

Sustainability Appraisal for the Chichester Local Plan Review Non-Technical Summary

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1. Introduction

- 1.1 This Non-Technical Summary summarises the findings of the Sustainability Appraisal (SA) of the Chichester Local Plan Review. As part of the process for preparing the Local Plan Review, there is a statutory requirement to undertake a Strategic Environmental Assessment (SEA) and Sustainability Appraisal. These processes have been combined into a single appraisal entitled Sustainability Appraisal or SA, for which the overall aim is to ensure that the Local Plan Review contributes to the achievement of sustainable development.
- 1.2 The term sustainable development refers to ‘development that meets the needs of the present without compromising the ability of future generations to meet their own needs’ (World Commission on Environment and Development 1987). In terms of the planning system it is defined as meeting an economic objective, a social objective and an environmental objective (as defined in the National Planning Policy Framework or NPPF) and doing so in ways that achieve all three objectives at the same time.

2. The Local Plan Review

- 2.1 The Chichester Local Plan: Key Policies 2014-2029 document was adopted by the Council in 2015, subject to an early review being completed by 2020. That review has now begun and the Council is producing a new local plan which will plan development in the District up to 2035. It does not include that part of the district within the South Downs National Park.
- 2.2 Once adopted, the Chichester Local Plan Review 2016-2035 (known as the Local Plan Review) will replace the policies in the current adopted Local Plan (adopted July 2015).

3. The Sustainability Appraisal Process

- 3.1 The purpose of the SA is to inform the decision making process, by ensuring that decision makers are informed of the pros and cons of the various options before them. The SA assesses the social, environmental and economic effects of the options presented within the Local Plan Review so that decisions that will be made help to achieve sustainable development in the plan area.
- 3.2 Sustainability Appraisals must follow Government Guidance on Sustainability Appraisal and must meet the requirements of the European Strategic Environmental Assessment Directive. The main stages of the Sustainability Appraisal Process are as follows:

Stage A: The Scoping Stage – Setting the context and objectives, establishing the baseline and deciding on the scope;

Stage B: Main SA of Local Plan Options – Developing and refining alternatives and assessing effects;

Stage C: Preparing the sustainability appraisal report;

Stage D: Consultation – Seeking representations on the sustainability appraisal report from consultation bodies and the public;

Stage E: Post adoption reporting and monitoring.

- 3.3 As demonstrated by the Flowchart of the sustainability appraisal process in Appendix 1, the Local Plan, or Local Plan Review in Chichester District's case, is developed at the same time as the Sustainability Appraisal.

4. The Scoping Stage

4.0.1 The first stage of the SA is the Scoping Stage and this involves:

- Identifying relevant policies, plans and programmes and sustainability objectives;
- Collecting baseline information;
- Identifying sustainability issues and problems;
- Developing the sustainability appraisal framework;
- Consulting the consultation bodies on the scope of the sustainability appraisal report.

4.1 Sustainability Appraisal Framework

4.1.1 The SA framework was developed during the scoping stage as a result of the information collected and issues identified and has since been updated in response to consultation comments received. The framework is at the heart of the SA process and is a way of considering the effects of the policies within the Local Plan Review.

4.1.2 The SA framework contains a list of social, economic and environmental objectives that the Local Plan Review options and policies are tested against. 13 objectives were identified for the SA Framework for Chichester District's Local Plan Review and these are as follows:

1. Protect and enhance wildlife;
2. Maximise efficient use of natural resources;
3. Reduce pollution and improve air quality;
4. Achieve zero net increase in greenhouse gas emissions;
5. Minimise flood risk for new and existing development;
6. Achieve a sustainable and integrated transport system;
7. Conserve and enhance landscape and built heritage;
8. Increase availability of affordable housing;
9. Provide access to services and facilities;
10. Promote economic development to maintain quality of life and competitiveness;
11. Develop a dynamic, diverse and knowledge based economy that excels in innovation;
12. Develop and maintain a skilled workforce to support long-term competitiveness;
13. Enable viability of the rural economy with enhanced diversity of employment opportunities.

4.1.3 For each of the 13 objectives above, between one and four assessment criteria were identified to help assess the impacts of a particular option or policy. Finally, for each of the SA objectives, indicators have been identified which can be used to monitor the impact of a particular option or policy.

