mixed use is incorporated   | +                                 | Supports the economy of the city, particularly if some mixed use is incorporated  |
| 12A                 | <b>Does the option ensure skills are enhanced to increase access to work?</b>                         | +                           | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs | +                    | Location close to the university and college   | +                                 | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs  |
| 12B                 | <b>Does the option ensure a skilled workforce is available locally to allow business development?</b> | +                           | Will provide housing to support employers' needs over a wide area of West Sussex and so help provide and retain a skilled workforce                  | ++                   | Supports the attracting of skilled workers into Chichester, by offering location close to facilities, shops schools etc. | 0                                 | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs, but this site delivers only a limited amount of that required housing |
| 13A                 | <b>Does the option promote a prosperous and diverse rural economy?</b>                                | 0                           | No significant effect  | 0                    | City development so no significant impact  | -                                 | Would develop on good quality agricultural land, this could negatively impact rural economy   |
| 13B                 | <b>Does the option avoid the loss of the Best and Most Versatile agricultural land?</b>               | 0                           | Opportunity to develop on land previously used for mineral extraction  | ++                   | Brownfield re-development so avoids losses of BMV land elsewhere   | --                                | Grade 1 and 2 agricultural land (Excellent to very good)  |

| Assessment Criteria |  | AL7 Highgrove Farm, Bosham |  | AL8 East Wittering Parish |   | AL9 Fishbourne Parish |  |
|---------------------|--|----------------------------|--|---------------------------|---|-----------------------|--|
| 1A                  | <b>Does the option prevent biodiversity loss and habitat fragmentation?</b>                      | -                          | Bat Habitat along railway and water vole habitat in the east and norther west of original settlement. Otherwise farmland with limited constraint | --                        | Water vole and Barn owl records from the ditch networks to the north. Area to the east very close to Medmerry and the fields to the west sustain wading birds | -                     | Some evidence of bat movement network across the site but largely open farmland with few constraints   |
| 1B                  | <b>Does the option allow for movement of habitats with climate change?</b>                       | 0                          | Train line, A259 and A27 provide existing constraints. A Strategic development is unlikely to make the situation worse                           | -                         | Could cause habitat fragmentation by developing adjoining habitat to Medmerry and impacting on corridors/stepping stones used by protected species            | 0                     | Existing railway line provides a constraint here - development is unlikely to make the situation worse |
| 1C                  | <b>Does the option enhance and/or restore biodiversity opportunities and create new habitat?</b> | +                          | Limited hedgerow coverage - opportunity to improve GI  | +                         | Some potential for ditch and rife corridor enhancements within larger site or sites   | +                     | Some potential for ditch and rife corridor enhancements within larger site or sites                    |
| 2A                  | <b>Does the option protect water resources?</b>  | 0                          | Not location specific - depends on the design and specification of the development   | 0                         | Not location specific - depends on the design and specification of the development  | 0                     | Not location specific - depends on the design and specification of the development                     |
| 2B                  | <b>Does the option maximise use of waste resources?</b>  | 0                          | Not location specific - depends on the design and specification of the development   | 0                         | Not location specific - depends on the design and specification of the development  | 0                     | Not location specific - depends on the design and specification of the development                     |
| 2C                  | <b>Does the option make efficient use of energy?</b>   | 0                          | Not location specific - depends on the design and specification of the development   | 0                         | Not location specific - depends on the design and specification of the development  | 0                     | Not location specific - depends on the design and specification of the development                     |

