

CHICHESTER DISTRICT COUNCIL

Chichester Local Plan

Sustainability Appraisal of the Further Consultation
Site Allocation: Preferred Approach
Development Plan Document

July 2016

Chichester Local Plan

Sustainability Appraisal of the Further Consultation Site Allocation: Preferred Approach Development Plan Document

1. INTRODUCTION.

The Chichester Local Plan: Key Policies 2014-2029 document has now been adopted by the Council. This was subject to a sustainability appraisal throughout its development. The second Local Plan document, the Site Allocation Development Plan Document (DPD) is now being prepared and this is the first stage of the Sustainability Appraisal (SA) accompanying it. The Key Policies document sets out the housing numbers and amount of employment floorspace to be achieved in the Plan and the Site Allocation DPD looks at the locational options for delivering these.

The main purpose of a Sustainability Appraisal is to appraise the social, environmental and economic effects for the site allocation options in the Local Plan so that decisions that have been made are in accordance to the objectives of sustainable development. The site options may not fully achieve all the sustainability objectives but the aim of the process is to ensure that they contribute towards all of the objectives as far as possible.

2. NON TECHNICAL SUMMARY

What is a Sustainability Appraisal?

A Sustainability Appraisal is a process whereby a range of option for a plan's content is developed and then assessed to see what the major environmental, social and economic impacts are likely to be (both positive and negative effects).

What does it contain?

The full contents of an SA report are prescribed by the SEA Directive and UK guidance. This can make the reports lengthy. The key pieces of information for decision makers are the assessment matrices and their summary diagrams. These give the overall profile of pros and cons for the potential policy options

What is its purpose?

The purpose of an SA is not to make decisions, or to determine which option is 'the correct one'. No real world policy can address all aspects of sustainability completely. The SA is there to help inform decisions by assessing the likely positive and negative impacts of options across a wide range of topics.

Why is it important?

The SA is important to the soundness of the Local Plan. It demonstrates that decisions were made with full awareness of the positive and negative impacts of allocation decisions. The SA is the UK planning process that meets the requirements of the EU's SEA Directive. The Plan Inspector will use the completion of a comprehensive SA as a test of soundness.

How were options assessed?

A range of potential options were developed through discussions with the Local Plan team. A range of questions were developed through the SA 'scoping' process. These questions or assessment criteria were asked of all the potential options through the use of matrices. This process met EU and UK government requirements but led to a large amount of data. The summary diagrams provided, draw out the profile of positive and negative impacts into a more digestible form.