4.1.4 The SA scoping report was published in December 2016 (<http://www.chichester.gov.uk/CHttpHandler.ashx?id=30857>) and sets out the detail on how the SA Framework has been arrived at and the detailed assessment criteria. The full SA framework is set out in Table 1 within the document.

5. Methodology used in the Sustainability Assessment Process

5.1 The SA framework forms the basis of the assessments of the options and policies within the Local Plan Review. However the sustainability effects are scored using the symbols shown in Table 3.

Table 3. Key symbols used in the appraisal

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	Either no interaction between the policy option and assessment criteria, or the effect is not location specific

6. SA of the Issues and Options Stage

6.1 10 potential strategic development (meaning 500+ dwellings) locations were subject to assessment under the SA at the Issues and Options Stage.

6.2 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

6.3 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. 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>

6.4 The findings of the assessment carried out for the Issues and Options consultation, were carried forward into next phase of the SA process, the Sustainability Appraisal of the Preferred Approach.

7. SA of the Preferred Approach

7.0.1 In developing 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. These detailed assessments lead to the identification of a recommended Preferred Option for the Local Plan Review.

7.1 Housing Numbers Options Considered

7.1.1 For housing numbers, three different levels of development were identified for further consideration. For each option, housing 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)

Strategic sites:	Proposed number of dwellings
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

Strategic sites:	Proposed number of dwellings
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

Strategic sites:	Proposed number of dwellings
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

7.2 Housing Numbers Assessment

- 7.2.1 The full SA of the Housing Number Options is given in Table 2, pages 11 – 13, within the SA Preferred Approach report [link].

7.3 Summary of Effects of the Housing Number Options

7.3.1 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 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 is considerable, there are sufficient potential sites to allow for some choice in where the housing numbers can be distributed. This in turn should allow some ability to mitigate, but not eliminate, the

impacts on landscape, wildlife and flooding. There are likely to be negative impacts on congestion and air pollution unless improvements to the key road junctions are delivered.

7.3.2 Option 2 800 dpa

This option increases the likelihood of negative impacts on biodiversity and on landscape and urban forms / townscape as the land required at each settlement will be greater. 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. 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 (sustainable drainage systems), green infrastructure and other benefits is likely to decrease. Positive impacts include greater potential for low and zero carbon technologies on large sites, higher levels of affordable housing and other economic benefits.

7.3.3 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 and 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.

7.3.4 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.

7.4 Spatial Strategy Options Considered

- 7.4.1 On the basis that Option 1 for housing numbers is taken forward, five different options for distributing those housing numbers were considered. Scenarios 1 and 2 concentrated on the existing settlements hubs, rather than the primary focus being Chichester City. Scenario 2 reduced the numbers at East Wittering and Selsey to try and alleviate concerns about the road network on the Manhood Peninsula. Consequently Scenario 2 increased numbers at Southbourne, Hambrook, Bosham and Fishbourne, the main settlements along the A259 to the west of Chichester.