| Assessment Criteria |  | AL7 Highgrove Farm, Bosham |   | AL8 East Wittering Parish |   | AL9 Fishbourne Parish |  |
|---------------------|--|----------------------------|---|---------------------------|---|-----------------------|--|
| 3A                  | <b>Does the option reduce air pollution from industrial processes and transport?</b> | -                          | Additional pressure on A259 and backroads. Impact will increase with house numbers  | -                         | Without major improvement on the A27 large scale development here will exacerbate existing problems at the Stockbridge roundabout where the A286 links in | -                     | Additional pressure on A27 via the A259 Fishbourne Road (west)   |
| 3B                  | <b>Will the option assist the remediation of contaminated land?</b>                  | 0                          | N/A not PDL   | 0                         | N/A not PDL   | 0                     | N/A not PDL  |
| 3C                  | <b>Does the option reduce levels of water pollution?</b>                             | 0                          | Main river line in the east of the settlement. Small risk of runoff to the river  | -                         | Waterways run through the settlement to the sea - these are the most likely route for runoff  | 0                     | No significant impact  |
| 3D                  | <b>Does the option require new waste water treatment capacity?</b>                   | --                         | Would connect to Bosham - headroom of 400 houses. Would not accommodate a strategic development. Potential impact to Chichester Harbour | +                         | Connects to Sidlesham WWTW. Head room here approx. 800 dwellings but not in combination with S5 - Selsey  | --                    | Mostly likely sent to Apuldram or Bosham - limited capacity at 216 or 400 households, respectively. Potential impact to Chichester Harbour |
| 4A                  | <b>Does the option maximise the use of renewable and low carbon energy sources?</b>  | +                          | Large area with potential for low or zero carbon technologies to be fully incorporated within it  | +                         | Large area with potential for low or zero carbon technologies to be fully incorporated within it  | +                     | Large area with potential for low or zero carbon technologies to be fully incorporated within it   |

| Assessment Criteria |  | AL7 Highgrove Farm, Bosham |   | AL8 East Wittering Parish |  | AL9 Fishbourne Parish |   |
|---------------------|--|----------------------------|---|---------------------------|--|-----------------------|---|
| 4B                  | Does the option reduce the need to travel?   | -                          | There is a bus and train service present, however distance to the city means that car travel is more likely. Development here would add to increased commuter journeys on A259/A27 and also the need to travel for facilities in Havant or Chichester | --                        | Strategic development would be on a scale to meet needs across the district and beyond. Inevitably development on the south of the Manhood would add to increased commuter journeys and also need to travel for the facilities of Chichester City that are not available elsewhere | 0                     | Train station within Fishbourne. Strategic development would be on a scale to meet needs across the district and beyond. Inevitably development here would add increased commuter journeys on A259/A27 and also the need to travel for facilities in Chichester city centre |
| 5A                  | Does the option reduce the risks of coastal, fluvial surface water and groundwater flooding?                                     | 0                          | Flood zones north east of Broadbridge along main river lines. These can be easily avoided if development remains on eastern side of Ratham Lane (B2146)   | -                         | Flood zones to the east and the north of the existing settlement, although the latter are avoidable  | -                     | Flood zones to the south of the A259. Runoff from large develop may exacerbate flooding risk  |
| 5B                  | Does the option increase the use of SUDS and provide opportunities for restoring natural function to rivers and coastal systems? | +                          | Land available for deploying full range of SUDS techniques  | +                         | Land available for deploying full range of SUDS techniques   | +                     | Land available for deploying full range of SUDS techniques  |
| 6A                  | Does the option achieve modal shift to more sustainable forms of transport, integrating bus and train networks?                  | +                          | Bus and train service. However, car travel is more likely owing from distance to the city   | -                         | There is a good bus service but this is restricted by the access across the A27. No train service. Car travel more likely  | +                     | Potential to extend bus service and build access to Fishbourne Train Station  |

| Assessment Criteria |  | AL7 Highgrove Farm, Bosham |   | AL8 East Wittering Parish |   | AL9 Fishbourne Parish |   |
|---------------------|--|----------------------------|---|---------------------------|---|-----------------------|---|
| 6B                  | <b>Does the option improve networks for cyclists and pedestrians?</b>                          | -                          | Limited opportunity for existing links to be extended or improved. Distance from amenities means that cycling walking is unlikely                                   | 0                         | Potential to improve local links to East Head and Medmerry, but longer distance links would require an off-road route to be identified          | +                     | Opportunity to improve cycle networks - best option is through Fishbourne (Roman Way - A259 - A27 underpass)                                    |
| 6C                  | <b>Does the option reduce congestion?</b>  | -                          | Increased congestion on the A259  | -                         | Will add congestion to the A27 and potentially city centre via Stockbridge roundabout   | -                     | Will add congestion to A27 via A259 Fishbourne Road (West)  |
| 7A                  | <b>Does the option encourage sustainable land management practices to conserve landscapes?</b> | -                          | Development to the North and East of Bosham will link in with the existing development and current planning application. However, local impact will be significant. | -                         | Local impact significant but unlikely to affect the AONB  | -                     | Local impact is likely to be significant  |
| 7B                  | <b>Does the option ensure protection of traditional urban forms?</b>                           | --                         | The scale of the development will completely alter the existing development. There would be significant impact to the existing historic village                     | -                         | The scale of the development will completely alter the existing development. There would be significant impact to the existing historic village | --                    | The scale of the development will completely alter the existing development. There would be significant impact to the existing historic village |