Bosham Housing Sites

		Option 1 - BB08195 Highgrove Farm		Option 2 - BB08196 The French Garden		Option 3 - BB08197 Swan Field		Option 4 - BB08198 Bullock Barn		Option 5 - BB08199 Cricket Ground		Option 6 - BB08200 Land South of the Old Bridge	
1A	Biodiversity Loss	-	Arable field, margins suitable as green corridors. 0.6km from SPA	-	Water voles records within the ditch to the west of the site. Arable field, with margins which are suitable as green corridors. 0.9km from SPA	-	Brent geese habitat onsite, margins suitable as green corridors to the east of the site. Within AONB. 0.7Km from SPA	+	Brown-field site but will need to ensure that there are no protected species within the barn	-	Potential barn owl habitat onsite, with margins which are suitable as green corridors. Within AONB, close proximity to SPA - 0.4km from SPA	-	Water voles records within the ditch to the east of the site. Arable field, with margins which are suitable as green corridors. Within AONB 0.5km from SPA
1B	Habitat migration	-	Potential loss of tree line and hedgerows to provide access to site in turn disrupting green links	-	Potential loss of tree line and hedgerows to provide access to site in turn disrupting green links. Potential disturbance to the ditch	-	Potential loss of tree line and hedgerows to provide access to site in turn disrupting green links. Loss of habitat for Brent geese	0	Brown field site	-	Potential loss of tree line and hedgerows to provide access to site in turn disrupting green links. Loss of habitat for barn owl	-	Potential loss of tree line and hedgerows to provide access to site in turn disrupting green links. Potential disturbance to the ditch
1C	Habitat creation	+	Opportunity to create open space and wildlife area within new site	+	Opportunity to create open space and wildlife area within new site	+	Opportunity to create open space and wildlife area within new site	0	Site very small unlikely to provide opportunity to create habitat	+	Opportunity to create open space and wildlife area within new site	+	Opportunity to create open space and wildlife area within new site
2A	Water resources	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
2B	Waste resources	0	Bosham WWTP in close proximity to site	0	Bosham WWTP in close proximity to site	0	Bosham WWTP in close proximity to site	0	Bosham WWTP in close proximity to site	0	Bosham WWTP in close proximity to site	0	Bosham WWTP in close proximity to site
2C	Sustainable consumption	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
3A	Air pollution	-	Site adjacent onto A259 and railway line, higher levels of air pollution from road	0	Site adjacent to railway line	-	Site adjacent onto A259, higher levels of air pollution from road	-	Site adjacent onto A259 higher levels of air pollution from road	-	Site close to A259 with higher levels of air pollution from road	-	Site adjacent onto A259 higher levels of air pollution from road
3B	Contaminated land	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
3C	Water pollution	0	No significant effect	-	Slight risk of pollution to ditch network to the West	0	No significant effect	0	No significant effect	-	Risk of pollution to river adjacent to the site	-	Risk of pollution to river adjacent to the site
4A	Low carbon energy	+	Good access links to railway within walking distance	+	Good access links to railway within walking distance	+	Good access links to railway within walking distance	+	Good access links to railway within walking distance	+	Good access links to railway within walking distance	+	Good access links to railway within walking distance
4b	Need to Travel	-	Village centre at Bosham, Broadbridge and Fishbourne. Chichester closest city	-	Village centre at Bosham, Broadbridge and Fishbourne. Chichester closest city	-	Village centre at Bosham, Broadbridge and Fishbourne. Chichester closest city	-	Village centre at Bosham, Broadbridge and Fishbourne. Chichester closest city	-	Village centre at Bosham, Broadbridge and Fishbourne. Chichester closest city	-	Village centre at Bosham, Broadbridge and Fishbourne. Chichester closest city
4C	Embodied carbon	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
5B	Sustainable drainage	+	opportunity to incorporate SUD design into housing development	+	opportunity to incorporate SUD design into housing development	+	opportunity to incorporate SUD design into housing development	+	Some opportunity to incorporate SUD design into housing development	+	Some opportunity to incorporate SUD design into housing development	+	Some opportunity to incorporate SUD design into housing development
5B	Increase use of SUDS	+	opportunity to incorporate SUD design into housing development	+	opportunity to incorporate SUD design into housing development	+	opportunity to incorporate SUD design into housing development	+	Some opportunity to incorporate SUD design into housing development	+	Some opportunity to incorporate SUD design into housing development	+	Some opportunity to incorporate SUD design into housing development