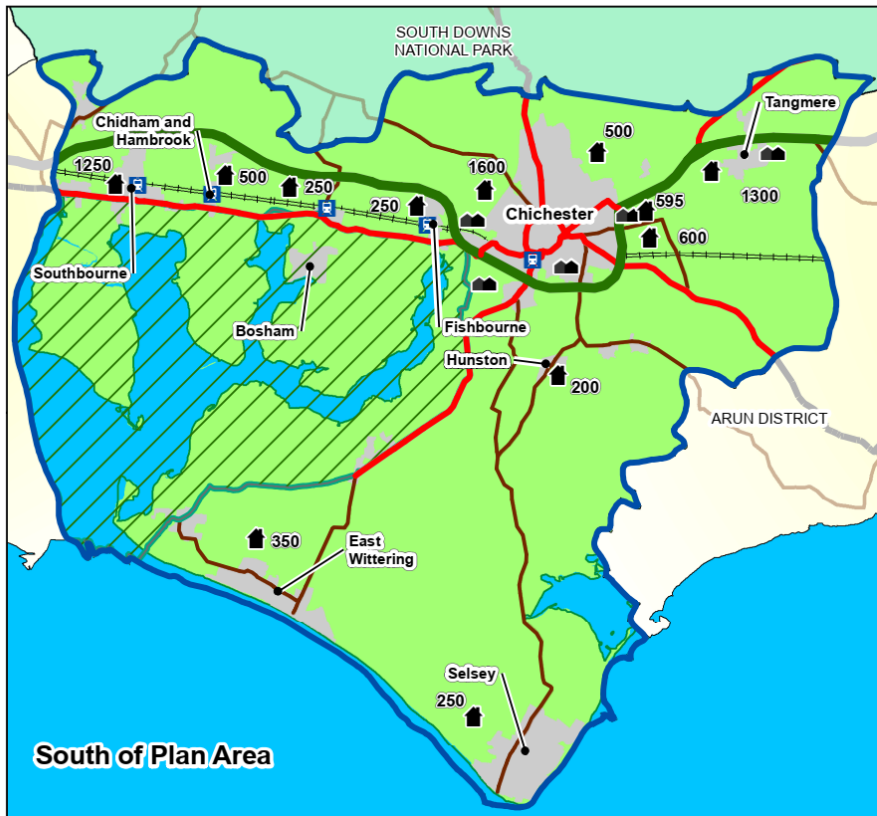
7.4.2 Scenario 3 focussed development on Chichester City, albeit with locations identified on the outskirts of Chichester City, acknowledging that the most accessible sites had already been allocated in the adopted Local plan. Hence in this scenario the nearby settlements of Fishburne and Hunston were also considered as being within the wider Chichester City environs. Scenario 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. Scenario 5 looked at distributing development around all the locations, deliberately avoiding any particular focus on one settlement. Following further discussions Scenario 1A was added, having been developed from Scenario 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 scenarios 2, 3 and 4.

Table 4: Potential distribution strategies for 650 dwellings per annum

Parish	Scenario 1: Focus on Settlement hubs and E/W corridor	Scenario 1A	Scenario 2: Focus on E/W corridor	Scenario 3: Focus on Chichester city	Scenario 4 : minimise development on the Manhood Peninsula	Scenario 5 : Dispersed Distribution
Southbourne	750	1,250	1,250	250	1,250	500
East Wittering	750	350	175	0	0	500
Selsey	750	250	175	0	0	500
East of Chichester	600	600	600	600	600	600
Hambrook area	600	500	750	500	700	500
Fishbourne	250	250	500	1,000	700	500
Bosham	250	250	500	500	700	500
Hunston	0	200	0	1,000	0	200
Birdham	0	0	0	100	0	150
Tangmere	0	300	0	0	0	0
Chichester (Southern Gateway)	350	350	350	350	350	350
Apuldram	100	100	100	100	100	100
Parish numbers	500	500	500	500	500	500
Total	4,900	4,900	4,900	4,900	4,900	4,900

7.4.3 These were the 6 options for a spatial strategy, indicating how the housing numbers would be distributed, that were subject to full SA assessment. The locations and parishes listed are shown in the Key Diagram below.

Key Diagram



Legend

Local Plan Area	Strategic Employment Sites	A Roads
Chichester Harbour AONB	Railway Station	A27(T)
Strategic Housing Site/Location	Railway	B Roads

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7.5 Spatial Strategy Assessment

- 7.5.1 The full SA of the Spatial Strategy Options is given in Table 4, pages 18 – 31, within the SA Preferred Approach report [link].

7.6 Summary of Effects

- 7.6.1 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.

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

This option has a fairly even distribution of housing across the settlement hubs with reduced numbers at Bosham and Fishbourne. The higher 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.

- 7.6.3 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.

7.6.4 Option 1A - Focus on the settlement hubs and East/ West corridor, with reduced numbers on the Manhood Peninsula

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 mitigated 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 using 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.

7.6.5 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 a risk of 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.

7.6.6 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.

7.6.7 Option 4 - Minimise development on the Manhood Peninsula

Option 4 sets zero housing numbers for East Wittering and Selsey as does Option 3 and therefore 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.

7.6.8 Option 5 - Even Distribution

This option allocates most settlements about 500 homes regardless of the pros and cons of those locations. The option spreads the benefits and disadvantages of development but ultimately it has the highest number of negative assessments and the fewest positive as it does not attempt to mitigate impacts or build on locational advantages. Some of the negative impacts predicted in the assessment table could be mitigated but overall this option is particularly reliant on policies elsewhere in the plan to prevent unsustainable development.

7.6.9 On the basis of the appraisal above, and taking into account other evidence and considerations, it was recommended that Option 1A be identified by the Council as the preferred option for its Local Plan Review.

7.7 Strategic Site Allocation Policies

7.7.1 On the basis that Option 1A is pursued as the preferred option in the Local Plan Review, policies on Meeting Housing Needs and also the Strategic Site Allocation Policy (AL1 to AL15) were prepared. Of these site allocations, four proposed allocations were carried over from the adopted Local Plan unchanged and were not subject to further assessment. These 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

7.7.2 In addition the policy 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 were revised and updated and are included in pages 48 – 68 of the SA of the Preferred Approach Report [link]:

- 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)

7.7.3 Finally there is the allocation (AL6) of 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 100 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 has been assessed under the SA.

7.8 SA of Policies within the Local Plan Review

7.8.1 The Local Plan Review is a review of the existing Local Plan and not a totally new Plan. Therefore policies, with minor revisions and where the changes to the policy compared to the adopted Local Plan are not considered to have altered the sustainability effects, are not subject to additional SA as the finding 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>

7.8.2 For other policy options which are new or subject to major revisions in the review, these have been subject to SA. These are as follows:

- S5 Parish Housing Requirements 2016-2035
- S7 Meeting Gypsies, Travellers and Travelling Showpeoples' Needs
- S8 Meeting Employment Land Needs
- S9 Retailing Hierarchy and Sequential Approach
- S10 Local Centres, Local and Village Parades

- S11 Addressing Horticultural Needs (see also DM15)
- S15 Goodwood Motor Circuit and Airfield
- S16 Development within the Vicinity of Goodwood Motor Circuit and Airfield
- S20 Design
- S21 Health and Wellbeing
- S22 Historic Environment
- S23 Transport and Accessibility
- S24 Countryside
- S25 The Coast
- S27 Flood Risk Management
- S28 Pollution
- S30 Strategic Wildlife Corridors
- S31 Wastewater Management and Water Quality
- S32 Design Strategies for Strategic and Major Sites
- AL6 Land South West of Chichester (Apuldram and Donnington Parishes)
- DM1 Specialist Housing
- DM2 Housing Mix
- DM3 Housing Density
- DM4 Affordable Housing Exemption sites
- DM10 New Employment Sites
- DM16 Sustainable Design and Construction
- DM23 Lighting
- DM24 Air Quality
- DM25 Noise
- DM26 Contaminated Land
- DM27 Historic Environment
- DM31 Trees, Hedgerows and Woodland

7.8.3 Details of the SA of these policies and a summary of the effects are included in pages 35 – 43 of the SA Preferred Approach Report [link]. A summary of two policies with more significant impacts are included below.

7.8.4 **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.

7.8.5 **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.

8.0 Monitoring

- 8.1 During the development of the SA Framework in the Scoping Stage of the SA, indicators were identified to monitor the impact of a particular option or policy. These indicators will be reported in the Annual Monitoring Report (AMR) for the Local Plan Review once it is adopted. No separate SA monitoring report is intended to be produced.
- 8.2 Should the AMR reporting process indicate that negative impacts not envisaged in the assessment are found to be occurring or that positive impacts predicted by SA 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.

9. Conclusions

- 9.1 A Sustainability Appraisal (SA) of the proposed options and policies within the Local Plan Review has been undertaken. This has indicated that the Local Plan Review provides a good spatial and policy framework that is largely in accordance with sustainable development principles.
- 9.2 The findings of the SA has enabled a Preferred Option on Housing Numbers and the Spatial Strategy to be proposed within the Local Plan Review. The Preferred Options are:
- Housing Number Option 1: **Delivery at 650 dwellings per annum (dpa)** (Objectively Assessed Need plus unmet need from the Chichester District part of the South Downs National Park)
 - Spatial Strategy Option 1A:

Parish	Option 1A Focus on the settlement hubs and East/ West corridor, with reduced numbers on the Manhood Peninsula
Southbourne	1,250
East Wittering	350
Selsey	250

Parish	Option 1A Focus on the settlement hubs and East/ West corridor, with reduced numbers on the Manhood Peninsula
East of Chichester	600
Hambrook area	500
Fishbourne	250
Bosham	250
Hunston	200
Birdham	0
Tangmere	300
Chichester (Southern Gateway)	350
Apuldram	100
Parish numbers	500
Total	4,900

Appendix 1 Flowchart: sustainability appraisal process