| Assessment Criteria |  | AL7 Highgrove Farm, Bosham |  | AL8 East Wittering Parish |   | AL9 Fishbourne Parish |   |
|---------------------|--|----------------------------|--|---------------------------|---|-----------------------|---|
| 7C                  | Does the option ensure conservation and enhancement of the historic environment, heritage assets and their settings?                     | +                          | No heritage assets in the area, however archaeology may be present   | 0                         | Few if any heritage assets but archaeology may be present   | 0                     | Fishbourne is a historic site and had significant heritage assets. Archaeology may be present                                   |
| 8A                  | Does the option meet local housing needs?  | ++                         | Plenty of land available at this location to meet district and sub-regional housing needs                      | +                         | Land availability slightly more restricted at this location but would still be able to deliver a fair proportion of the district's needs  | ++                    | Plenty of land available at this location to meet district and sub-regional housing needs                                       |
| 8B                  | Does the option provide the right housing mix of size and tenure and the continuation of a sustainable mix of people within communities? | ++                         | A strategic development would be able to deliver a mix of size and tenure                                      | ++                        | Strategic development should be able to deliver a wide mix of size and tenure   | ++                    | A strategic development would be able to deliver a mix of size and tenure   |
| 9                   | Does the option provide access to services and facilities?   | 0                          | Some local shops but access to secondary school, hospital and further education worse than some other options. | -                         | Some local shops but access to secondary school, hospital and further education worse than some other options as settlement would be greater distance away from these amenities | +                     | Some local shops and primary schools close. Access to secondary schools, hospital and further education would be in City Centre |
| 10A                 | Does the option ensure that economic opportunities are accessible to all?  | ++                         | Further from the A27 and the city but still a positive contribution to the local economy                       | +                         | Further from the A27 and the city but still a positive contribution to the local economy  | ++                    | Close to city centre and A27  |

| Assessment Criteria |   | AL7 Highgrove Farm, Bosham |   | AL8 East Wittering Parish |   | AL9 Fishbourne Parish |  |
|---------------------|---|----------------------------|---|---------------------------|---|-----------------------|--|
| 10B                 | <b>Does the option ensure that value added is retained in the District?</b>   | +                          | Housing around Chichester District is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs                    | +                         | Further from the A27 and the city but still likely to support local economic development. Location means that residents are unlikely to commute out of the district | +                     | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs |
| 11A                 | <b>Does the option encourage innovation?</b>                                  | +                          | Housing around Chichester District is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs                    | 0                         | Less likely than city based locations to support businesses of this type relocating to the Manhood Peninsula  | +                     | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs |
| 11B                 | <b>Does the option develop knowledge based economy locally?</b>               | +                          | New business developments in Bosham (hospice and agricultural distribution building planning apps). A larger strategic development may attract further business development | +                         | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs               | +                     | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs |
| 12A                 | <b>Does the option ensure skills are enhanced to increase access to work?</b> | +                          | Housing around Chichester District is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs                    | +                         | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs               | +                     | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs |

| Assessment Criteria |   | AL7 Highgrove Farm, Bosham |  | AL8 East Wittering Parish |   | AL9 Fishbourne Parish |  |
|---------------------|---|----------------------------|--|---------------------------|---|-----------------------|--|
| 12B                 | <b>Does the option ensure a skilled workforce is available locally to allow business development?</b> | +                          | Housing around Chichester District is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs | 0                         | Problems with access limits attractiveness to skilled workforce   | +                     | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs |
| 13A                 | <b>Does the option promote a prosperous and diverse rural economy?</b>                                | -                          | Would develop on good quality agricultural land, this could negatively impact rural economy  | 0                         | No significant effect   | -                     | Would develop on good quality agricultural land, this could negatively impact rural economy  |
| 13B                 | <b>Does the option avoid the loss of the Best and Most Versatile agricultural land?</b>               | --                         | Grade 1 and 2 agricultural land (Excellent to very good)   | +                         | Compared to other options this is likely to be development on Grade 3 land but going too far north would encroach on Grade 2 land | -                     | This section of land appears to be Grade 2 (good)  |

| Assessment Criteria |  | AL10 Chidham and Hambrook Parish |  | AL11 Hunston Parish |   | AL12 Selsey |   |
|---------------------|--|----------------------------------|--|---------------------|---|-------------|---|
| 1A                  | <b>Does the option prevent biodiversity loss and habitat fragmentation?</b>                      | -                                | Hedgerows around site provide an important bat movement network but largely open farmland with few constraints | --                  | Within the zone of influence for Pagham and Chichester Harbour. Close to the Canal and Hunston Copse SNCIs. Potential impact on components of ecological networks | --          | Development would cause disturbance Pagham Harbour Special Protection Area. Fields North West towards Church Norton sustain breeding wading birds |
| 1B                  | <b>Does the option allow for movement of habitats with climate change?</b>                       | 0                                | Overall neutral if the provided the hedgerow corridors are conserved   | -                   | Could impact on wildlife corridor used by protected species. However, opportunities for enhancements to improve connectivity                                      | -           | Could cause habitat fragmentation by developing adjoining habitat to Pagham Harbour and impacting on wildlife corridors used by protected species |
| 1C                  | <b>Does the option enhance and/or restore biodiversity opportunities and create new habitat?</b> | +                                | Large area so not all needed for housing - potential for enhancement of green infrastructure                   | +                   | Opportunities for strengthening Green Infrastructure linked to new development  | +           | There is the potential to enhance Pagham Harbour SPA  |
| 2A                  | <b>Does the option protect water resources?</b>  | 0                                | Not location specific - depends on the design and specification of the development                             | 0                   | Not location specific - depends on the design and specification of the development  | 0           | Not location specific - depends on the design and specification of the development  |
| 2B                  | <b>Does the option maximise use of waste resources?</b>  | 0                                | Not location specific - depends on the design and specification of the development                             | 0                   | Not location specific - depends on the design and specification of the development  | 0           | Not location specific - depends on the design and specification of the development  |

| Assessment Criteria |   | AL10 Chidham and Hambrook Parish |   | AL11 Hunston Parish |  | AL12 Selsey |   |
|---------------------|---|----------------------------------|---|---------------------|--|-------------|---|
| 2C                  | Does the option make efficient use of energy?                                 | 0                                | Not location specific - depends on the design and specification of the development  | 0                   | Not location specific - depends on the design and specification of the development   | 0           | Not location specific - depends on the design and specification of the development  |
| 3A                  | Does the option reduce air pollution from industrial processes and transport? | -                                | Additional pressure on A27 via the A259 Fishbourne Road (west) and back roads (Clay Lane - Fishbourne Road East) for the most direct routes to the CC | -                   | Added congestion on the A27 likely to have negative impact on air quality  | -           | Likely to increase pressure on the B2145 and ultimately the A27, however Selsey has its own shops and facilities for everyday use |
| 3B                  | Will the option assist the remediation of contaminated land?                  | 0                                | N/A not PDL   | 0                   | Small area of potentially contaminated land on NE side of Hunston and land to north of B2140 within influence of closed landfill | 0           | West and south-west of Selsey - small areas of potentially contaminated land that could be remediated                             |
| 3C                  | Does the option reduce levels of water pollution?                             | -                                | If development occurs west of Nutbourne there will be potential runoff to Thorney Channel   | 0                   | Sites are outside the groundwater protection zones but potential for discharges into Chichester Canal and Bremere Rife           | 0           | Sites are outside the groundwater protection zones and there are no watercourses  |
| 3D                  | Does the option require new waste water treatment capacity?                   | -                                | Connects to Bosham - capacity of 400 households. Potential to further impact Chichester Harbour   | -                   | Negative impact until WWTW is upgraded or new capacity is found  | +           | Connects to Sidlesham WWTW. Head room here approx. 800 dwellings but not in combination with S4 - East Wittering / Bracklesham    |

| Assessment Criteria |   | AL10 Chidham and Hambrook Parish |  | AL11 Hunston Parish |   | AL12 Selsey |  |
|---------------------|---|----------------------------------|--|---------------------|---|-------------|--|
| 4A                  | <b>Does the option maximise the use of renewable and low carbon energy sources?</b>   | +                                | Large area with potential for low or zero carbon technologies to be fully incorporated within it   | +                   | Opportunities for on-site low carbon technologies   | +           | Large area with potential for low or zero carbon technologies to be fully incorporated within it   |
| 4B                  | <b>Does the option reduce the need to travel?</b>   | -                                | There is access to Nutbourne train station. It is too far to cycle/walk to Chichester city centre. Development here would add to increased commuter journeys on A259 and also the need to travel for facilities in the city centre | +                   | New facilities could reduce need to travel in to the city centre  | --          | Strategic development would be on a scale to meet needs across the district and beyond. Inevitably development on the south of the Manhood would add to increased commuter journeys and also need to travel for the facilities of Chichester City that are not available elsewhere |
| 5A                  | <b>Does the option reduce the risks of coastal, fluvial surface water and groundwater flooding?</b>                                     | -                                | Flood zones to the west of the site. Development on the west of Nutbourne could increase runoff to the Thorney Channel   | -                   | Sites to the South East of Hunston likely to increase flood risk and other potential sites located close to flood-zones | -           | Selsey is low lying and has drainage problems. There are large flood zones along the coast and Broad Rife. These are avoidable if the eastern side of Selsey is developed towards Church Norton  |
| 5B                  | <b>Does the option increase the use of SUDS and provide opportunities for restoring natural function to rivers and coastal systems?</b> | +                                | Land available for deploying full range of SUDS techniques   | +                   | Land available for deploying full range of SUDS techniques  | +           | Land available for deploying full range of SUDS techniques   |

| Assessment Criteria |   | AL10 Chidham and Hambrook Parish |   | AL11 Hunston Parish |   | AL12 Selsey |   |
|---------------------|---|----------------------------------|---|---------------------|---|-------------|---|
| 6A                  | Does the option achieve modal shift to more sustainable forms of transport, integrating bus and train networks? | +                                | Already a train station and largescale development might increase service   | 0                   | No train station but served by bus links which may improve with further development | -           | Potential for improved bus services, walking/cycling routes, however access will be restricted by the A27. No train service. Car travel more likely |
| 6B                  | Does the option improve networks for cyclists and pedestrians?  | -                                | Potential to improve links to Emsworth and Bosham but city links would be too long and difficult  | +                   | May help bring forward WSCC proposed cycle route                                    | +           | For larger developments, could increase likelihood of the proposed Chichester to Selsey Cycle Route being implemented                               |
| 6C                  | Does the option reduce congestion?  | -                                | Will add congestion to the A259 and A27 at Warblington and Fishbourne   | -                   | Likely to add to congestion on A27  | -           | Larger development at Selsey still likely to increase pressure on B2145   |
| 7A                  | Does the option encourage sustainable land management practices to conserve landscapes?                         | -                                | Local impact is likely to be significant  | -                   | Local impact is likely to be significant  | --          | Larger development likely to impact on Pagham Harbour and Church Norton   |
| 7B                  | Does the option ensure protection of traditional urban forms?   | --                               | The scale of the development will completely alter the existing development. There would be significant impact to the existing historic village | -                   | Negative impact on village form   | -           | Negative impact as would expand an already overdeveloped area from its historic village form  |