Bosham Housing Sites

		Option 7 - BB08204 Railway Arch		Option 8 - BB08188 Land East of Taylors Lane		Option 9 - B008189 Land at Crede Farm		Option 10 B01406 Land West of Delling Lane	
1A	Biodiversity Loss	-	Water voles records within the ditch through the site. Arable field, with margins which are suitable as green corridors. 0.6km to SPA	-	Water voles records within the ditch through the site. Arable field, with margins which are suitable as green corridors. Within AONB. Very close to SPA - 0.3KM	-	Arable field, margins suitable as green corridors. Within AONB, 0.8km from SPA	-	Water voles records within Bosham Stream to the West of the site. Arable field with suitable barn owl habitat and with margins which are suitable as green corridors. Within AONB. Very close to SPA - 0.35KM
1B	Habitat migration	-	Potential loss of tree line and hedgerows to provide access to site in turn disrupting green links. Potential disturbance to the ditch	-	Potential loss of tree line and hedgerows to provide access to site in turn disrupting green links. Potential disturbance to the ditch	-	Potential loss of tree line and hedgerows to provide access to site in turn disrupting green links	-	Potential loss of tree line and hedgerows to provide access to site in turn disrupting green links. Potential disturbance to the ditch
1C	Habitat creation	+	Opportunity to create open space and wildlife area within new site	+	Opportunity to create open space and wildlife area within new site	+	Opportunity to create open space and wildlife area within new site	+	Opportunity to create open space and wildlife area within new site
2A	Water resources	-	Risk of flooding on the site, making large areas undevelopable	0	No significant effect	0	No significant effect	0	No significant effect
2B	Waste resources	0	Bosham WWTP in close proximity to site	0	Bosham WWTP in close proximity to site	0	Bosham WWTP in close proximity to site	0	Bosham WWTP in close proximity to site
2C	Sustainable consumption	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
3A	Air pollution	-	Site adjacent onto A259 higher levels of air pollution from road	0	No significant effect	0	No significant effect	0	No significant effect
3B	Contaminated land	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
3C	Water pollution	-	Slight risk of pollution to ditch network to the West	-	Slight risk of pollution to ditch network to the West	0	No significant effect	0	No significant effect
4A	Low carbon energy	+	Good access links to railway within walking distance	-	Railway may be to far to walk to daily	-	Railway may be to far to walk to daily	-	Railway may be to far to walk to daily
4b	Need to Travel	-	Village centre at Bosham, Broadbridge and Fishbourne. Chichester closest city	-	Village centre at Bosham, Broadbridge and Fishbourne. Chichester closest city	-	Village centre at Bosham, Broadbridge and Fishbourne. Chichester closest city	-	Village centre at Bosham, Broadbridge and Fishbourne. Chichester closest city
4C	Embodied carbon	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
5B	Sustainable drainage	+	Good opportunity to incorporate SUD design into housing development	+	Good opportunity to incorporate SUD design into housing development	+	Some opportunity to incorporate SUD design into housing development	+	Good opportunity to incorporate SUD design into housing development
5B	Increase use of SUDS	+	Good opportunity to incorporate SUD design into housing development	+	Good opportunity to incorporate SUD design into housing development	+	Some opportunity to incorporate SUD design into housing development	+	Good opportunity to incorporate SUD design into housing development

Bosham Housing Sites

		Option 7 - BB08204 Railway Arch		Option 8 - BB08188 Land East of Taylors Lane		Option 9 - B008189 Land at Crede Farm		Option 10 B01406 Land West of Delling Lane	
6	Adapt to climate change	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
7A	Modal Shift	+	Bosham railway station within walking distance of site. Good access to Chichester and South coast	-	Bosham Railway station 2km walk from the site, may be to far for daily commuters	-	Bosham Railway station 2km walk from the site, may be to far for daily commuters	-	Bosham Railway station 2km walk from the site, may be to far for daily commuters
7B	Cycling and walking	+	Cycle routes along A259 through Bosham linking Chichester and Havant	+	Cycle routes along A259 through Bosham linking Chichester and Havant	+	Cycle routes along A259 through Bosham linking Chichester and Havant	+	Cycle routes along A259 through Bosham linking Chichester and Havant
8A	Landscape conservation	0	Fairly self contained site - no significant effect	-	Exposed site within AONB	-	Impact on AONB	-	Exposed site within AONB
8B	Traditional urban forms	-	Loss of arable land, and open space around Bosham	-	Loss of arable land, and open space around Bosham	-	Loss of arable land, and open space around Bosham	-	Loss of arable land, and open space around Bosham
8C	Historic environment	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
9A	Housing needs	+	Medium sized site, with potential to provide higher number of houses	+	Large site, with potential to provide higher number of houses	-	Small site, would not incorporate all the housing needs of the area	+	Large site, with potential to provide higher number of houses
9B	Sustainable mix	+	Potential to provide a sustainable mix of housing	+	Potential to provide a sustainable mix of housing	+	Potential to provide a sustainable mix of housing	+	Potential to provide a sustainable mix of housing
10	Access to facilities	+	Close proximity to facilities in Bosham, may require some travel to Chichester City	+	Close proximity to facilities in Bosham, may require some travel to Chichester City	+	Close proximity to facilities in Bosham, may require some travel to Chichester City	+	Close proximity to facilities in Bosham, may require some travel to Chichester City
11	Community Safety	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
12A	Quality of life	+	Provide opportunity to live relatively close to Chichester city, close to the National Park	+	Provide opportunity to live relatively close to Chichester city, close to the National Park	+	Provide opportunity to live relatively close to Chichester city, close to the National Park	+	Provide opportunity to live relatively close to Chichester city, close to the National Park
12B	Access to jobs	+	Job opportunities within Chichester and Havant	+	Job opportunities within Chichester and Havant	+	Job opportunities within Chichester and Havant	+	Job opportunities within Chichester and Havant
12C	Value added	+	Provide housing within the district	+	Provide housing within the district	+	Provide housing within the district	+	Provide housing within the district
13A	Encourage innovation	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
13B	Knowledge based economy	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
14A	Enhanced skills	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
14B	Skilled workforce	+	Provide more housing within the district for workforce	+	Provide more housing within the district for workforce	+	Provide more housing within the district for workforce	+	Provide more housing within the district for workforce
15A	Rural Economy	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
15B	Sustainable tourism	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect

Lynchmere Housing Sites

		Option 1 - CH0820 Land at Sturt Avenue		Option 2 - CH0822 Tennis Courts at Blue Anchor House		Option 3 - CH0809 Land west of the Mill Tavern		Option 4 - CH0817 Land north of Copse Road		Option 5 - CH0810 Land at Sturt Meadow Cottages	
1A	Biodiversity Loss	-	Area of woodland would need to be lost to provide housing, adjacent to conservation area of the River Wey	-	Area of woodland would need to be lost to provide housing. Borders onto SDNP	-	Site currently used for Allotments, and open space, some habitat would be lost	-	Site within an SNCI and Ancient Woodland, extensive habitat loss	-	Area of woodland would need to be lost to provide housing, adjacent to conservation area of the River Wey
1B	Habitat migration	-	Area of woodland adjacent to River Wey, which like all main rivers, forms an important ecological corridor	-	Area of woodland, likely used as part of the wider green network. Close proximity to SNCI	-	70m to SNCI, site may be used as part of green network from woodland, river and SDNP	-	Site within an SNCI and Ancient Woodland, extensive loss of connectivity	-	Area of woodland adjacent to River Wey, which like all main rivers, forms an important ecological corridor
1C	Habitat creation	+	Some potential to enhance site but habitat loss may have been of greater value	+	Some potential to enhance site but habitat loss may have been of greater value	+	Potential to create habitat onsite	-	Unable to replace with habitat of greater value than is currently there	+	Some potential to enhance site but habitat loss may have been of greater value
2A	Water resources	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
2B	Waste resources	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
2C	Sustainable consumption	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
3A	Air pollution	-	Nearest train station 1.5km away by road, other modes of transport would be required.	-	Nearest train station over 1.8km away by road, other modes of transport would be required.	-	Nearest train station over 1.7km away by road, other modes of transport would be required.	-	Nearest train station over 2.4 km away, other modes of transport would be required.	-	Nearest train station 1.5km away if access can be secured from the north, other modes of transport would be required.
3B	Contaminated land	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
3C	Water pollution	-	Adjacent to River Wey, likely negative impact on river water quality	-	A number of ponds neighbouring the site, runoff from site may contaminate these	-	Close proximity to waste water treatment works	-	Close proximity to waste water treatment works	-	Adjacent to River Wey, likely negative impact on river bank habitats
4A	Low carbon energy	-	limited potential	-	limited potential	-	limited potential	-	limited potential	-	limited potential
4b	Need to Travel	-	Travel required for resources, Haslemere is the closest town to site	-	Travel required for resources, Haslemere is the closest town to site	-	Travel required for closest town	-	Travel required for closest town. You need to cross the railway to access town	-	Travel required for closest town
4C	Embodied carbon	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
5B	Sustainable drainage	+	Potential to incorporate SUDS into housing site design	+	Potential to incorporate SUDS into housing site design	+	Potential to incorporate SUDS into housing site design	+	Potential to incorporate SUDS into housing site design	+	Potential to incorporate SUDS into housing site design
5B	Increase use of SUDS	+	Potential to incorporate SUDS into housing site design	+	Potential to incorporate SUDS into housing site design	+	Potential to incorporate SUDS into housing site design	+	Potential to incorporate SUDS into housing site design	+	Potential to incorporate SUDS into housing site design