| Assessment Criteria |  | AL10 Chidham and Hambrook Parish |  | AL11 Hunston Parish |  | AL12 Selsey |  |
|---------------------|--|----------------------------------|--|---------------------|--|-------------|--|
| 7C                  | Does the option ensure conservation and enhancement of the historic environment, heritage assets and their settings?                     | 0                                | No heritage assets and archaeological priority areas, but archaeology likely be present  | -                   | Potential negative impact on the Archaeological Priority Area                                | 0           | Unlikely to impact on heritage assets but archaeology may be present   |
| 8A                  | Does the option meet local housing needs?  | +                                | Land availability slightly more restricted at this location but would still be able to deliver a fair proportion of the district's needs | +                   | Helps meet the local housing need  | +           | Land availability slightly more restricted at this location but would still be able to deliver a fair proportion of the district's needs |
| 8B                  | Does the option provide the right housing mix of size and tenure and the continuation of a sustainable mix of people within communities? | ++                               | A strategic development would be able to deliver a mix of size and tenure  | +                   | Opportunity to provide a mix of tenure   | ++          | Strategic development should be able to deliver a wide mix of size and tenure  |
| 9                   | Does the option provide access to services and facilities?   | 0                                | Some local shops but access to secondary school, hospital and further education worse than some other options                            | +                   | Development likely to increase access to services locally                                    | +           | Good access to existing local facilities (including secondary education) but still a need to access Chichester for major facilities      |
| 10A                 | Does the option ensure that economic opportunities are accessible to all?  | +                                | Further from the A27 and the city but still a positive contribution to the local economy   | +                   | Potential for increased opportunities locally but also reasonably easy access to City Centre | +           | Increase in some opportunities locally but also problems accessing Chichester for greater opportunities                                  |

| Assessment Criteria |   | AL10 Chidham and Hambrook Parish |   | AL11 Hunston Parish |  | AL12 Selsey |   |
|---------------------|---|----------------------------------|---|---------------------|--|-------------|---|
| 10B                 | <b>Does the option ensure that value added is retained in the District?</b>   | +                                | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs  | +                   | Significant development here, relatively close to the City Centre, is likely to bring economic benefits to the District                              | +           | Further from the A27 and the city but still likely to support local economic development. Location means that residents are unlikely to commute out of the district |
| 11A                 | <b>Does the option encourage innovation?</b>                                  | +                                | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs | +                   | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs | 0           | Less likely than city based locations to support businesses of this type relocating to the Manhood Peninsula  |
| 11B                 | <b>Does the option develop knowledge based economy locally?</b>               | +                                | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs | +                   | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs | +           | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs               |
| 12A                 | <b>Does the option ensure skills are enhanced to increase access to work?</b> | +                                | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs | +                   | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs | +           | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs               |

| Assessment Criteria |   | AL10 Chidham and Hambrook Parish |   | AL11 Hunston Parish |  | AL12 Selsey |  |
|---------------------|---|----------------------------------|---|---------------------|--|-------------|--|
| 12B                 | <b>Does the option ensure a skilled workforce is available locally to allow business development?</b> | +                                | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs | +                   | Housing around Chichester city is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs | 0           | Problems with access limits attractiveness to skilled workforce  |
| 13A                 | <b>Does the option promote a prosperous and diverse rural economy?</b>                                | -                                | Would develop on good quality agricultural land, this could negatively impact rural economy   | +                   | Provide housing to support the rural workforce   | ++          | Development could support the agricultural and horticultural businesses. Close to the Horticultural Development Areas in Sidlesham |
| 13B                 | <b>Does the option avoid the loss of the Best and Most Versatile agricultural land?</b>               | --                               | Grade 1 and Grade 2 (Excellent to Very Good)  | -                   | Potential loss of Grade 2 agricultural land. However, some options for developing Grade 3 land   | -           | Potential loss of Grade 1 and Grade 2 agricultural land  |

| Assessment Criteria |   | AL13 Southbourne Parish |  | AL14 Land West of Tangmere |   |
|---------------------|---|-------------------------|--|----------------------------|---|
| 1A                  | Does the option prevent biodiversity loss and habitat fragmentation?                      | -                       | Some bird species of note recorded, Barn Owl habitat and bat movement network on site but largely open farmland with few constraints | -                          | Bird species of note recorded in fields surrounding existing development and bat movement network present along hedgerows |
| 1B                  | Does the option allow for movement of habitats with climate change?                       | -                       | Impact on existing corridors and potential future migration unless the Green Ring proposal is implemented                            | 0                          | Unlikely to be significant  |
| 1C                  | Does the option enhance and/or restore biodiversity opportunities and create new habitat? | +                       | Limited tree and hedgerow coverage - opportunity to create habitat   | +                          | Opportunity to improve and build upon bat movement network by installing and improving hedgerows within the site          |
| 2A                  | Does the option protect water resources?  | 0                       | Not location specific - depends on the design and specification of the development   | 0                          | Not location specific - depends on the design and specification of the development  |
| 2B                  | Does the option maximise use of waste resources?  | 0                       | Not location specific - depends on the design and specification of the development   | 0                          | Not location specific - depends on the design and specification of the development  |
| 2C                  | Does the option make efficient use of energy?   | 0                       | Not location specific - depends on the design and specification of the development   | 0                          | Not location specific - depends on the design and specification of the development  |

| Assessment Criteria |   | AL13 Southbourne Parish |   | AL14 Land West of Tangmere |  |
|---------------------|---|-------------------------|---|----------------------------|--|
| 3A                  | Does the option reduce air pollution from industrial processes and transport? | -                       | Additional pressure on A259, backroads and A27. Impact will increase with house numbers.  | -                          | Additional pressure on A27 and backroads. Impact will increase with large scale development  |
| 3B                  | Will the option assist the remediation of contaminated land?                  | 0                       | N/A not PDL.  | 0                          | N/A not PDL. Previous military land, however this falls within the Horticultural Development Area  |
| 3C                  | Does the option reduce levels of water pollution?                             | -                       | Ditch system west of site feeds in to Southbourne Channel - possible for runoff to increase pollution levels with a larger strategic development  | 0                          | No significant affect  |
| 3D                  | Does the option require new waste water treatment capacity?                   | +                       | Connects to Thornham (capacity of 1615). However, risk on in combination effect with Havant Borough   | +                          | Connects to Tangmere. Additional capacity would be required to support a strategic development, however there are no environmental restrictions  |
| 4A                  | Does the option maximise the use of renewable and low carbon energy sources?  | +                       | Large area with potential for low or zero carbon technologies to be fully incorporated within it  | +                          | Large area with potential for low or zero carbon technologies to be fully incorporated within it   |
| 4B                  | Does the option reduce the need to travel?                                    | -                       | Access could be gained to Southbourne train station. It is too far to easily cycle/walk to Chichester or Havant. Strategic development here would add to increased commuter journeys on A259/A27 and also the need to travel for facilities in Havant or Chichester city centre | 0                          | Closer to Chichester City Centre than other options. Possibility of cycle route to city. Strategic development here would add to increased commuter journeys on A27 and also the need to travel for facilities in Chichester city centre |

| Assessment Criteria |  | AL13 Southbourne Parish |  | AL14 Land West of Tangmere |   |
|---------------------|--|-------------------------|--|----------------------------|---|
| 5A                  | Does the option reduce the risks of coastal, fluvial surface water and groundwater flooding?                                     | 0                       | No significant impact - no flooding risk on land   | 0                          | No significant impact, No flooding risk on land   |
| 5B                  | Does the option increase the use of SUDS and provide opportunities for restoring natural function to rivers and coastal systems? | +                       | Land available for deploying full range of SUDS techniques   | +                          | Land available for deploying full range of SUDS techniques  |
| 6A                  | Does the option achieve modal shift to more sustainable forms of transport, integrating bus and train networks?                  | +                       | There are good bus links and train station. However, greater distance from Chichester or Havant means that car travel is more likely | -                          | Use of existing bus links. Opportunity to develop cycle path to Chi CC. However, distance/journey times might deter users.  |
| 6B                  | Does the option improve networks for cyclists and pedestrians?   | +                       | Approximate 1.5 miles to Emsworth. Opportunity to build a link the towns and boost recreational tourism                              | -                          | Relatively closer to Chichester city than other options. Opportunity to develop cycle path to city. Access to Shopwhyke park green space. However, distance might deter users |
| 6C                  | Does the option reduce congestion?   | -                       | Will add congestion to A259 and A27  | -                          | Added congestion to A27. Access to A27 from Tangmere/Shopwyke Rd or through Tangmere on Meadow Way  |
| 7A                  | Does the option encourage sustainable land management practices to conserve landscapes?  | -                       | Urbanisation of the landscape. Local impact is likely to be significant  | -                          | Further urbanisation of Tangmere may impact on views to the cathedral spire and to and from the South Downs National Park. Local impact is likely to be significant           |

| Assessment Criteria |   | AL13 Southbourne Parish |  | AL14 Land West of Tangmere |  |
|---------------------|---|-------------------------|--|----------------------------|--|
| 7B                  | <b>Does the option ensure protection of traditional urban forms?</b>  | -                       | Potential for continuous strip of development along the A259. Residents might lose a sense of place as the boundaries of the developments will be close together | -                          | Negative impact, further strategic development would expand from its historic village form. Potential for further development to encroach on Oving. Residents might lose a sense of place as the boundaries of the developments will be close together |
| 7C                  | <b>Does the option ensure conservation and enhancement of the historic environment, heritage assets and their settings?</b>                     | +                       | Positive provided AONB and Prinsted Conservation Area are avoided. Archaeology may be present  | -                          | Archaeological priority areas within the area. Archaeology may be present. Tangmere Conservation Area may be impacted  |
| 8A                  | <b>Does the option meet local housing needs?</b>  | ++                      | Plenty of land available at this location to meet district and sub-regional housing needs  | ++                         | Plenty of land available at this location to meet district and sub-regional housing needs  |
| 8B                  | <b>Does the option provide the right housing mix of size and tenure and the continuation of a sustainable mix of people within communities?</b> | ++                      | A strategic development would be able to deliver a mix of size and tenure  | ++                         | A strategic development would be able to deliver a mix of size and tenure  |
| 9                   | <b>Does the option provide access to services and facilities?</b>   | +                       | Both Primary and Secondary schools but other amenities are limited. Would need to travel for higher education, hospital and larger amenities                     | +                          | Some amenities within Tangmere including primary school. Would need to travel to Chichester for further amenities. Already allocated development will bring further amenities. Another strategic development will require an additional primary school |

| Assessment Criteria |  | AL13 Southbourne Parish |  | AL14 Land West of Tangmere |  |
|---------------------|--|-------------------------|--|----------------------------|--|
| 10A                 | Does the option ensure that economic opportunities are accessible to all?                      | ++                      | Further from the A27 and the city but still a positive contribution to the local economy   | ++                         | Close to city centre and the A27   |
| 10B                 | Does the option ensure that value added is retained in the District?                           | +                       | Housing around Chichester District is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs | +                          | Housing around Chichester District is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs |
| 11A                 | Does the option encourage innovation?  | +                       | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs    | +                          | Housing around Chichester District is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs |
| 11B                 | Does the option develop knowledge based economy locally?                                       | +                       | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs    | ++                         | Tangmere has its own economic base and good access to the A27 - potential to build on existing employment opportunities                                  |
| 12A                 | Does the option ensure skills are enhanced to increase access to work?                         | +                       | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs    | +                          | Housing around Chichester District is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs |
| 12B                 | Does the option ensure a skilled workforce is available locally to allow business development? | +                       | Further from the A27 and the city but is still likely to support local economic development and the creation and retention of skilled high-value jobs    | +                          | Housing around Chichester District is likely to support local economic development aims for the creation and retention of highly skilled high-value jobs |

| Assessment Criteria |  | AL13 Southbourne Parish |                            | AL14 Land West of Tangmere |  |
|---------------------|--|-------------------------|----------------------------|----------------------------|--|
| 13A                 | Does the option promote a prosperous and diverse rural economy?                  | 0                       | No significant effect      | ++                         | Development could support the agricultural businesses. Close to the Horticultural Development Area (HDA) in Tangmere. Propose do not build on HDA. |
| 13B                 | Does the option avoid the loss of the Best and Most Versatile agricultural land? | -                       | Strips of Grade 1 - 3 land | -                          | Strips of Grade 1 - 3 land (excellent to good)   |