Lynchmere Housing Sites

		Option 1 - CH0820 Land at Sturt Avenue		Option 2 - CH0822 Tennis Courts at Blue Anchor House		Option 3 - CH0809 Land west of the Mill Tavern		Option 4 - CH0817 Land north of Copse Road		Option 5 - CH0810 Land at Sturt Meadow Cottages	
6	Adapt to climate change	0	No significant effect	0	No significant effect	0	No significant effect	-	Loss of ancient woodland and natural habitat within SNCI, negative impact on climate change	0	No significant effect
7A	Modal Shift	-	Train station 1.4 km from site, limited bus service	-	Train station 1.8 km as crow flyers from site, limited bus service	-	Train station 1.75 km from the site site, limited bus service	-	Train station 2.4 km from site, limited bus service	-	Train station 1.5 km from site, limited bus service
7B	Cycling and walking	-	Site too small to incorporate cycle route, would need to link into wider landscape	-	Site too small to incorporate cycle route, would need to link into wider landscape	-	Site too small to incorporate cycle route, would need to link into wider landscape	-	Site too small to incorporate cycle route, would need to link into wider landscape	-	Site too small to incorporate cycle route, would need to link into wider landscape
8A	Landscape conservation	-	Loss of screening for the River Wey and surrounding homes due to requirement to remove trees	-	Loss of screening for the River Wey and surrounding homes due to requirement to remove trees	0	No significant effect	-	Loss of ancient woodland and SNCI habitat which provide screening between the river and housing	-	Loss of screening for the River Wey and surrounding homes due to requirement to remove trees
8B	Traditional urban forms	-	Loss of woodland area dividing housing and the River Wey	-	Loss of woodland area adjacent to National Park	0	No significant effect	-	Loss of woodland area within SNCI	-	Loss of woodland area dividing housing and the River Wey
8C	Historic environment	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
9A	Housing needs	+	Would fulfil the requirement housing within the area	+	Would fulfil the requirement housing within the area	+	Would fulfil the requirement housing within the area	+	Would fulfil the requirement housing within the area	+	Would fulfil the requirement housing within the area
9B	Sustainable mix	0	Lower than 10 units being delivered	0	Lower than 10 units being delivered	0	Lower than 10 units being delivered	0	Lower than 10 units being delivered	0	Lower than 10 units being delivered
10	Access to facilities	+	A range of facilities available within Haslemere centre	+	A range of facilities available within Haslemere centre	-	Loss of allotments	-	Loss of natural habitat residents can access	+	A range of facilities available within Haslemere centre
11	Community Safety	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
12A	Quality of life	+	Provide opportunity to live, close to the National Park and near main train line to London	+	Provide opportunity to live, close to the National Park and near main train line to London	-	Loss of allotments and outside space for local residents	-	Loss of woodland and outside space for local residents	+	Provide opportunity to live, close to the National Park and near main train line to London
12B	Access to jobs	+	Job opportunities within Haslemere and easy access to London	+	Job opportunities within Haslemere and easy access to London	+	Job opportunities within Haslemere and easy access to London	+	Job opportunities within Haslemere and easy access to London	+	Job opportunities within Haslemere and easy access to London
12C	Value added	+	Provide housing within the district	+	Provide housing within the district	+	Provide housing within the district	+	Provide housing within the district	+	Provide housing within the district
13A	Encourage innovation	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
13B	Knowledge based economy	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
14A	Enhanced skills	+	Train is the mainline to London so allows city workers to commute	+	Train is the mainline to London so allows city workers to commute	+	Train is the mainline to London so allows city workers to commute	+	Train is the mainline to London so allows city workers to commute	+	Train is the mainline to London so allows city workers to commute
14B	Skilled workforce	+	Provide more housing within the district for workforce	+	Provide more housing within the district for workforce	+	Provide more housing within the district for workforce	+	Provide more housing within the district for workforce	+	Provide more housing within the district for workforce
15A	Rural Economy	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
15B	Sustainable tourism	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect