

CHICHESTER DISTRICT COUNCIL

# Chichester Local Plan

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## Sustainability Appraisal of the Site Allocation: Development Plan Document

March 2017

# Chichester Local Plan

## Sustainability Appraisal of the Site Allocation Development Plan Document

November 2016

### 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 for submission and this is the Sustainability Appraisal (SA) accompanying it. This SA is a development of the previous SA of the Site Allocation Preferred Approach DPD that was issued for consultation in 2015. The Key Policies 2014-2029 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.

### **2.1 Alternatives considered**

Appendices 1 and 2 of the Site Allocations DPD set out the long list of sites from which the plan process started. The SHLAA id numbers used in these appendices have been used in the SA assessment tables for ease of cross-reference. From this long list a shorter list of deliverable and relevant sites was developed, guided by the requirements in the Key Policies document. These are:

- For Residential: sites excluding those parishes that are nearing the Pre-Submission of their neighbourhood plan or have a plan in a more advanced stage. Only sites with a minimum site size of 0.25 hectares or capable of accommodating at least 5 dwellings have been considered.
- The Site Allocation DPD for residential development addresses Chichester city and sites surrounding the Chichester city Settlement Boundary in neighbouring parishes (including sites separated from the Settlement Boundary by the A27) (in line with Chichester Local Plan: Key Policies Policy 5 - Parish Housing Sites 2012-2029) and the parishes of Bosham Boxgrove; Lynchmere; Hunston; Plaistow and Ifold (in line with Chichester Local Plan: Key Policies Policy 2 – Development Strategy and Settlement Hierarchy, Policy 5 - Parish Housing Sites 2012-2029 and Policy 7 - Neighbourhood Development Plans.
- For Employment: sites within or close to Chichester city as identified in the Chichester Local Plan: Key Policies - Policy 3 the Economy and Employment Provision 1.11.

The Options that meet these criteria are assessed in full in the assessment matrices. The summary diagrams contained in this document a very brief summary of findings is included below, but these must be read in conjunction with the full assessments.

The alterations to Settlement Boundaries are not assessed in the SA as they are either altered to include the submitted site option (Hunston) or sites with existing permissions (North Mundham, West Wittering) and so do not have an impact above or beyond the impacts of developing the submitted sites that have already been assessed.

The proposed submission version of the DPD further narrows the options to the site or sites proposed for submission. However this SA report still contains the full range of options considered so that they can be compared and their merits and de-merits relative to the submitted option(s) can be seen.

The Chichester Local Plan: Key Policies states in paragraph 16.19 that local centres for East Wittering and Selsey will be defined either in a Neighbourhood Plan or in the Site Allocation DPD. Selsey Town Council have indicated that they are including local centres in their neighbourhood plan. This document therefore has not assessed these. However, East Wittering and Bracklesham Parish Council is not proposing to define a local centre in their Neighbourhood Plan, so one is identified in the Site Allocation DPD. The only reasonable alternative to defining the local centre is not to do so, but this would not be a deliverable option as it would not conform to the NPPF or the Local Plan: Key Policies document. Options for minor variances to the Local Centre boundary are possible but not likely to have an effect on the sustainability assessment objectives and so the proposal is not considered further in this SA.

## **2.2 Summaries of Findings for Residential Sites**

### **2.2.1 Bosham**

#### *Option 1 (Highgrove Farm) [submitted option]*

This option is assessed as having positive impacts for most of the social objectives and for transport and drainage. The negative impacts are on landscape and urban forms and on biodiversity, although not of these are assessed as being severe. The site boundary was slightly extended prior to submission, but this does not alter the SA assessment.

#### *Option 2 (the French Garden)*

This site has good access to the railway station, but has negative impacts on landscape and urban form by extending the settlement to the north of railway line. Surface water drainage to the Bosham stream has a potentially negative impact on water quality.

#### *Option 3 (Swan Field)*

Option 3 would have negative impacts on biodiversity as it is supporting habitat for Brent Geese (a Special protection Area designated species) and so is likely to fall foul of the Habitat Regulations requirements. The site is also very visible from the roads and is in the AONB. On the positive side it is a large site capable of delivering housing close to transport links and existing facilities.

#### *Option 4 (Bullock Barn)*

This small site is adjacent to option 3 above but as previously developed land it has less impact on biodiversity. However it is too small to deliver the required level of housing.

#### *Option 5 (former Cricket Ground) and Option 6 (land South of the Old Bridge)*

These adjacent sites are close to the centre of Broadbridge and have good transport links but have a negative impact on the AONB, on ecology (water vole and barn owl habitat) and potentially on the aquatic environment of the Bosham stream, which flows between the two sites.

#### *Option 7 (land south of the Railway Arch)*

This site was assessed negatively for most of the environmental objectives, including habitats, landscapes and water and air pollution. Good transport links was the main positive assessment.

#### *Option 8 (land east of Taylors Lane)*

The adverse impacts on water vole habitat and on the landscape of the harbour AONB were major concerns with this site. The poorer transport links relative to the Broadbridge sites was also a negative. On the plus side the site is large enough to meet housing needs and make additional room for open space and SUDs and gave easy access to the facilities of central Bosham.

#### *Option 9 (land at Crede Farm)*

Compared to the other old Bosham options (8 and 10) this smaller site is more closely integrated with the village form, but the site is still within the AONB. Good access to facilities in the village, but remote from the rail and bus links.

#### *Option 10 (land West of Delling Lane)*

Major negatives for this site were the proximity to the harbour and the impacts on landscape and ecology of the harbour. The impacts on the stream were also a concern. Not all of the site area would be needed for the number of homes required so there were opportunities to mitigate some of the negative impacts. Good access to facilities in the village, but remote from the rail and bus links.

### **2.2.2 Boxgrove**

#### *Option 1 (Land East of the Street)*

This site is adjacent to the A27 with negative impacts on air pollution and noise for residents. Sites in Boxgrove generally do not have good transport links to Chichester other than by car and so poor assessments on these indicators are common to all the options assessed.

#### *Option 2 (Land West of Priors Acre) and*

#### *Option 5 (Land west of the Street) [Submitted option]*

These adjacent sites have near identical profiles of impacts - positive and negative. The positive impacts are predicted to be for housing and economic indicators. The negatives are on biodiversity and need to travel.

#### *Option 3 (Land north of the Primary School)*

This site shares the common impacts of Boxgrove as a location (See option 1 above), but has additional negative impacts on landscape and urban forms as it is adjacent to the National Park and also as a large site it would be difficult to define a new clear edge to the settlement.

#### *Option 4 (Land South of Crouch Cross Lane)*

This site is closer in to the centre of the settlement than some others mitigating landscape impacts, but shares the common drawbacks of all the Boxgrove options.

*Option 6 (land North of Boxgrove Priory) and Option 7 (land east of the Priory)*

These large sites share additional negative impacts on the historic environment and urban forms due to their proximity to the Priory and its open setting.

### **2.2.3 Chichester Housing Options**

Due to the large number of sites these have been split into inner and outer sites, the latter are in other parishes including Lavant, Donnington and Oving, but the sites would be to meet Chichester city housing need rather than a Parish one.

#### **Inner Chichester**

*Option 1 (land at Tesco) [submitted option]*

This site is generally well located for access to facilities and for walking and cycling. The main drawback is the proximity to the noise of the railway.

*Option2 (land at Frederick Road)*

This site is further from facilities than option 1 scoring less well on need to travel, but otherwise has a similar impact profile to option 1.

*Option 3 (Bartholomew's, Bognor Road) [submitted option]*

This site has positive impacts for meeting housing needs and for access by cycling and walking. The main negative is the potential for adding to congestion and hence air pollution.

*Option 4 (Hammonds, University of Chichester)*

This site has a similar profile of impacts to the other Chichester sites, but has additional negative biodiversity impacts.

*Option 5 (117 the Hornet) [submitted option]*

This site has the lowest number of negative impacts on the inner Chichester options – it is also the closest into the shops and facilities of central Chichester. A brownfield location reduces impacts of landscape from use of greenfield sites out beyond the A27.

#### **Wider Chichester options**

These sites are generally greenfield sites on the edge of the current city boundaries. Therefore negative impacts on biodiversity and landscape are a common theme, especially compared to the inner Chichester (brownfield) sites.

*Option 1 (land north of Summersdale Court), Option 3(Maddox Wood) and Option 4 (land north of Maddox Wood)*

These Lavant parish sites would extend the City northwards into the gap between Chichester and Lavant. The Lavant road offers reasonable access into the city, supplemented by the cycling link of the Centurion way. The main negative impacts are on loss of trees and hedges and landscape impacts of these greenfield sites.

*Option 2 (land north of Marchwood)*

This option is more prominent in the landscape than the option above and there is good evidence of a range of protected species using the site, so the biodiversity impact is more severe. Access to facilities is also less good than options 1, 3 and 4. Overall the negatives outweigh the positives.

*Option 5 (Shopwyke Lakes) [submitted option]*

Unusually for the Chichester options this is a site already with planning permission and also a brownfield site. This option is effectively a small extension of an existing permission. The main drawback is the separation from the rest of Chichester due to the A27, but this is mitigated by the access improvements generated by the larger strategic location on the site. Provided that the potential contamination of the brownfield site can be dealt with then there are few negative impacts.

*Option 6 (Land north of Stockbridge)*

This large open site is separated from the City by the A27, which makes walking and cycling links difficult despite the proximity. The major negative impacts are on the protected wildlife of the Harbour and the landscape impacts on the Harbour AONB. Overall this site has the most negative impacts and the fewest positive of all the Chichester options.

## **2.2.4 Hunston Housing Options**

There are multiple options at Hunston – for a relatively small amount of housing to meet a local housing need. Several of the sites are directly adjacent or are close enough to form a recognisable group with similar impacts due to their location relative to the village.

*Options 1 (Land south of Meadow Close) and 8 (Land at corner of Church Lane)*

Generally these options have few significant impacts. They are positive for housing and economy. Option 8 being close to the main road is the better location and is more self-contained.

*Options 2 (Land south of Carmelite Convent) and 10 (land at Chrislee)*

These two options are clearly separated from the existing village with negative impact on urban forms and landscape as a result. They are also further in terms of walking into the facilities of the village.

*Options 3 (Land east of Foxbridge Drive) and 7 (Land east of Southover Way)*

These adjacent sites to the east of the settlement are more sustainably located than Options 2 and 10 but have greater landscape and biodiversity impacts than either Options 1 and 8 or options 4 and 9.

*Option 4 (Reedbridge Farm) and*

*Option 9 (land South of Reedbridge Farm) [submitted option]*

These sites have an overall neutral impact profile. Option 4, being closer to the road, would be more prominent and visible than Option 9. The latter is assessed as having no negative impacts.

*Option 5 (Hunston Dairy Farm)*

This site is separated from the existing village by a field, although it is closer than Option 1 and 10. The site is also prominent and visible from the roundabout on the main road so is assessed as having negative impact on landscape and townscape.

*Options 6 (Land at Bridge Farm), 11 (Land at Farmfield Nursery) and 12 (land north of 10 Oak View)*

These sites to the West of the village have reasonable access but more landscape impacts than Options 1 and 8 and Option 4 and 9. Options 11 and 12 would also have greater visibility from the main road. Option 6 would also impact on the setting of the Canal if it was development on that side of the site.

## **2.2.5 Lynchmere Housing Options**

In the submitted DPD none of the site options were finally included for submission. Those that were considered are listed below:

*Option 1 (land at Sturt Avenue) and*

*Option 5 (land at Sturt Meadow Cottages)*

These options would involve clearing woodland and also have a negative impact on the River Wey adjacent. The sites also have poor access, although they are close to the facilities of Camelsdale. The submitted policy contains some mitigation proposals for the biodiversity impacts, but some negative impacts remain.

*Option 2 (Tennis courts at Blue Anchor House)*

This option lies between the settlements of Camelsdale and Hammer but has good accessibility from Haslemere. However it is adjacent to the National Park.

*Option 3 (Land west of the Mill tavern)*

This option like Option 2 lies between the two settlement boundaries. It would be prominent on the main road and it would also lead to the loss of allotments for the community.

*Option 4 (land north of Copse Road)*



Although more clearly linked to the existing settlement boundary of Hammer, this site is both an SNCI and in part Ancient Woodland so development here would have severe negative impacts on biodiversity.

### **2.2.6 Plaistow and Ifold Housing Options**

The options in Ifold are remote from facilities and the nature of the area is that opportunities to travel by means other than the car are very limited. The options at Plaistow (option 6) and Dunsfold Wood are even more remote and rural.

#### *Options 1 and 2 (Land south of Foxbridge Cottage)*

There is the potential to impact on the ancient woodland adjacent. The positive impacts are on meeting housing need and on the economic indicators. Overall the assessment is negative for these options.

#### *Option 3 ( Land south of Barnwood)*

This site is on ancient woodland, so development here would not normally be acceptable at all in planning terms, especially as other options exist at Ifold.

#### *Option 4 (land at Shortlands Copse)*

As for Option 3, this site is on ancient woodland, so development here would not normally be acceptable at all in planning terms. In addition the site is remote from the existing settlement centres of Ifold and Plaistow, making it even less sustainable in travel terms.

#### *Option 5 (Land north of Todhurst)*

This option is in Plaistow rather than Ifold, giving access to the school and village hall. However there would be loss of woodland and impacts on the ancient woodland and pond adjacent.

#### *Option 6 (land at Little Springfield Farm)*

This site is separated from Ifold by fields, increasing its negative impact on landscape and urban forms. The site is also adjacent to ancient woodland.

#### *Option 7 (land north of Little Springfield Farm) [submitted option]*

This option is adjacent to the existing settlement boundary of Ifold (albeit on the other side of the road) and is the only site not on or adjacent to ancient woodland. In that sense it is the least worst option environmentally, with positive impacts for housing and employment.

## 2.3 Employment Site Options

### 2.3.1 Chichester Employment Sites

#### *Option 1 (the Bus Garage)*

The main positive impacts of the site would be on reducing the need to travel, increasing cycling and walking and providing good access to facilities and jobs. These are all related to the very central location.

The main negative impact is the demolition of a building of quality and interest. Additional traffic will add to air quality problems.

#### *Option 2 (the Post Office Depot)*

Similarly to Option 1 this central site has a positive impact on travel, accessibility and economic objectives. Re-development would have a positive impact on the townscape of the canal basin.

The main negative impact would be additional traffic adding to air quality issues.

#### *Option 3 (the Bus Station)*

This option would have to rely on a central location for the re-location of the existing facility in order to avoid a serious negative impact on bus usage within the City.

The main positive impact is predicted to be come from the very central location, similar to Option 1 and 2 above - access to jobs and facilities, reducing the need to travel and encouraging walking and cycling. However the site is surrounded by busy roads on three sides (and train tracks on the fourth), which reduces its accessibility slightly.

#### *Option 4 (Chichester High School, Kingsham Road) [submitted option]*

This is also a central location, but slightly further from the main shops than options 1-3. Access is reasonable. There are few negative impacts.

#### *Option 5 (land West of Frederick Road)*

This site is on the edge of the city with landscape impacts. Access by means other than car is difficult and even then the site access to the A27 is convoluted. There are few positive impacts other than some economic ones.

#### *Option 6 (Plot 12 Terminus Road) [submitted option]*

This site is within the existing industrial estate and has a limited impact on landscape of the historic environment. The connection to the A27 is good, but the site is remote from walking and cycling links and from the train station.

#### *Option 7 (Mixed use plot at 41 Terminus Road) [submitted option]*

The location next to the Chichester Gate development allows for a wider range of potential uses and this is also supported by the more central location with good access by a variety of means.

Development here would put additional pressure on the Stockbridge roundabout with air pollution impacts, but these will be limited by the small size of the site.

### **2.3.2 Wider Chichester Employment sites.**

#### *Option 1 (land at Clay Lane, Fishbourne)*

A good location for jobs locally within Fishbourne, but less so for meeting Chichester's needs. The main negative impacts are on biodiversity and air pollution.

#### *Option 2 (Land south of the A27)*

Extending Chichester to the south of the A27 has negative impacts on landscape (getting closer to the Harbour AONB) and on biodiversity (closer to the Harbour SPA/SAC). The A27 also acts a barrier to pedestrian access but good road access make the site attractive from an economic standpoint.

#### *Option 3 (land to the rear of 69 Fishbourne Road)*

The direct proximity to the SNCI and possible knock on effects on the Harbour are the main issues with this site. Good local accessibility and provision for local jobs needs are the main positive impacts.

#### *Option 4 (Site 3 Tangmere City Fields)*

This option does not directly compare with the others in this section, due to the location and therefore potentially meeting different economic needs. However this site could meet some of Chichester's need for employment sites. The relative remoteness of the site and lack of cycling/walking/train links militate against this. As a local employment site it has few drawbacks. To meet district wide needs it is more questionable, good access to the A27 is its main positive in that regard.

### **2.3.3 North Mundham and Runcton Employment sites**

#### *Option 1 (land south of Bognor Road)*

This large site can accommodate a range of uses, meeting wider than just parish needs. Closer to transport links than the other option. The site has the potential to affect biodiversity and water quality negatively, but delivers well on the economic objectives.

#### *Option 2 (Walnut Tree Field)*

The site is more remote and would be more attractive to horticultural uses than office development. Accessibility is not as good as option 1, but this could be mitigated through the type of employment use on the site. This option is less sensitive than Option 1 for wildlife and water quality.

### **2.3.4 Oving Employment sites**

#### *Option 1 (land west of Sherwood Nursery)*

For this site, negative impacts outnumbered the positive ones, with biodiversity loss and poor access to facilities and transport links being the primary issues.

#### *Option 2 (land north of Fuel Depot)*

This site has similar drawbacks to Option 1, but with the addition of concerns over contaminated land. The main positive for options and 1nd 2 is the large amount of space that they could provide for development.

#### *Option 3 (land south of Shopwyke Road)*

This site is broadly similar to options 1 and 2, but without the negative impacts on biodiversity and contaminated land. Remoteness from the city centre and transport links remains a concern but the site is more sustainable than its near neighbours in options 1 and 2.

#### *Option 4 (Chichester Garden Centre)*

This site is still further from Chichester than the options above, but the location on a major dual carriageway may make it attractive to a wider range of employers than Options 5 and 6 below. The site is prominent and visible and re-development would involve the loss or re-location of the present use, which reduced the overall economic benefit.

#### *Options 5 and 6 (Lansdowne Nursery and Sherwood Nursery)*

These two adjacent sites have very similar profiles of impacts, both positive and negative. The re-use of the existing nursery development minimises the landscape impact, but the sites are more remote from the city than options 1-3, increasing the need to travel and reducing the opportunities to do so on foot or by bicycle. In addition they do not have good access to the A27 either.

#### *Option 7 (Springfield Park, Merston) [submitted option]*

This option is closer into the city than options 4-6, reducing the need to travel and as a site in existing use (as a lorry park) re-development would not have major new landscape impacts. The Bognor Road roundabout would offer reasonable access to the city and the A27, helping attract high quality businesses.

#### *Option 8 (the Fuel Depot, Bognor Road) [submitted option]*

This site fronts onto the A27 and the Bognor Roundabout, making it a slightly more sustainable location than option 7 above, otherwise its impact profile is quite similar to the adjacent Option 7. However its former use raises contaminated land and water pollution concerns that will need to be addressed and mitigated to allow for re-development. If that occurs the negative impacts predicted could be removed (due to the mitigation measures).

### **2.3.5 Hunston Employment sites**

#### **Option 1 (Land at Chislee)**

This option has also been considered as a housing site. As an employment site its location, separated from the village of Hunston is less important than as a housing site, but it is still remote from the facilities of either Chichester or Hunston for those working there. However on the positive side, access to the A27 is good.

#### **Option 2 ( Watery Lane Frontage)**

This option fronts onto the A27 and in townscape terms it would extend Chichester on to the south side of this road. The location would attract certain types of employment use but is remote from the train stations, but is on a good bus route. The new pedestrian bridge does connect the site well to the Whyke estate, more so than the village of Hunston.

### **3. NOTE ON METHODOLOGY**

The approach adopted is to use expert judgement to identify positive, neutral and negative effects through the assessment matrices. The main sustainability effects on a set of policy options are then summarised in a more visual form through the use of bar chart diagrams. These are the best place to start, but the full matrix should be referred to, especially to distinguish between neutral effect and no effect / no significant effect. The full assessment text is also where any uncertainties and any differences between short medium and long term effects are identified.

The SA was carried out by members the Environment Management team within the Environment Directorate of CDC. The team is responsible for the development and implementation of policy and projects that contribute to Sustainable Development within the Council and within the District as a whole. The Local Plan documents were prepared by the Planning Policy team within the Environment Communities Directorate of CDC. The two teams have worked closely together on the development of options and the presentation of findings, but the assessment itself has been independent from plan writing. The two teams have separate line management structure below Executive Director level.

Uncertainties always exist in any assessment, especially a qualitative assessment such as this. The cause and effect relationships, deductions and assumptions that underline the assessment matrices are not definitive and all predictions carry some uncertainty. In addition there is also a risk that other viable options have not been identified and assessed or may have been identified early on and not eliminated prematurely. We have attempted to minimise these latter risks through early discussion with policy planners and by keeping an audit record of these discussions and of early-stage options not taken further.

One of the main reasons for issuing the SA for public consultation is to solicit the views of organisations and individuals on the uncertainties and assumptions contained within the SA. The written comments within the matrices identify where specific uncertainties are considered to exist. The consultation comments were then taken into account, and assessment revised as appropriate before this SA report was prepared.

#### *4.1 The SA Framework*

The framework was established by the SA Scoping Report (which is also available on the District Council website). The working engine of the SA process is the assessment criteria. These questions are asked of the policy options to assess how far the options impact positively or negatively on the achievement of the SA objective.

However, for the sake of brevity short names are used for the assessment criteria in the assessment matrices and the summary charts. These are:

<b>SA Objective</b>	<b>SA Assessment Criteria</b>	<b>Short Name</b>
1) Protect and enhance wildlife	Does the option prevent biodiversity loss and habitat fragmentation?	1A. Biodiversity Loss
	Does the option allow for movement of habitats with climate change?	1B. Habitat migration
	Does the option enhance biodiversity opportunities and create new habitat?	1C. Habitat creation
2) Maximise efficient use of natural resources	Does the option protect water resources?	2A. Water resources
	Does the option maximise use of waste resources?	2B. Waste resources
	Does the option make efficient use of energy, make consumption more sustainable and reduce food miles?	2C. Sustainable consumption
3) Reduce pollution	Does the option reduce air pollution from industrial processes and transport?	3A. Air pollution
	Will the option assist the remediation of contaminated land?	3B. Contaminated land
	Does the option reduce levels of water pollution?	3C. Water pollution
4) Achieve zero net increase in greenhouse gas emissions	Does the option maximise the use of renewable and low carbon energy sources	4A. Low carbon energy
	Does the option reduce the need to travel?	4B. Need to travel
	Does the option minimise the embodied carbon in goods and buildings?	4C. Embodied carbon
5) Minimise flood risk for new and existing development	Does the option reduce the risk of coastal, fluvial surface water and groundwater flooding?	5A. Flood risk
	Does the option increase the use of SUDS and provide opportunities for restoring natural function to river and coastal systems?	5B. Sustainable drainage
6) Does the option ensure the district adapts to the effects of climate change	Does the option ensure the district adapts to the effects of climate change?	6. Adapt to climate change
7) Achieve a sustainable and integrated transport system	Does the option achieve modal shift to more sustainable forms of transport, integrating bus and train networks?	7A. Modal shift
	Does the option create able networks for cyclists and pedestrians?	7B. Cycling and walking
8) Conserve and enhance landscape and built heritage	Does the option encourage sustainable land management practices for landscape conservation?	8A. Landscape conservation
	Does the option ensure protection of traditional urban forms?	8B. Traditional urban forms
	Does the option ensure protection of listed buildings, conservation areas and archaeological sites?	8C. Historic environment

SA Objective	SA Assessment Criteria	Short Name
9) Increase availability of affordable housing	Does the option meet local housing need?	9A. Housing needs
	Does the option provide the right housing mix of size and tenure, allowing for the continuation of sustainable mix of people within communities?	9B. Sustainable mix
10) Provide access to services and facilities	Does the option improve access to services and facilities?	10. Access to facilities
11) Improve community safety	Does the option Improve community safety?	11. Community Safety
12) Promote economic development to maintain quality of life and competitiveness	Does the option deliver improved quality of life for all?	12A. Quality of life
	Does the option ensure that economic opportunities area accessible to all?	12B. Access to jobs
	Does the option ensure that value added is retained in the District?	12C. Value added
13) Develop a dynamic diverse and knowledge based economy that excels in innovation with higher value, lower impact activities	Does the option encourage innovation?	13A. Encourage innovation
	Does the option develop knowledge based economy locally?	13B. Knowledge based economy
14) To develop and maintain a skilled workforce to support long-term competitiveness	Does the option ensure skills are enhanced to increase access to works?	14A. Enhanced skills
	Does the option ensure a skilled workforce is available locally to allow business developments?	14B. Skilled workforce
15) Enable viability of the rural economy with enhanced diversity of employment opportunities	Does the option promote a prosperous and diverse rural economy?	15A. Rural economy
	Does the option promote sustainable tourism?	15B. Sustainable Tourism

#### 4. CONSULTATION

This SA has been subject to consultation at each stage of the DPD preparation process. The final consultation closed in January 2017 and the SA has now been finalised ready for submission of the DPD in March 2017.

### 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





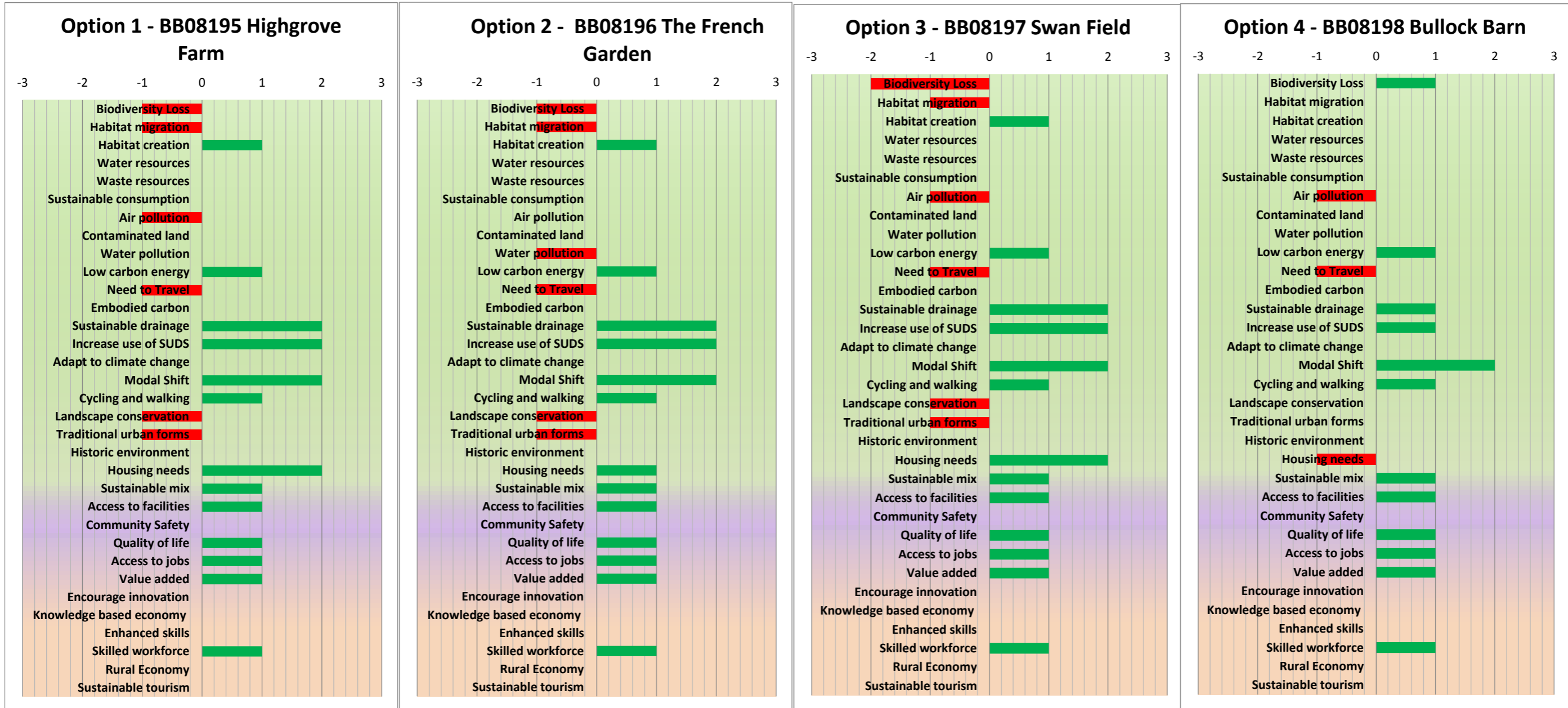
### Bosham Housing Sites

		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

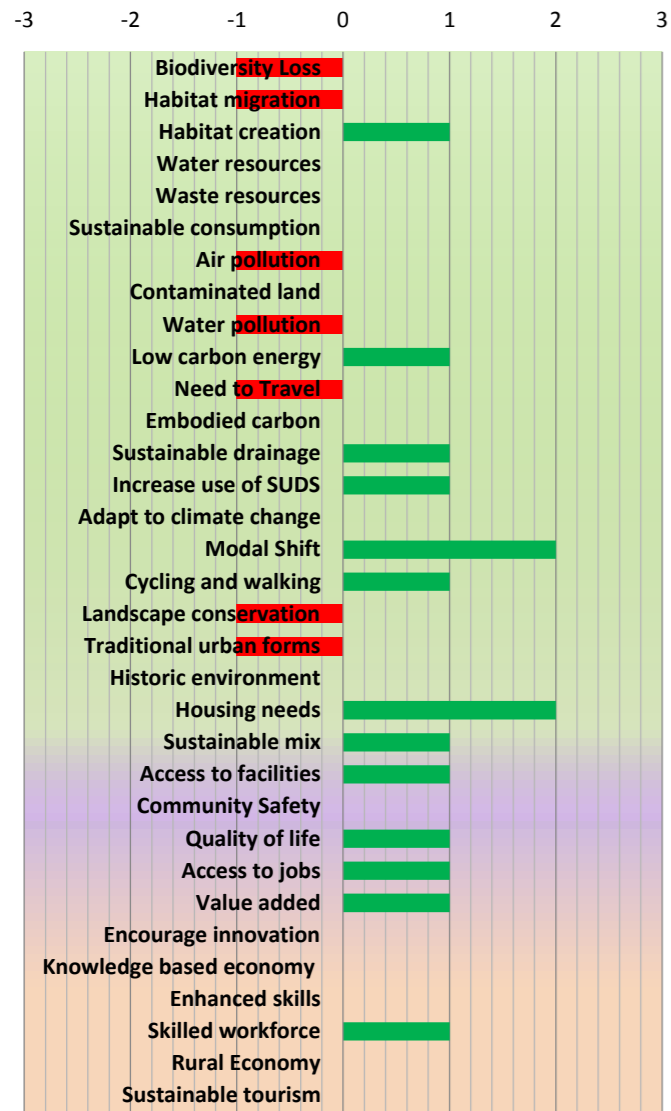
		Option 7 - BB08204 Railway Arch		Option 8 - BB08188 Land East of Taylors Lane		Option 9 - B008189 Land at Crede Farm		Option 10 B01406 Land West of Delling Lane	
6	Adapt to climate change	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
7A	Modal Shift	+	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

## Bosham Housing Site Options

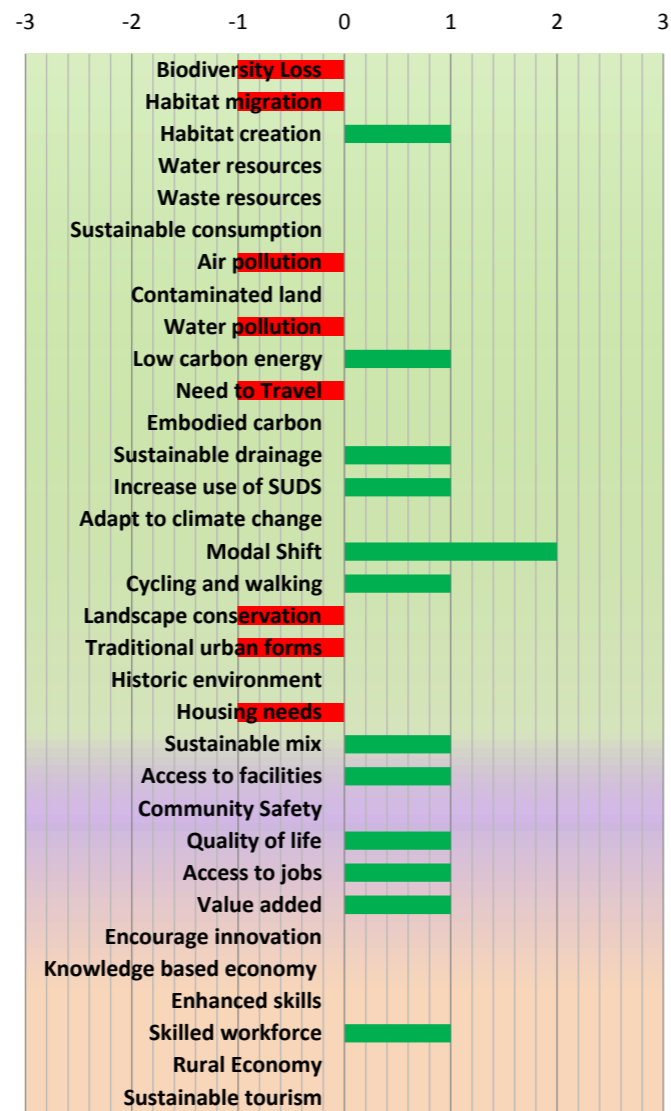


### Bosham Housing Site Options

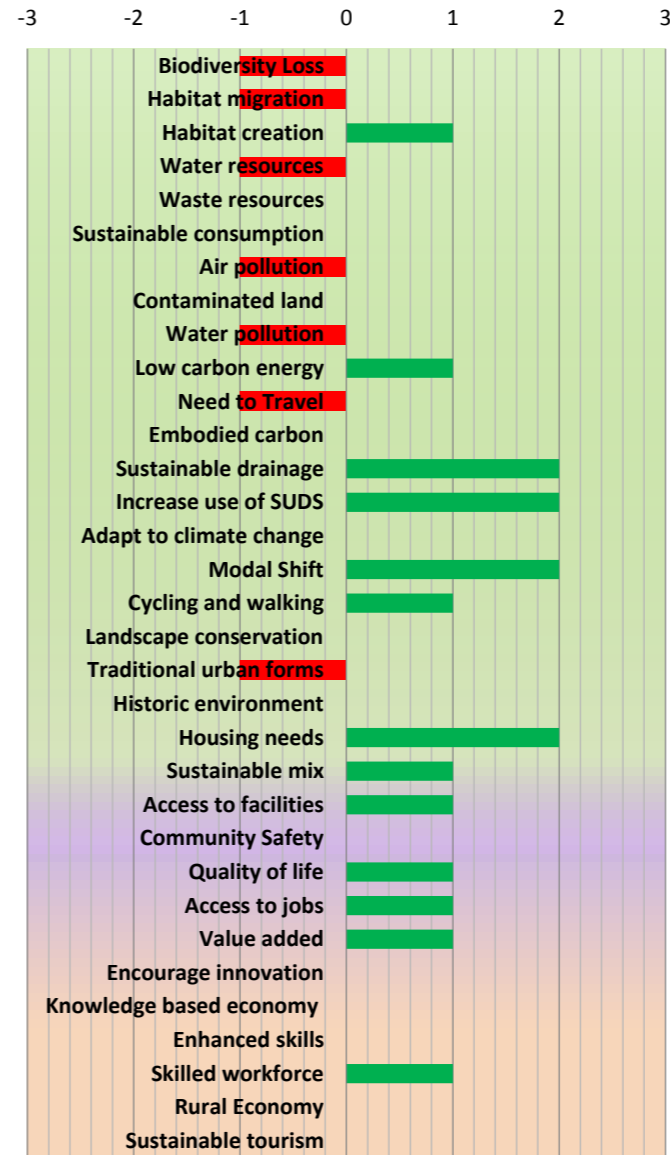
#### Option 5 - BB08199 Cricket Ground



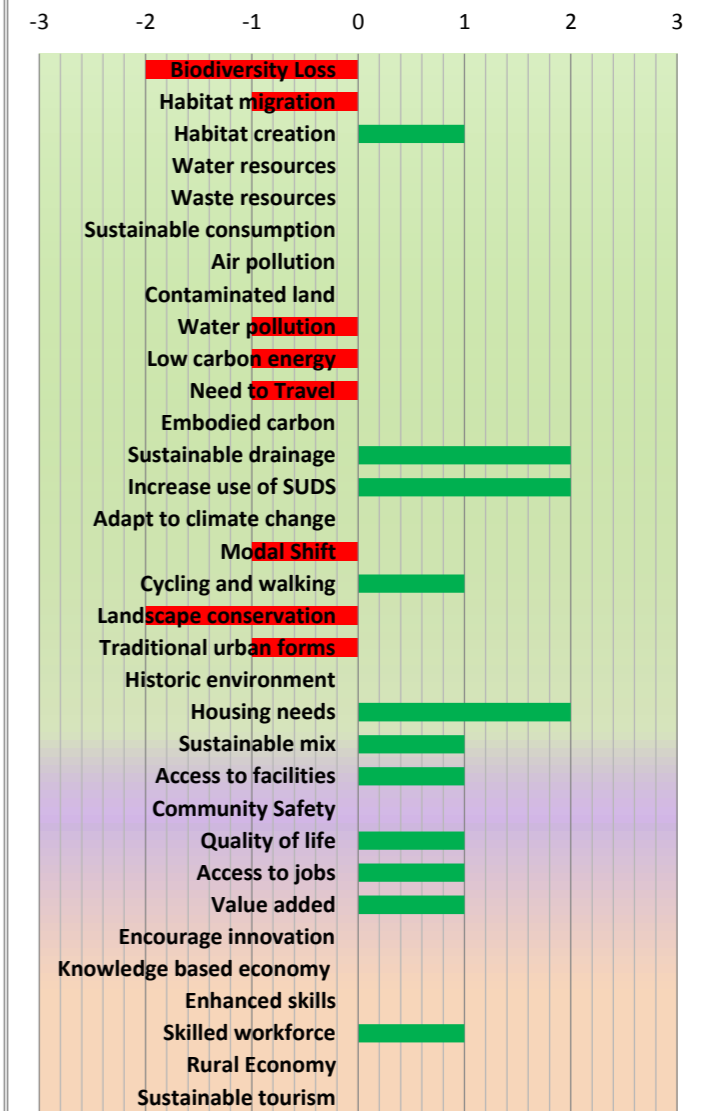
#### Option 6 - BB08200 Land South of the Old Bridge



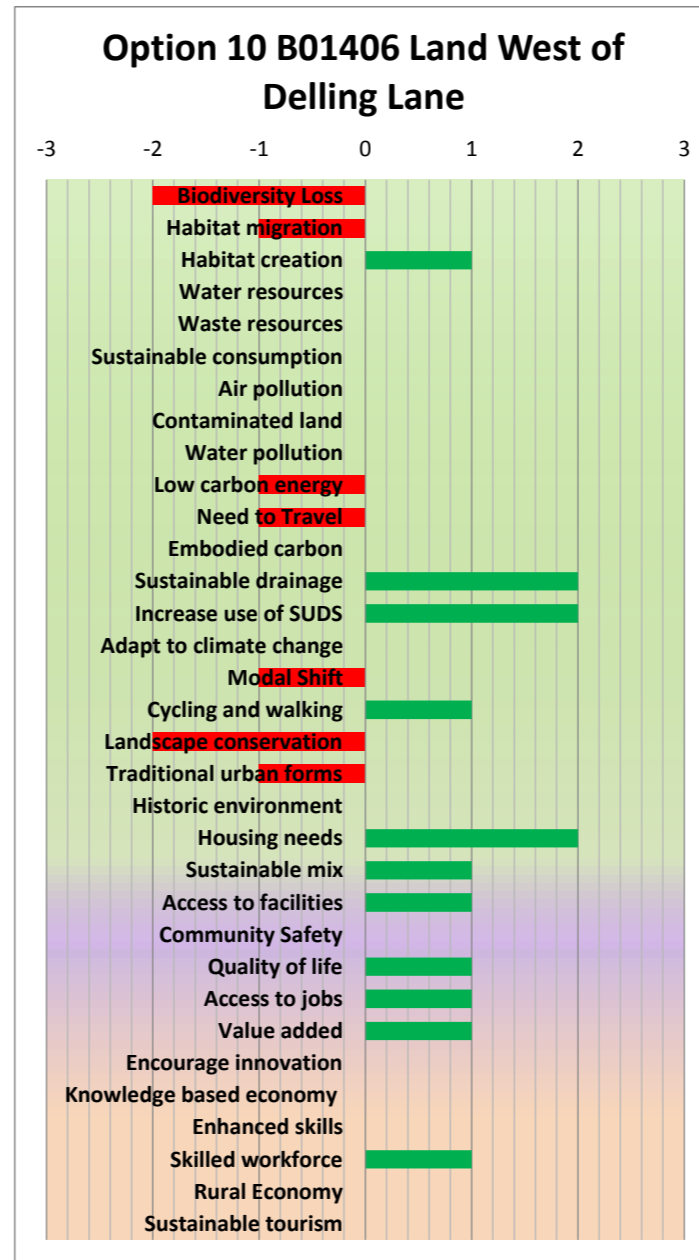
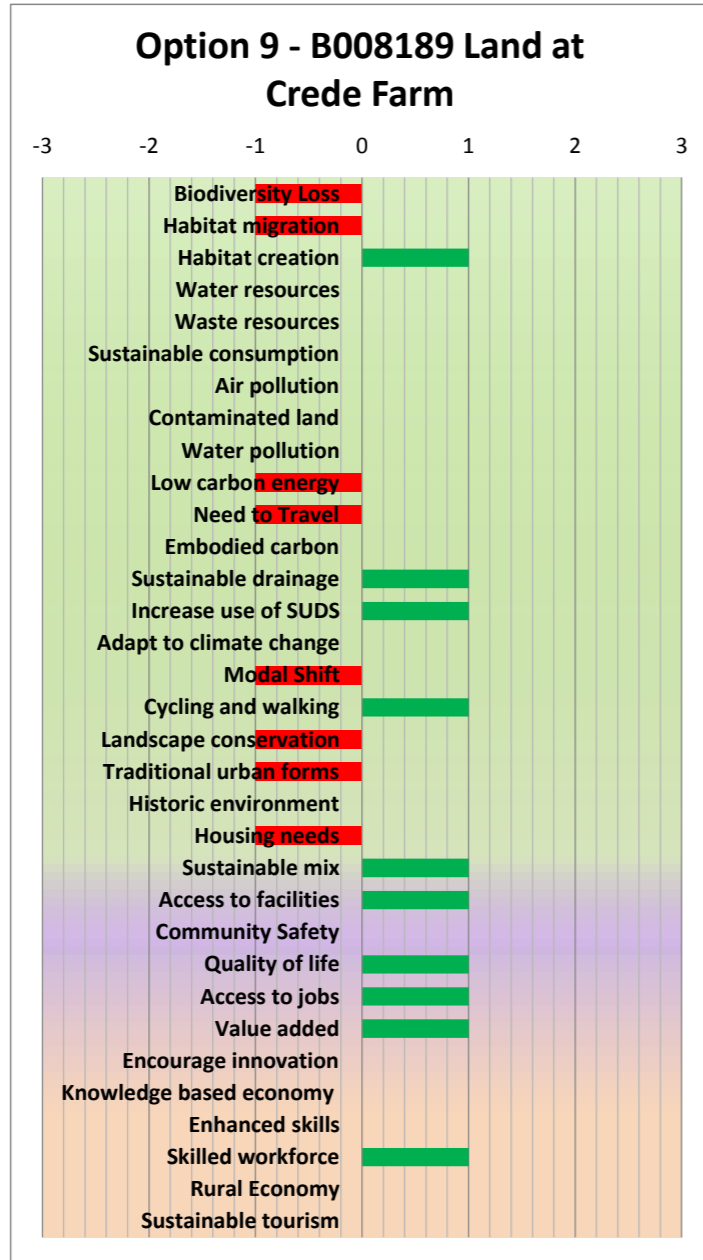
#### Option 7 - BB08204 Railway Arch



#### Option 8 - BB08188 Land East of Taylors Lane



Bosham Housing Site Options

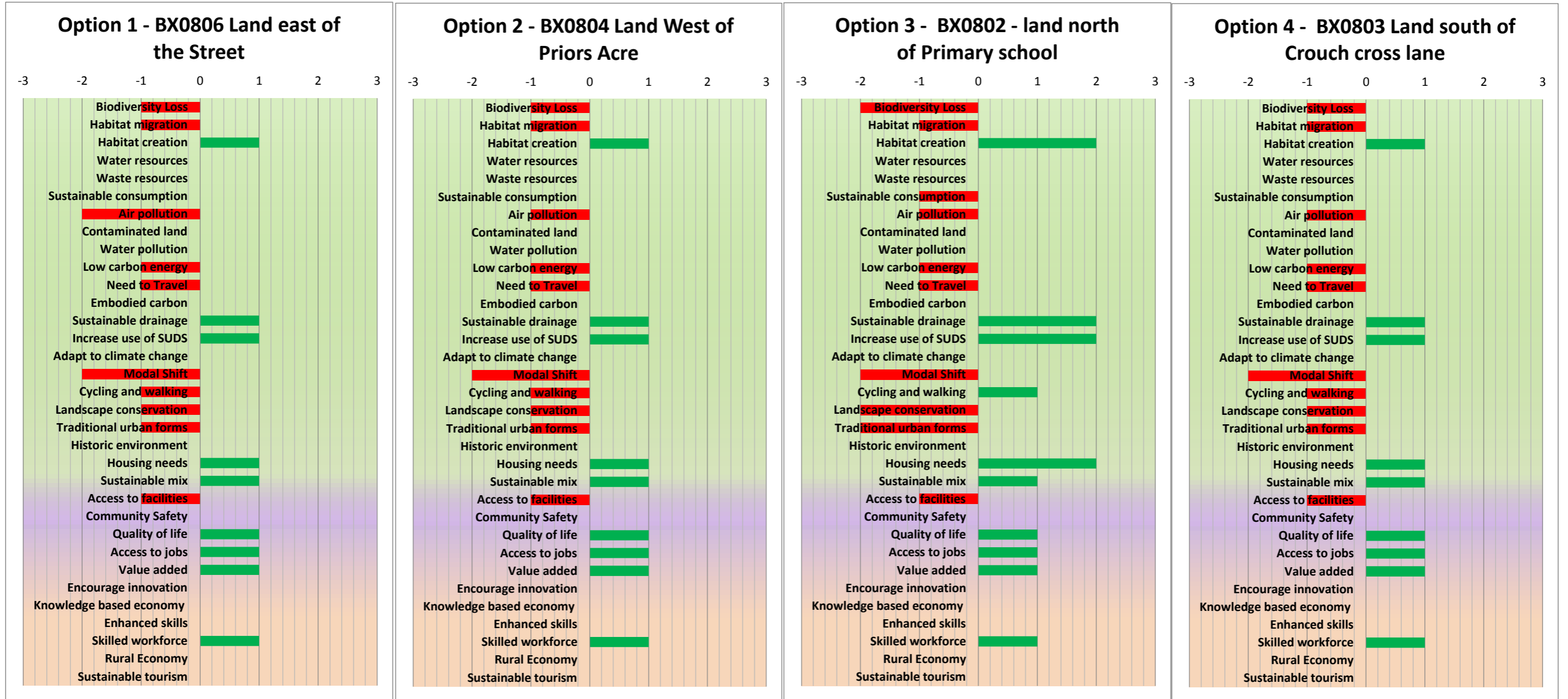




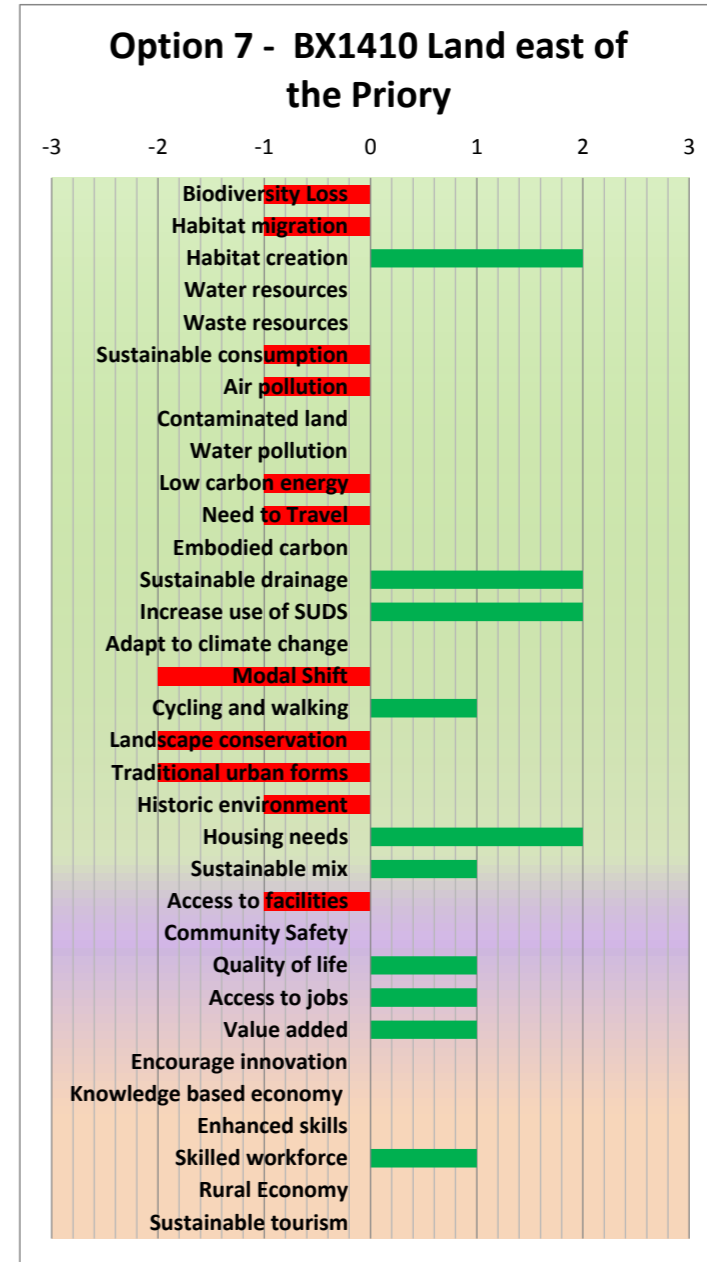
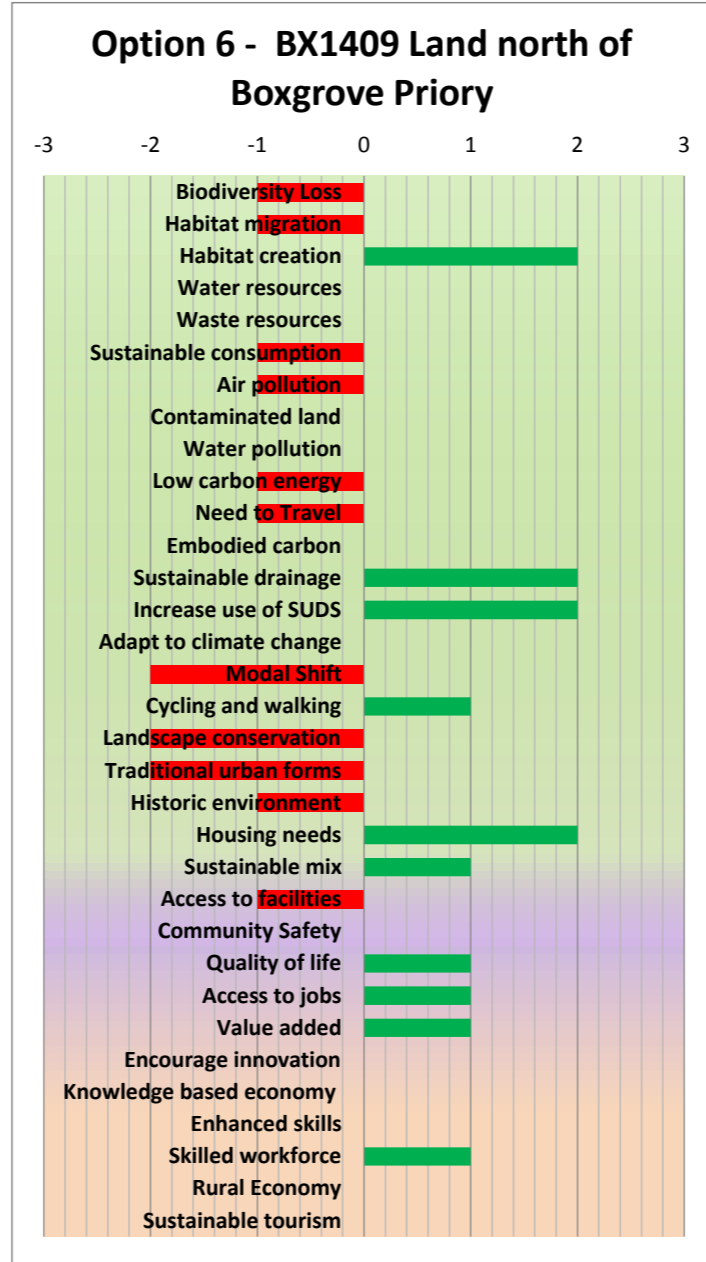
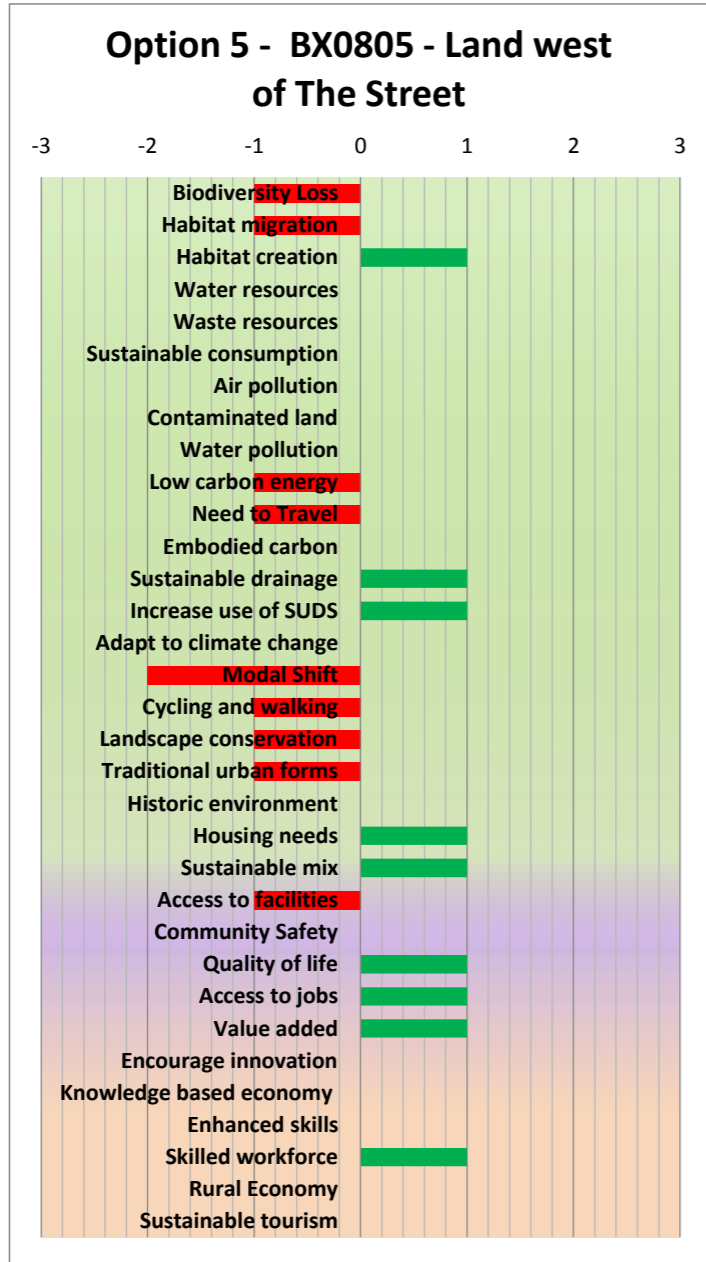




## Boxgrove Housing Site Options



Boxgrove Housing Site Options



**Inner Chichester Housing Site Options**

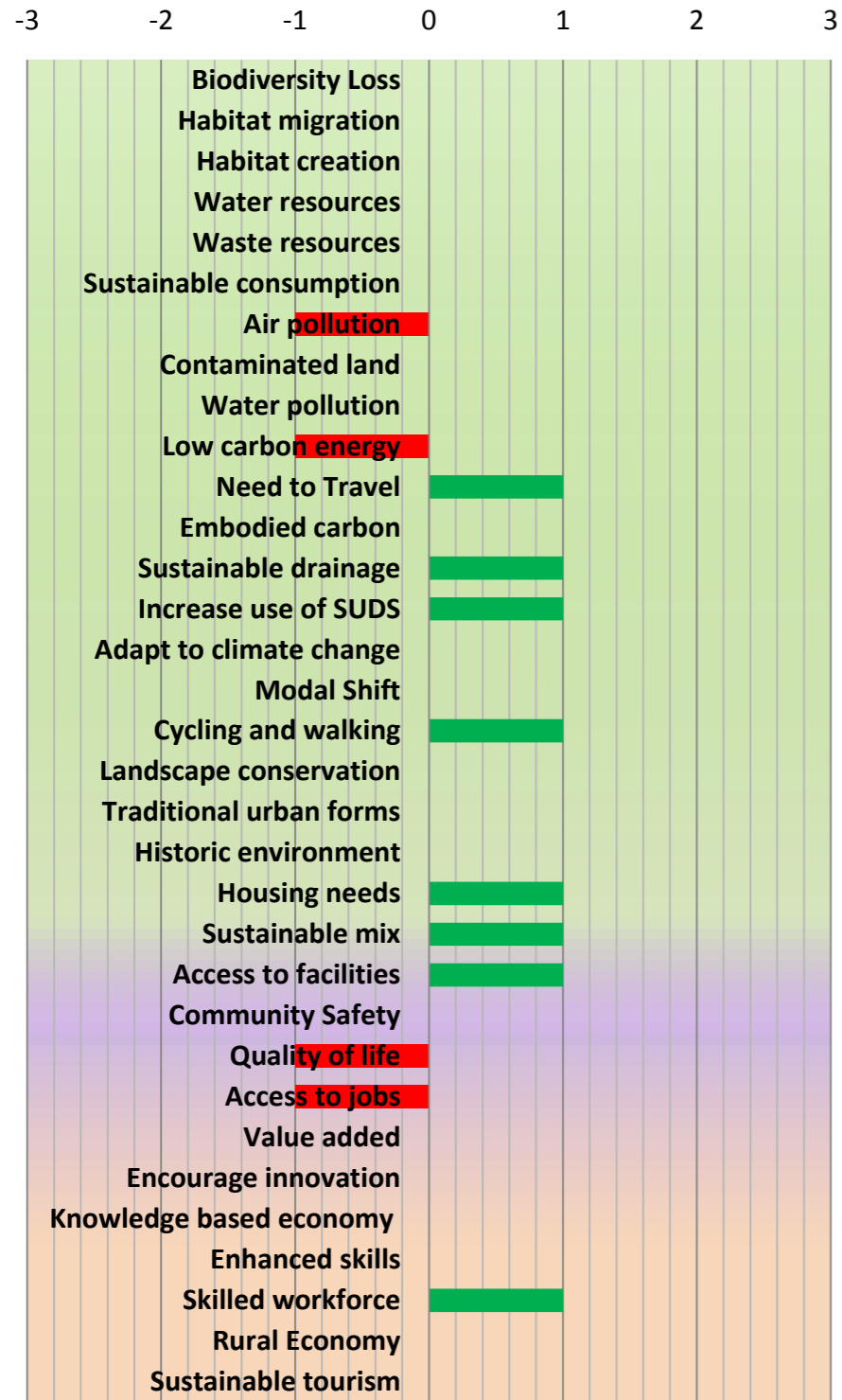
		Option 1 - Land at Tesco		Option 2 - CC08260 Land west of Frederick Road		Option 3 - CC1415 Bartholomews, Bognor Road		Option 4 - Hammonds		Option 5 - 117 The Hornet	
1A	Biodiversity Loss	0	# No evidence of high quality habitats	0	No evidence of high quality habitats	0	No evidence of high quality habitats	-	Maybe some loss of trees, potential for roosting bats	0	No evidence of high quality habitats
1B	Habitat migration	0	# No obvious links across the site	0	No obvious links across the site	0	No obvious links across the site	-	Links to wider landscape outside Chichester	0	No obvious links across the site
1C	Habitat creation	0	# Small site	0	Medium sized site	0	Medium sized site	0	Small site	0	Small site
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	-	# Additional traffic queueing to cross the A27	-	Adds to congestion - level crossing issue	-	Additional traffic queueing to cross the A27	-	Additional traffic queueing in Chichester	-	Additional traffic queueing in Chichester
3B	Contaminated land	0	Close to Petrol station	0	Greenfield site	0	No significant effect	0	No significant effect	0	No significant effect
3C	Water pollution	0	# No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
4A	Low carbon energy	-	# Limited potential	-	Limited potential	-	Limited potential	-	Limited potential	-	Limited potential
4b	Need to Travel	+	# Close to city centre, option to walk	0	Overall neutral - further out than other sites - level crossing acts as a barrier	0	Overall neutral - further out than other sites	0	Overall neutral - further out than other sites	+	Close to city centre, option to walk
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	+	# Some potential for use	+	Some potential for use	+	Some potential for use	+	Some potential for use	+	Some potential for use
5B	Increase use of SUDS	+	# Some potential for use	+	Some potential for use	+	Some potential for use	+	Some potential for use	+	Some potential for use
6	Adapt to climate change	0	# No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect

**Inner Chichester Housing Site Options**

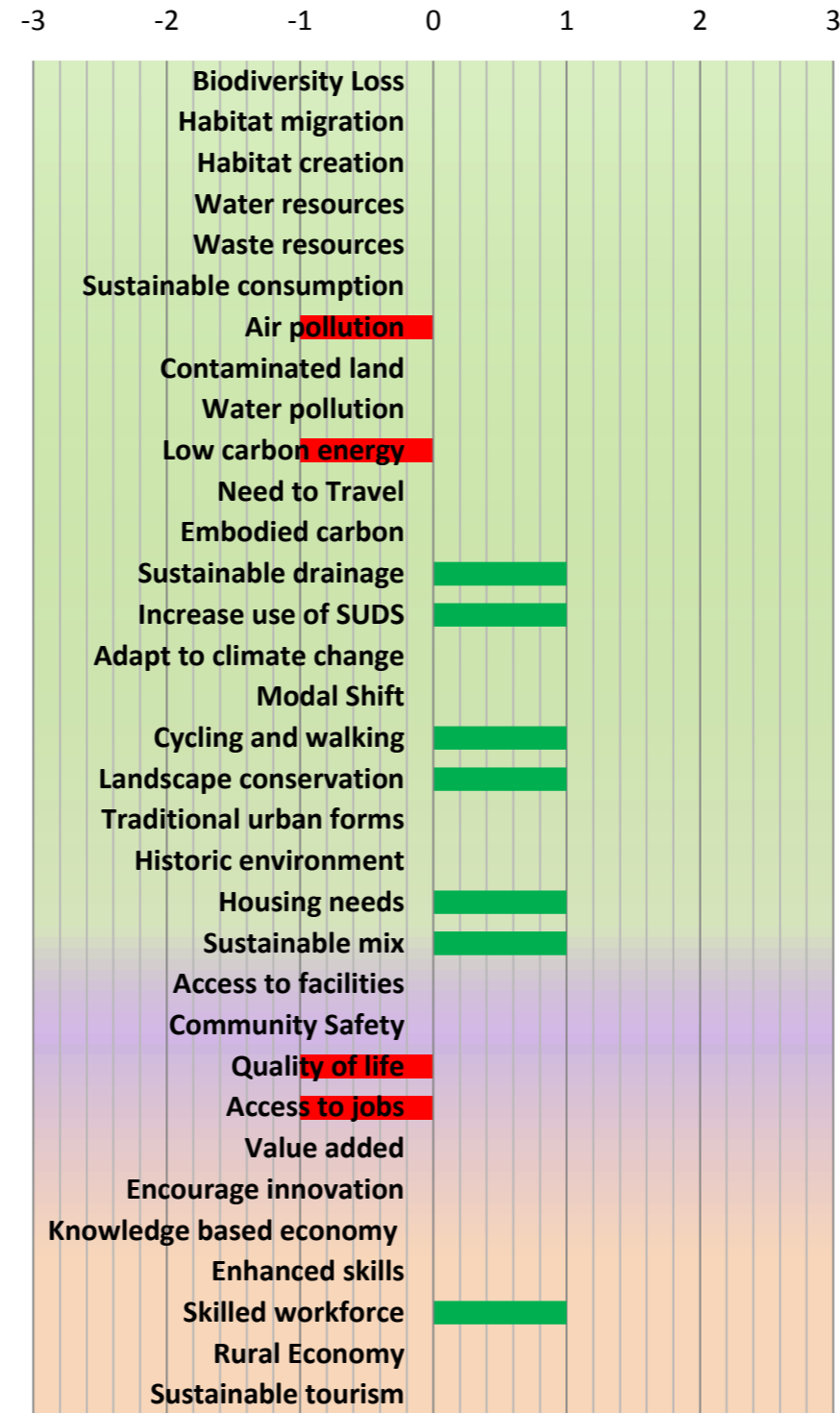
		Option 1 - Land at Tesco		Option 2 - CC08260 Land west of Frederick Road		Option 3 - CC1415 Bartholomews, Bognor Road		Option 4 - Hammonds		Option 5 - 117 The Hornet	
7A	Modal Shift	0	# Overall neutral	0	# Overall neutral	0	# Overall neutral	0	# Overall neutral	0	# Overall neutral
7B	Cycling and walking	+	# Within easy cycling distance of the centre	+	# Within easy cycling distance of the centre	+	# Within easy cycling distance of the centre	+	# Within easy cycling distance of the centre	+	# Within easy cycling distance of the centre
8A	Landscape conservation	0	# Overall neutral	+	# Screened by A27	+	# Screened by A27	0	# Overall neutral	0	# Overall neutral
8B	Traditional urban forms	0	# No significant effect	0	# No significant effect	0	# No significant effect	0	# No significant effect	0	# No significant effect
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	+	# Main positive impact: delivery of housing to meet local needs	+	# Main positive impact: delivery of housing to meet local needs	+	# Main positive impact: delivery of housing to meet local needs	+	# Main positive impact: delivery of housing to meet local needs - most suited for student accommodation due to campus location	+	# Main positive impact: delivery of housing to meet local needs
9B	Sustainable mix	+	# Main positive impact: delivery of housing to meet local needs	+	# Affordable housing delivered alongside market housing	+	# Affordable housing delivered alongside market housing	+	# Affordable housing delivered alongside market housing	+	# Affordable housing delivered alongside market housing
10	Access to facilities	+	# Close to facilities in City Centre	0	# No significant effect	0	# No significant effect	0	# No significant effect	0	# No significant effect
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	-	# Noise impacts from railway and A27	-	# Noise impacts from A27	-	# Noise impacts from A27 and railway	-	# Noise impacts from A27 and railway	0	# No significant effect
12B	Access to jobs	-	# Potential employment site - if used for housing this would be lost	-	# Potential employment site - if used for housing this would be lost	-	# Potential employment site - if used for housing this would be lost	0	# No significant effect	0	# No significant effect
12C	Value added	0	# No significant effect	0	# No significant effect	0	# No significant effect	0	# No significant effect	0	# No significant effect
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	0	# No significant effect	0	# No significant effect	0	# No significant effect	0	# No significant effect	0	# No significant effect
14B	Skilled workforce	+	# Helps provide housing to match employment development in the City	+	# Helps provide housing to match employment development in the City	+	# Helps provide housing to match employment development in the City	+	# Helps provide housing to match employment development in the City	+	# Helps provide housing to match employment development in the City
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

## Inner Chichester Housing Site Options

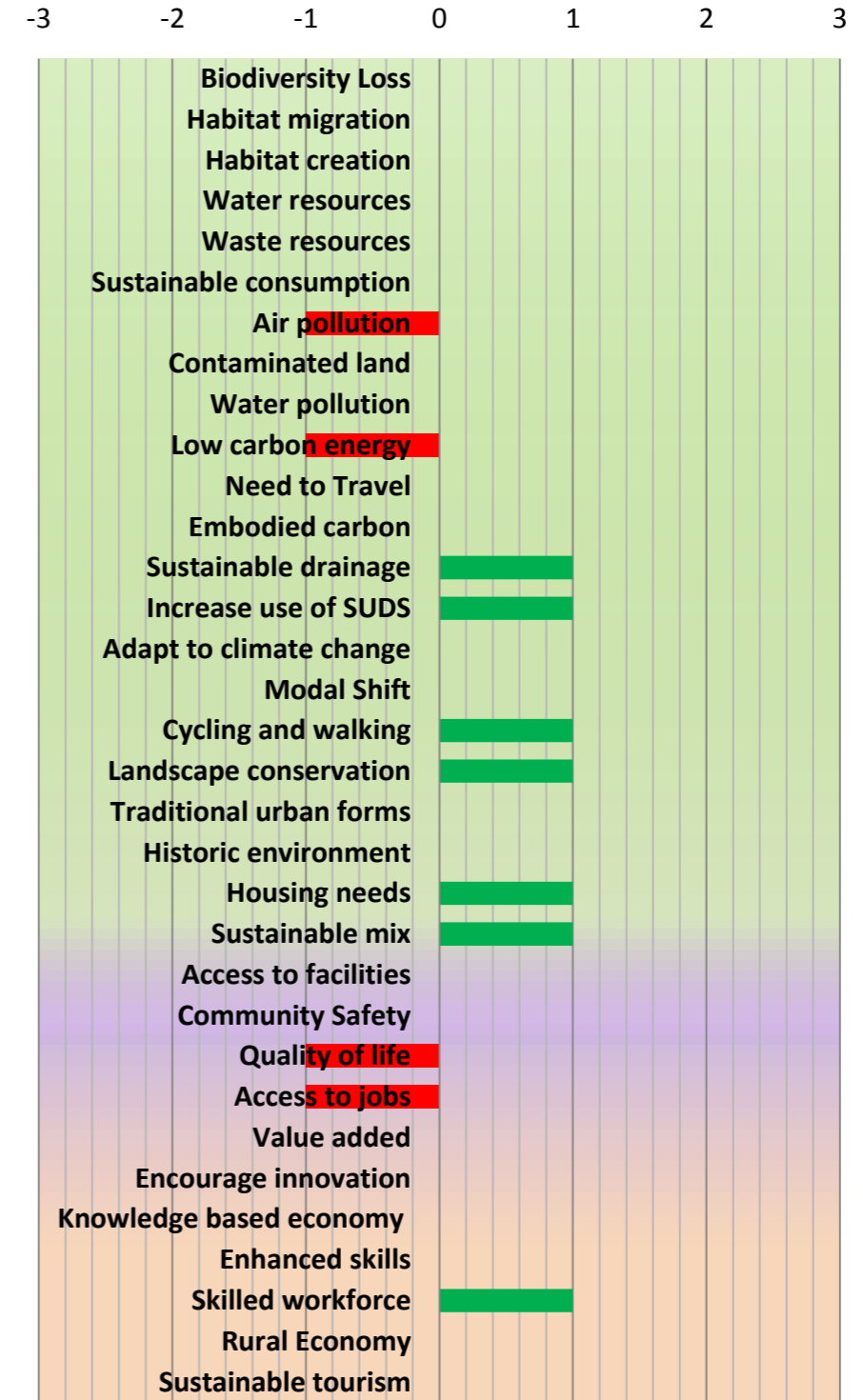
### Option 1 - Land at Tesco



### Option 2 - CC08260 Frederick Road

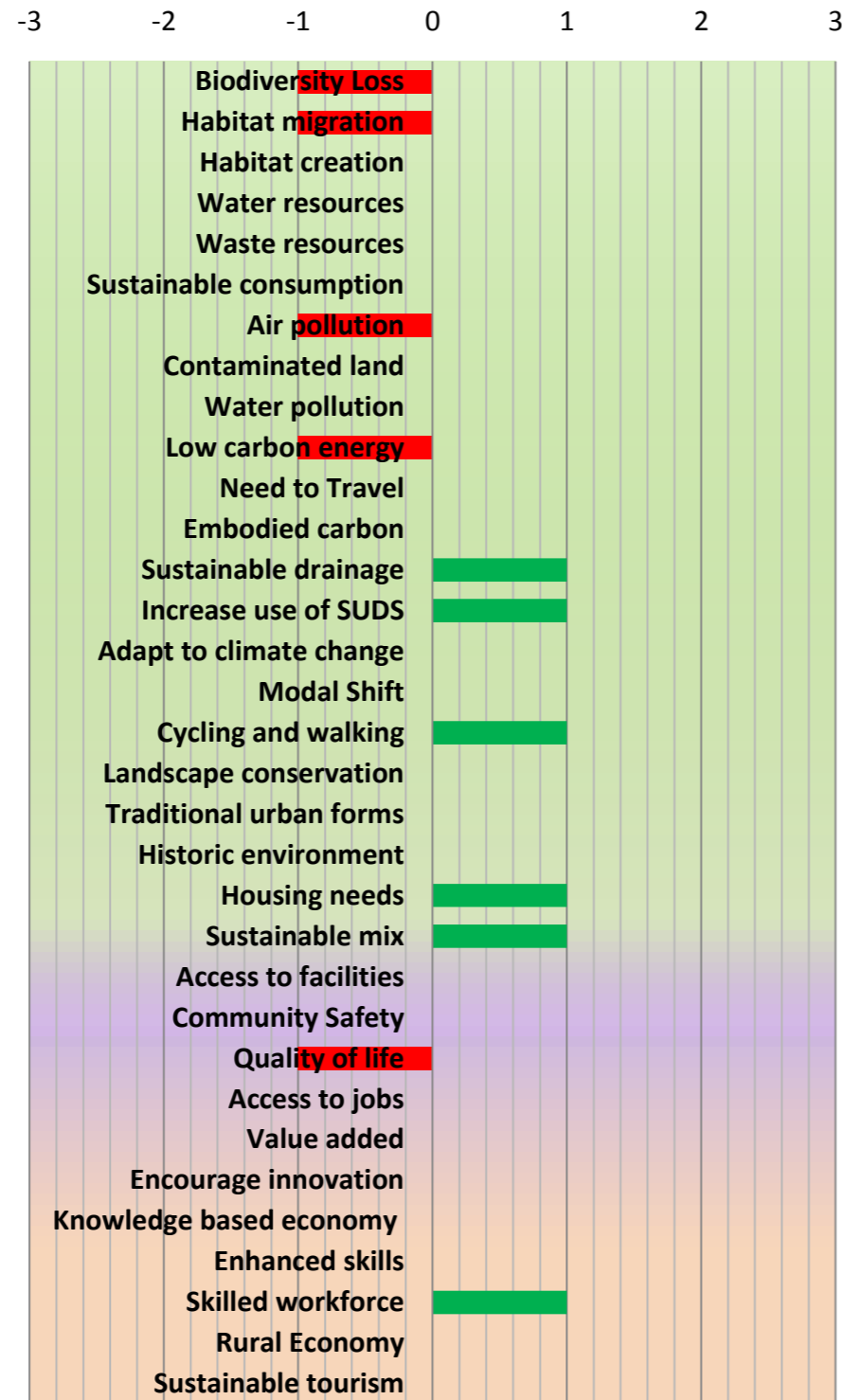


### Option 3 - CC1415 Bartholomews, Bognor Road

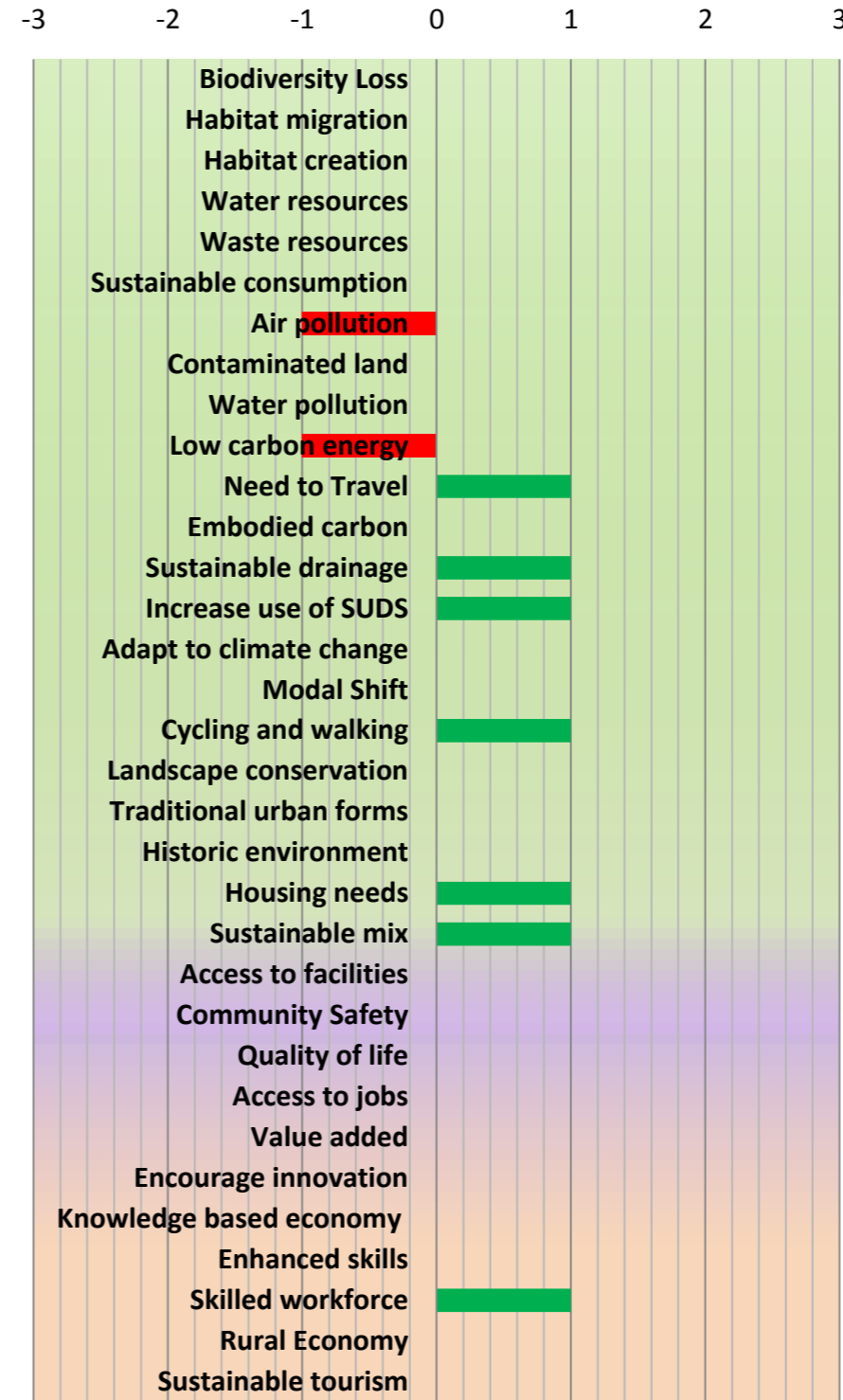


# Inner Chichester Housing Site Options

## Option 4 - Hammonds, University of Chichester



## Option 5 - 117 The Hornet



Wider Chichester Housing Site Options

	Option 1 - CC08255 Land North of Summersdale Court	Option 2 - CC8204 Land north of Marchwood	Option 3 - CC08254 Maddox Wood, Lavant road	Option 4 - CC1421 Land north of Maddox Wood	Option 5 - 08213 Shopwyke Lakes	Option 6 - CC08209B Land North of Stockbridge							
1A	Biodiversity Loss	-	Loss of woodland and trees	-	Good reptile site; adders lizards	-	Slow worm habitat	-	Loss of wood and scrub	0	Extra housing within larger development with an extant permission	-	Impact on Harbour and on SNCI
1B	Habitat migration	0	Small site	-	Impact on Lavant valley corridors to the east	-	Could be mitigated by enhancing tree belt to the west	-	Could be mitigated by enhancing tree belt to the west	0	No additional impact over existing permission	-	Large site - potential impacts on existing networks
1C	Habitat creation	-	Small site, no spare space	+	Larger site so may have some potential for habitat creation	-	Small site, no spare room	+	Some potential	+	Some potential	+	Larger site so may have some potential for habitat creation
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	No significant effect	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	0	No significant effect
3A	Air pollution	-	Additional traffic queueing to cross the A27	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	-	Additional traffic queueing to cross the A27
3B	Contaminated land	0	Greenfield site	0	No significant effect	0	Close to petrol station site	-	Former gravel working site - will require further investigation	-	Former industrial uses - the additional development may require additional investigation and remediation	0	Greenfield site
3C	Water pollution	0	No significant effect	-	Drains towards the Lavant	0	No significant effect	0	No significant effect	0	No significant effect	-	Drains to the harbour
4A	Low carbon energy	-	Limited potential	+	Larger site - more potential	-	Limited potential	0	Some potential - overall neutral	+	As part of a larger site there is the potential to tie into LCE associated with that development	+	Puts most of the housing requirement on one site - increased potential for low carbon technologies
4b	Need to Travel	+	Edge of the city	+	Edge of the city	+	Edge of city	+	Only slightly further than Options 3 and 4	0	Overall neutral - distance to the City is not too far but the A27 acts a barrier, despite improvements planned as part of the existing permission	0	Overall neutral
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	+	Some potential for use	+	Some potential for use	0	Small site - limited potential	+	Some potential for use	+	Could easily be accommodated onsite	+	Could easily be accommodated on -site
5B	Increase use of SUDS	+	Some potential for use	+	Some potential for use	0	Small site - limited potential	+	Some potential for use	+	Could easily be accommodated onsite	+	Could easily be accommodated on -site
6	Adapt to climate change	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	-	Parts of the site have had flooding issues	-	Lower lying and closer to the coast than other sites

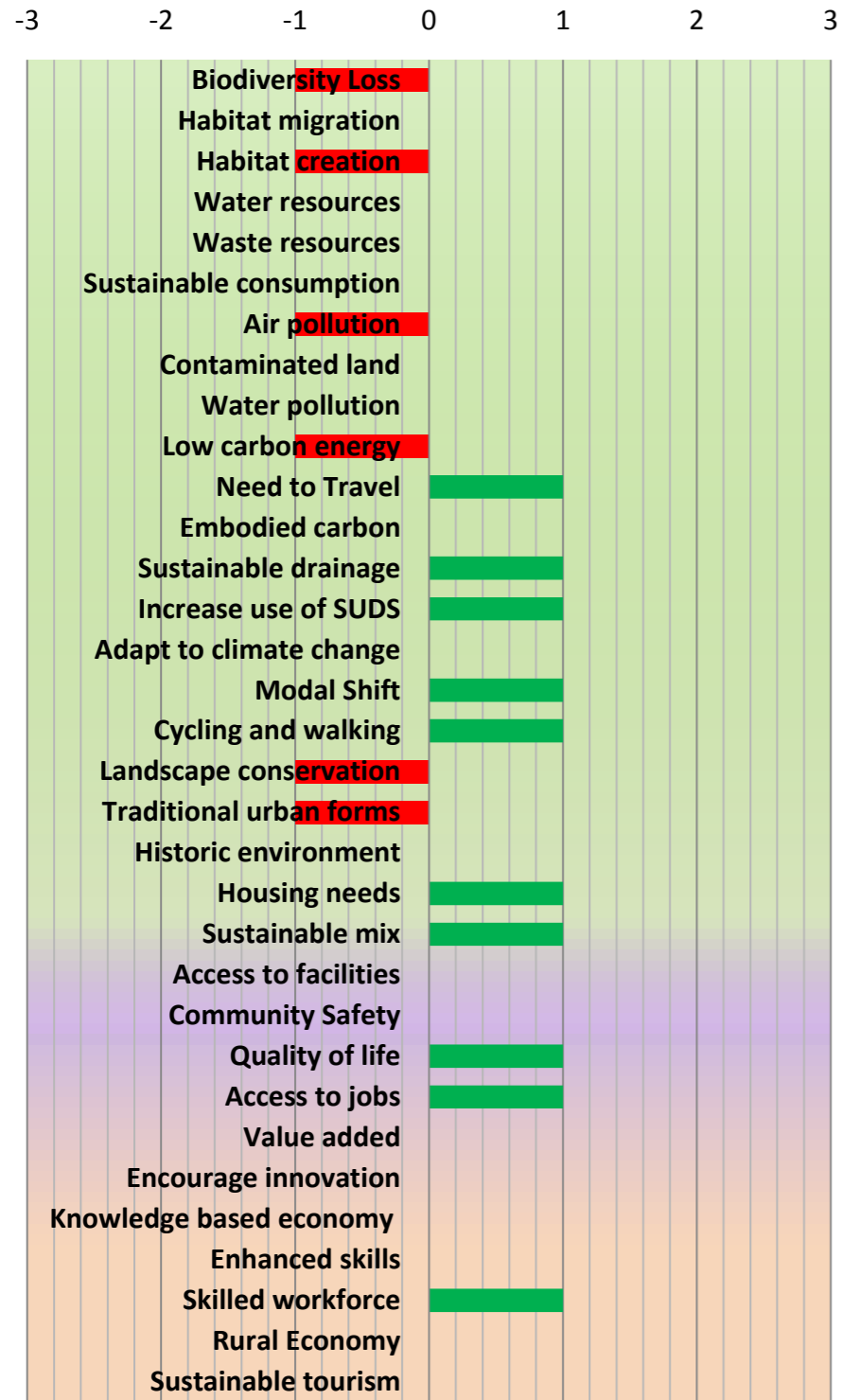
Wider Chichester Housing Site Options

	Option 1 - CC08255 Land North of Summersdale Court	Option 2 - CC8204 Land north of Marchwood Court	Option 3 - CC08254 Maddox Wood, Lavant road	Option 4 - CC1421 Land north of Maddox Wood	Option 5 - 08213 Shopwyke Lakes	Option 6 - CC08209B Land North of Stockbridge
7A	Modal Shift +	On main bus route 0	Overall neutral +	Site is on a main bus route +	Site is on a main bus route 0	A27 acts a barrier and car is the main means of access therefore -
7B	Cycling and walking +	Within easy cycling distance of the centre +	Within easy cycling distance of the centre ++	Any access to Centurion Way? +	Within easy cycling distance of the centre 0	Overall neutral - close in but poor links 0
8A	Landscape conservation -	Loss of screening to edge of Chichester --	Considerable landscape impact 0	Small addition to urban edge -	More prominent than sites to the South +	Site already has development planned for it -
8B	Traditional urban forms -	Loss of screening to edge of Chichester -		Small addition to urban edge -	Closes gap to Lavant 0	Overall neutral -
8C	Historic environment 0	No significant effect 0	No significant effect 0	No significant effect 0	No significant effect 0	No significant effect 0
9A	Housing needs +	Main positive impact: delivery of housing to meet local needs +	Main positive impact: delivery of housing to meet local needs +	Main positive impact: delivery of housing to meet local needs +	medium sized site +	Main positive impact: delivery of housing to meet local needs, larger site so a greater contribution to meeting the additional need +
9B	Sustainable mix +	Affordable housing delivered alongside market housing +	Affordable housing delivered alongside market housing 0	Less delivery of affordable housing due to small site size +	Affordable housing delivered alongside market housing +	Affordable housing delivered alongside market housing +
10	Access to facilities 0	No significant effect -	Not well served by existing shops and schools 0	No significant effect 0	No significant effect +	Access to facilities as part of the larger development -
11	Community Safety 0	No significant effect 0	No significant effect 0	No significant effect 0	No significant effect 0	No significant effect 0
12A	Quality of life +	Provides for a balance of employment and housing +	Provides for a balance of employment and housing -	Close to existing light industrial uses +	Provides for a balance of employment and housing +	Provides for a balance of employment and housing -
12B	Access to jobs +	Provides housing in a location with good access to jobs +	Provides housing in a location with good access to jobs +	Provides housing in a location with good access to jobs +	Provides housing in a location with good access to jobs +	Provides housing in a location with good access to jobs +
12C	Value added 0	No significant effect 0	No significant effect 0	No direct loss of employment use 0	No significant effect 0	No significant effect 0
13A	Encourage innovation 0	No significant effect 0	No significant effect 0	No significant effect 0	No significant effect 0	No significant effect 0
13B	Knowledge based economy 0	No significant effect 0	No significant effect 0	No significant effect 0	No significant effect 0	No significant effect 0
14A	Enhanced skills 0	No significant effect 0	No significant effect 0	No significant effect 0	No significant effect 0	No significant effect 0
14B	Skilled workforce +	Helps provide housing to match employment development in the City +	Helps provide housing to match employment development in the City +	Helps provide housing to match employment development in the City +	Helps provide housing to match employment development in the City +	Helps provide housing to match employment development in the City +
15A	Rural Economy 0	No significant effect -	Loss of agricultural land 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 -	Potential for impact on Centurion way visually? 0	No significant effect -

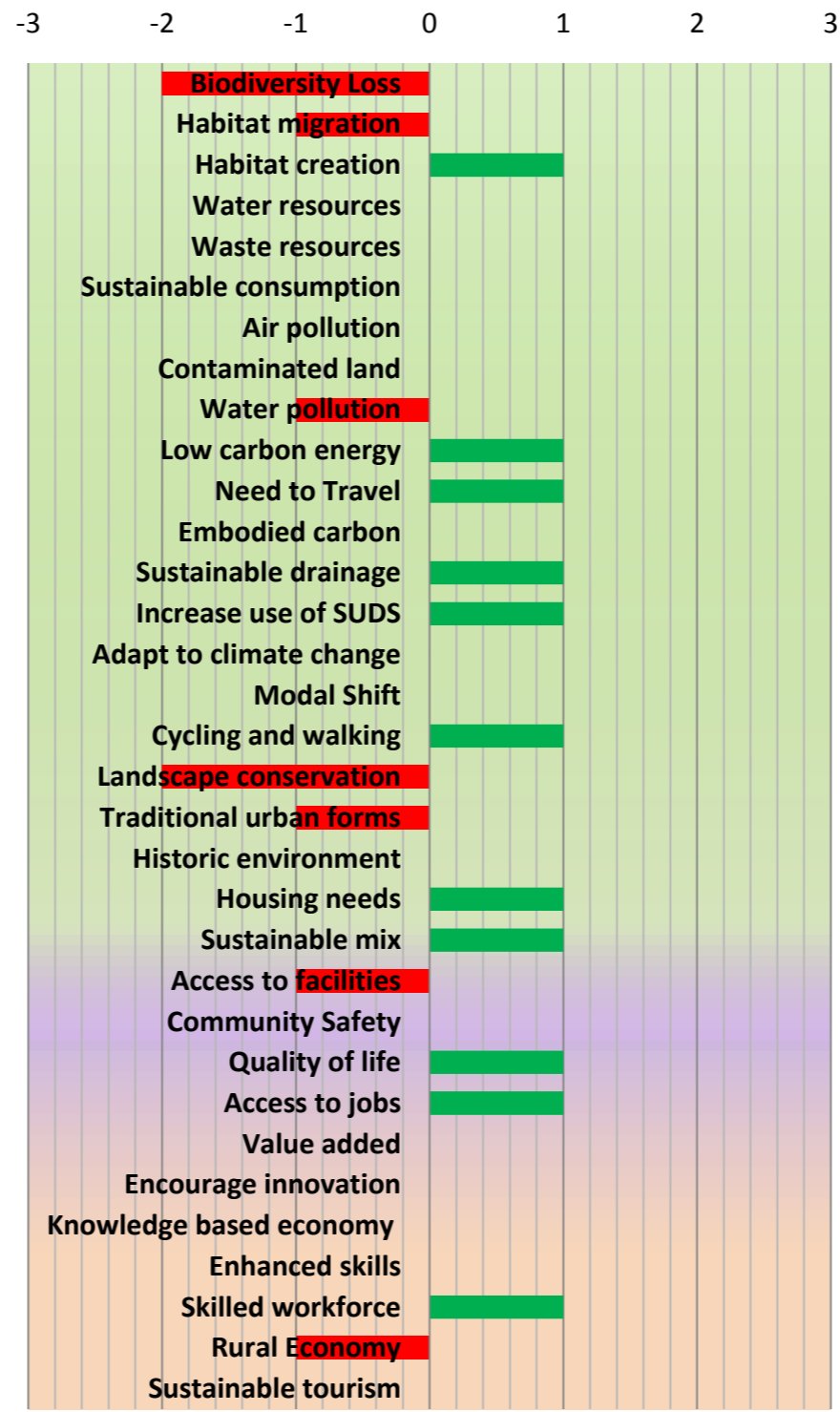


## Wider Chichester Housing Site Options

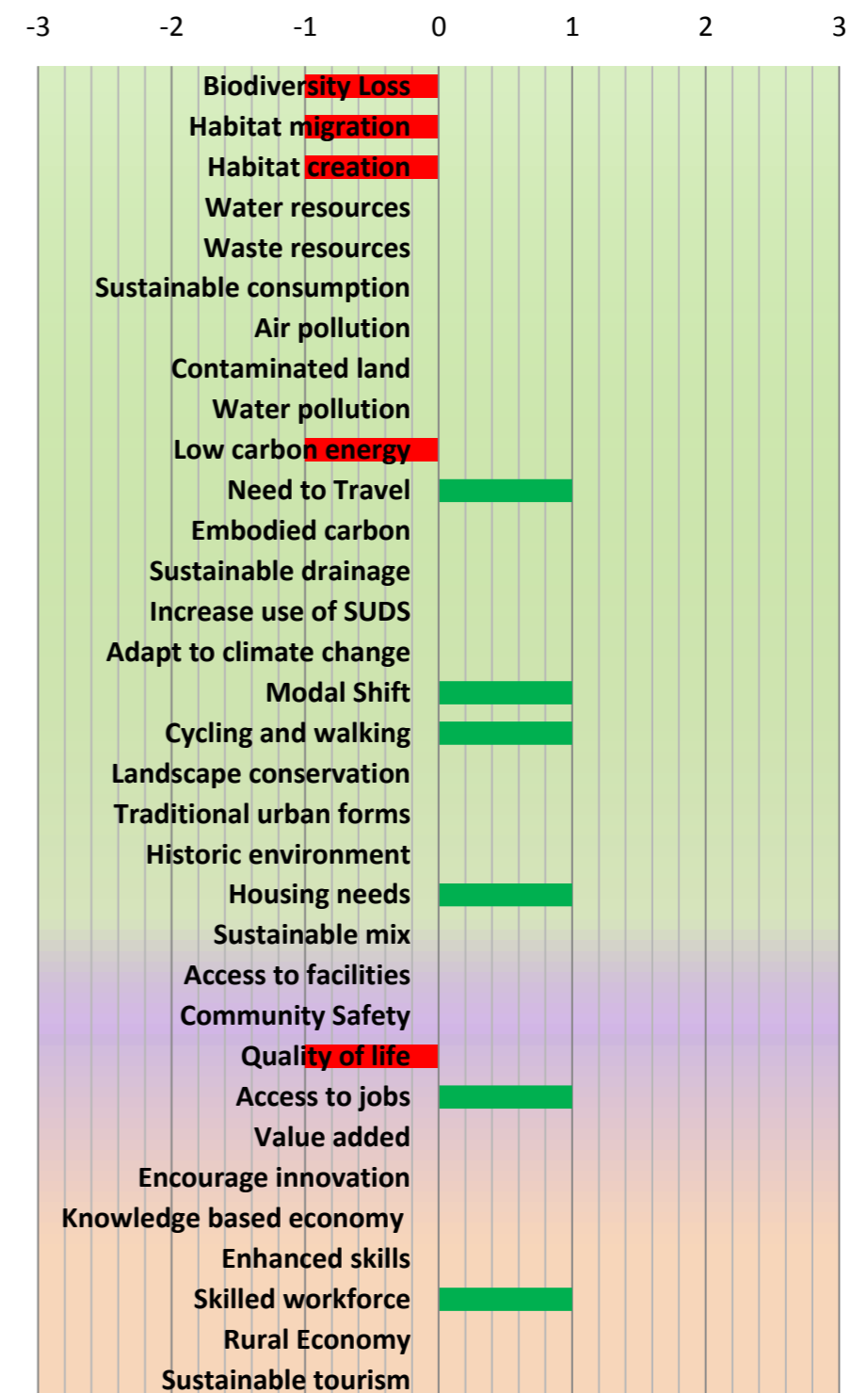
### Option 1 - CC08255 Land North of Summersdale Court



### Option 2 - CC8204 Land north of Marchwood

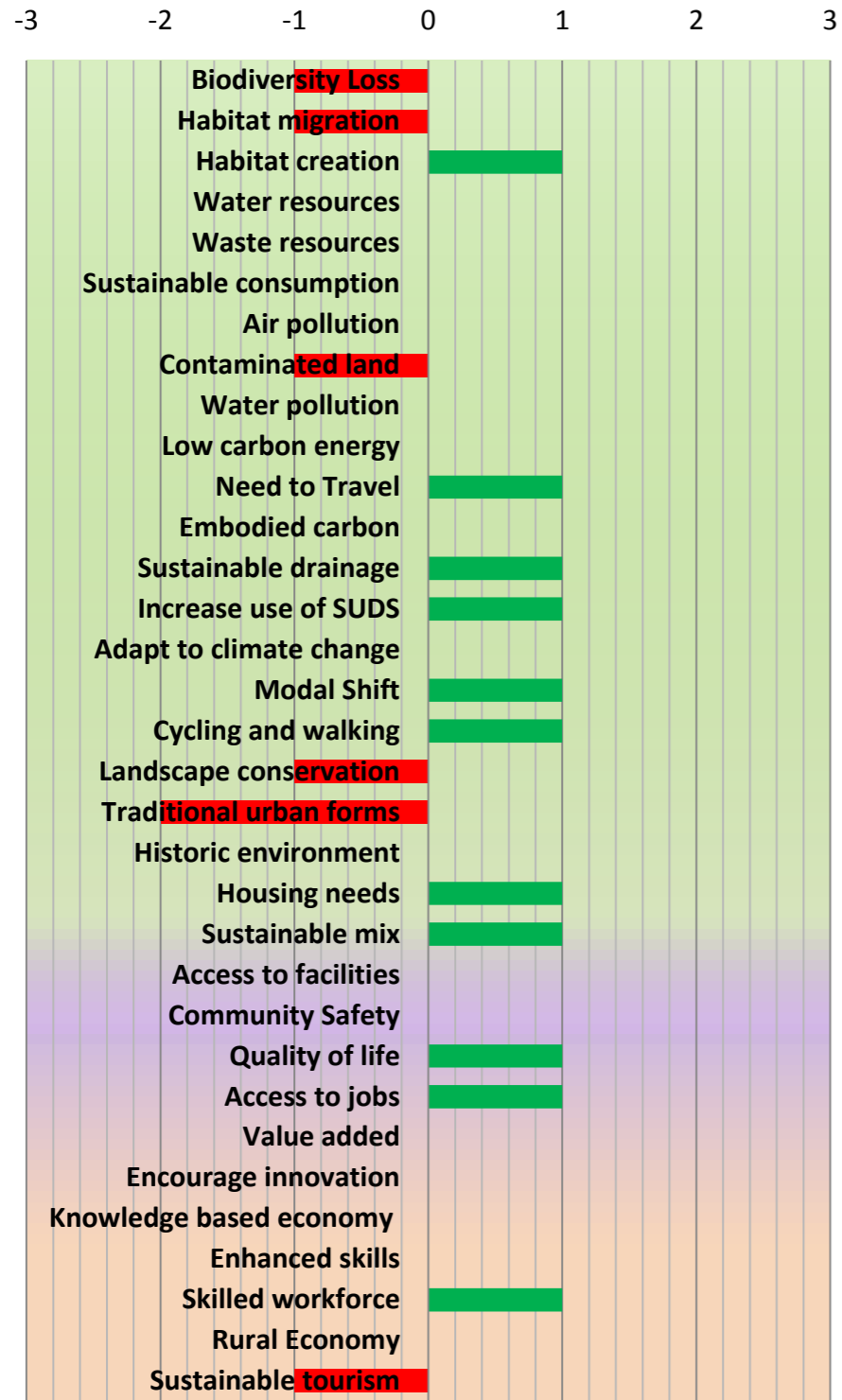


### Option 3 - CC08254 Maddox Wood, Lavant road

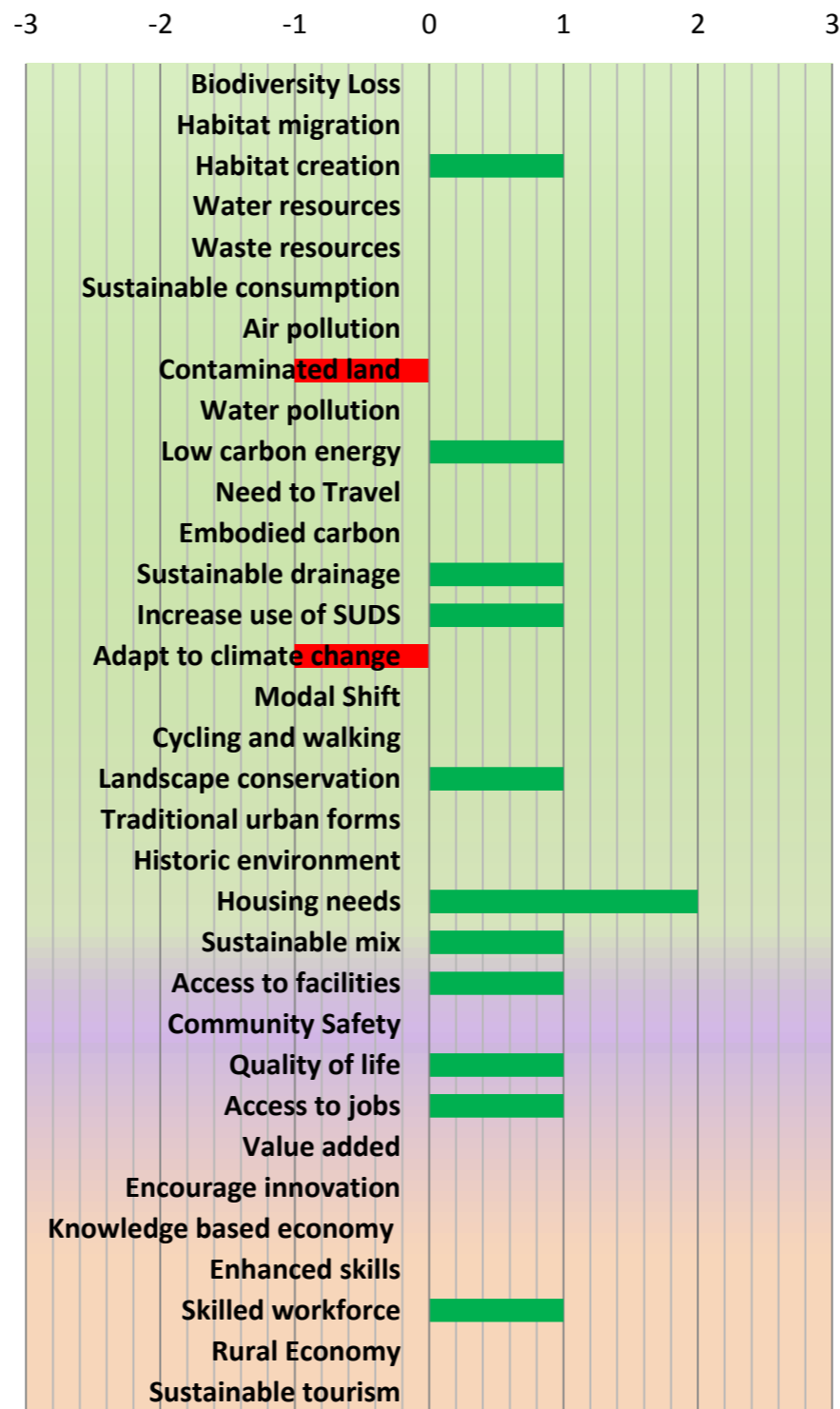


## Wider Chichester Housing Site Options

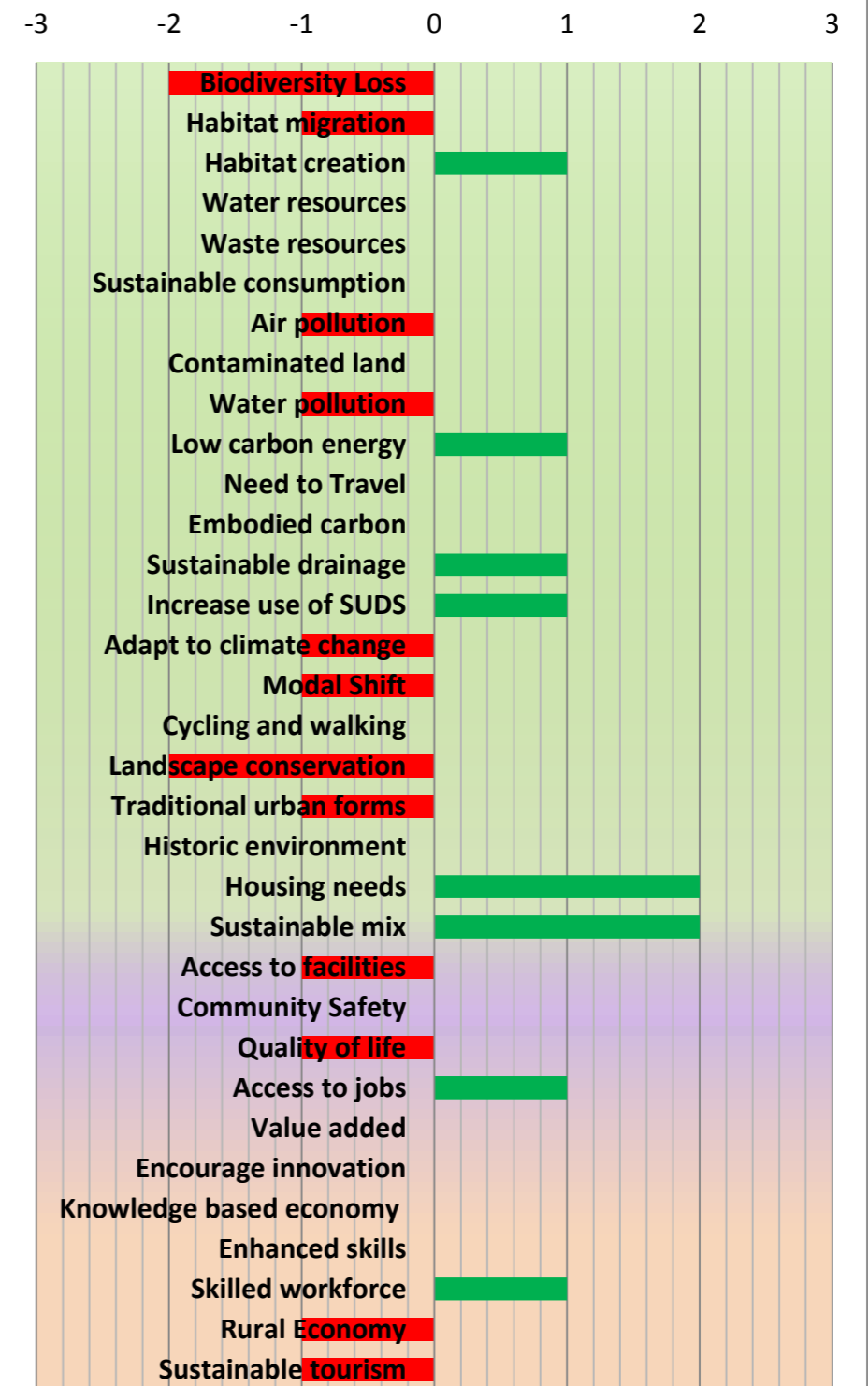
### Option 4 - CC1421 Land north of Maddox Wood



### Option 5 - 08213 Shopwyke Lakes



### Option 6 - CC08209B Land North of Stockbridge



### Wider Chichester Employment Site Options

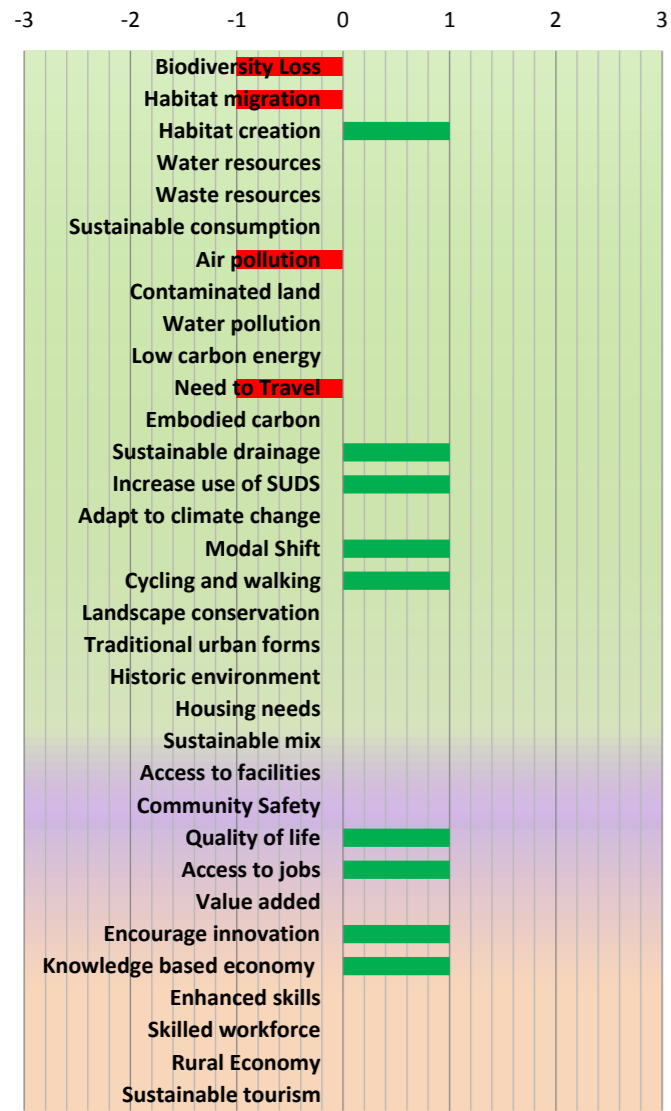
		Option 1 - FM08227 Land at Clay Lane Fishbourne		Option 2 - EMP1512 Land south of A27 Opposite Terminus Road		Option 3 - EMP1507 land rear of 69 Fishbourne Road, Fishbourne		Option 4 - EMP1505 Site 3 Tangmere City Field Extension Site	
1A	Biodiversity Loss	-	Tree line to west of site would be lost,	-	Loss of farmland, potentially used by overwintering birds	-	Removal of woodland area	-	Some loss of open space
1B	Habitat migration	-	Connectivity to the west of the site would be lost	0	No significant GI features onsite	-	Located north of an SNCI, may influence over wintering bird areas	0	No green infrastructure features onsite which link to the wider landscape
1C	Habitat creation	+	Potential to create new habitats onsite	+	Potential to create new habitats onsite	+	Potential to create new habitats onsite	+	Some opportunity for habitat creation onsite
2A	Water resources	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	Tangmere WWTP in close proximity to site
2C	Sustainable consumption	0	No significant effect	0	No significant effect	0	No significant effect	0	close proximity to Tangmere
3A	Air pollution	-	Not great access due to traffic issues on A27 - will increase traffic on the Fishbourne roundabout	-	Close to A27, high air pollution onsite	-	Not great access due to traffic issues on A27 - will increase traffic on the Fishbourne roundabout	-	Site adjacent onto A27, higher levels of air pollution for road
3B	Contaminated land	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
3C	Water pollution	0	No significant effect	-	Site close to river Lavant, could be potential pollution issues	-	Located close to ditch / river within SNCI and Chichester Harbour, risk of pollution	0	No significant effect
4A	Low carbon energy	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
4b	Need to Travel	+	Good bus links from Chichester and Fishbourne train station near by	+	Good links for road, rail and buses	+	Good bus links from Chichester and Fishbourne train station near by	-	Lack of public rail network and bus service limited car would be required.
4C	Embodied carbon	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
5B	Sustainable drainage	+	Space for use of SUDS	+	Space for use of SUDS	+	Space for use of SUDS	0	No significant effect
5B	Increase use of SUDS	+	Space for use of SUDS	+	Space for use of SUDS	+	Space for use of SUDS	-	Likely to connect to existing surface water systems
6	Adapt to climate change	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect

### Wider Chichester Employment Site Options

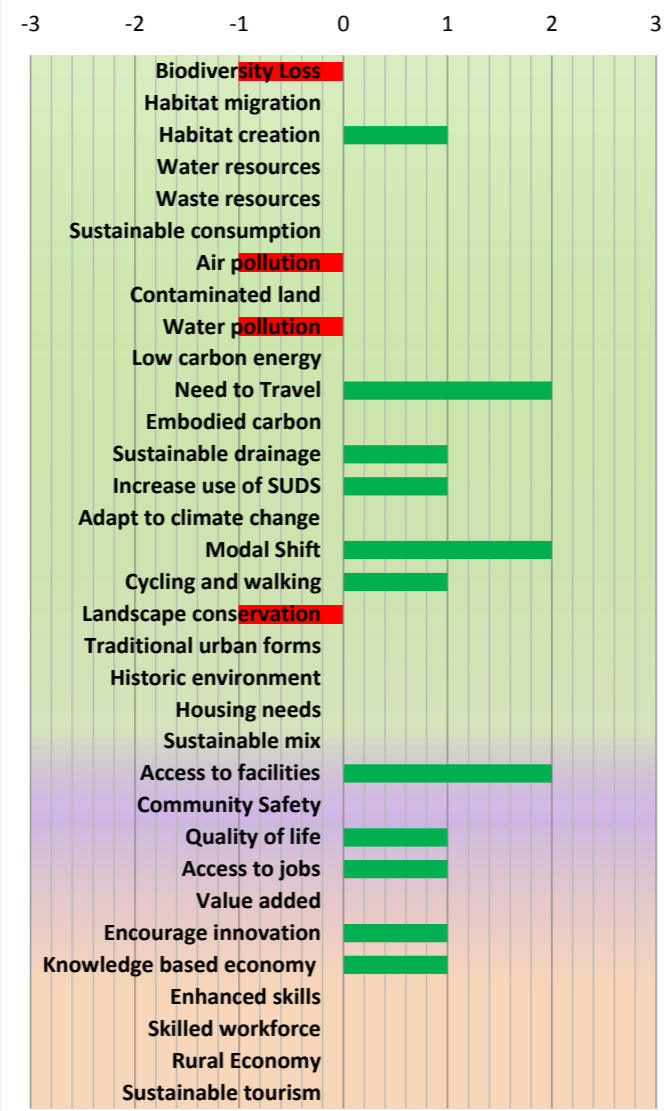
		Option 1 - FM08227 Land at Clay Lane Fishbourne		Option 2 - EMP1512 Land south of A27 Opposite Terminus Road		Option 3 - EMP1507 land rear of 69 Fishbourne Road, Fishbourne		Option 4 - EMP1505 Site 3 Tangmere City Field Extension Site	
7A	Modal Shift	+	Opportunity to travel by rail or bus	+	Very good access to rail and bus routes depending on bus access	+	Opportunity to travel by rail or bus	-	Lack of public rail network and bus service limited car would be required.
7B	Cycling and walking	+	To far to walk from Chichester may be able to cycle	+	Good access to Chichester	+	To far to walk from Chichester may be able to cycle	-	May be able to cycle from Chichester, but cycle routes would need to be developed for this.
8A	Landscape conservation	0	No significant effect	-	rural landscape, without industrial or employment to the south of the A27	-	Risk of development close to SNCI and Chichester Harbour	+	close to other industrial units, and A27
8B	Traditional urban forms	0	No significant effect	0	No significant effect	0	No significant effect	+	close to other industrial units, and A27
8C	Historic environment	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
9A	Housing needs	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
9B	Sustainable mix	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
10	Access to facilities	0	Facilities in Chichester, to far to walk, could cycle	+	Good access to facilities in Chichester	0	Facilities in Chichester, to far to walk, could cycle	-	Out of Chichester centre, you will need to drive to access facilities
11	Community Safety	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
12A	Quality of life	+	Increase job opportunities in Chichester area	+	Increase job opportunities in Chichester area	+	Increase job opportunities in Chichester area	+	Provide more jobs within the district
12B	Access to jobs	+	Will offer job opportunities in a accessible location	+	Will offer job opportunities in a accessible location	+	Will offer job opportunities in a accessible location	+	Will offer job opportunities surrounding Chichester
12C	Value added	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
13A	Encourage innovation	+	Attractive location close to city more likely to attract innovative and knowledge based businesses	+	Attractive location close to city more likely to attract innovative and knowledge based businesses	+	Attractive location close to city more likely to attract innovative and knowledge based businesses	+	Close to Chichester more likely to attract innovative and knowledge based businesses
13B	Knowledge based economy	+	Attractive location close to city more likely to attract innovative and knowledge based businesses	+	Attractive location close to city more likely to attract innovative and knowledge based businesses	+	Attractive location close to city more likely to attract innovative and knowledge based businesses	+	Close to Chichester more likely to attract innovative and knowledge based businesses
14A	Enhanced skills	0	No significant effect	0	No significant effect	0	No significant effect	+	Create new jobs encouraging skilled workforce into the area
14B	Skilled workforce	0	No significant effect	0	No significant effect	0	No significant effect	+	Create new jobs encouraging skilled workforce into the area
15A	Rural Economy	0	No significant effect	0	No significant effect	0	No significant effect	0	Close to Chichester, unlikely to influence rural economy
15B	Sustainable tourism	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect

## Wider Chichester Employment Site Options

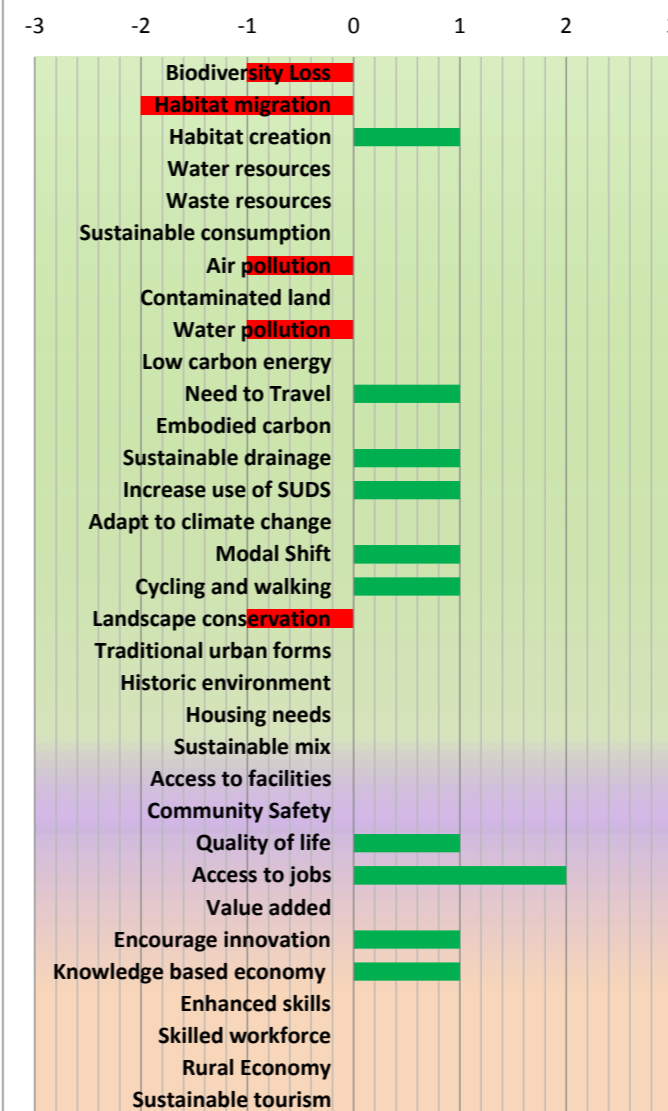
### Option 1 - FM08227 Land at Clay Lane Fishbourne



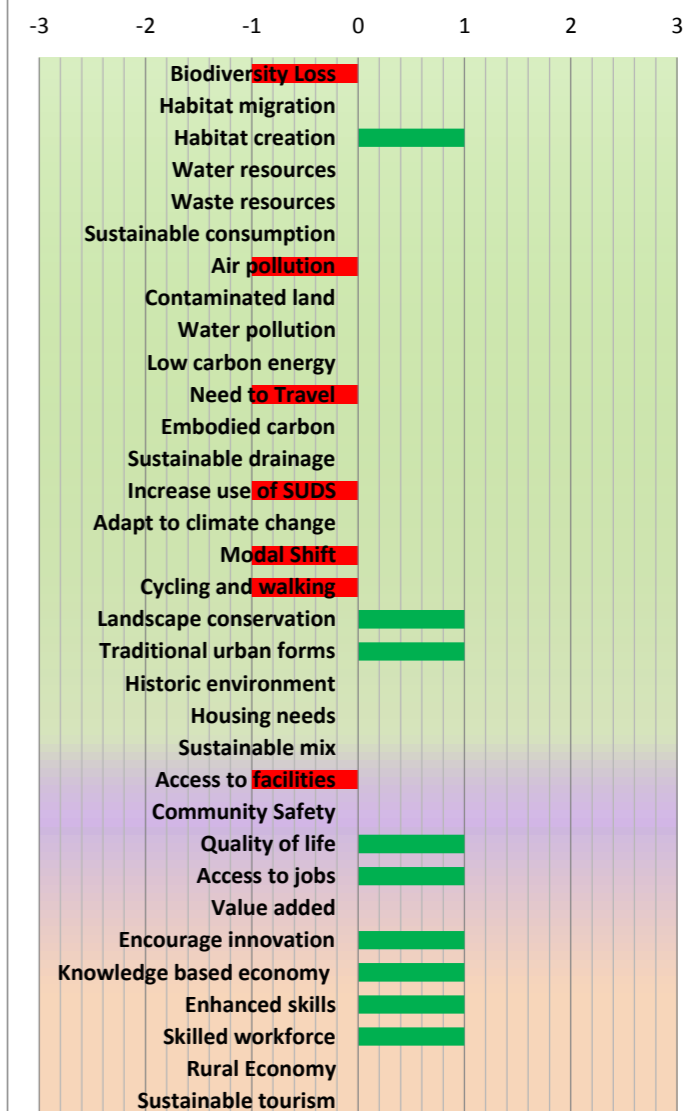
### Option 2 - EMP1512 Land south of A27



### Option 3 - EMP1507 land rear of 69 Fishbourne Road,



### Option 4 - EMP1505 Site 3 Tangmere City Field Extension

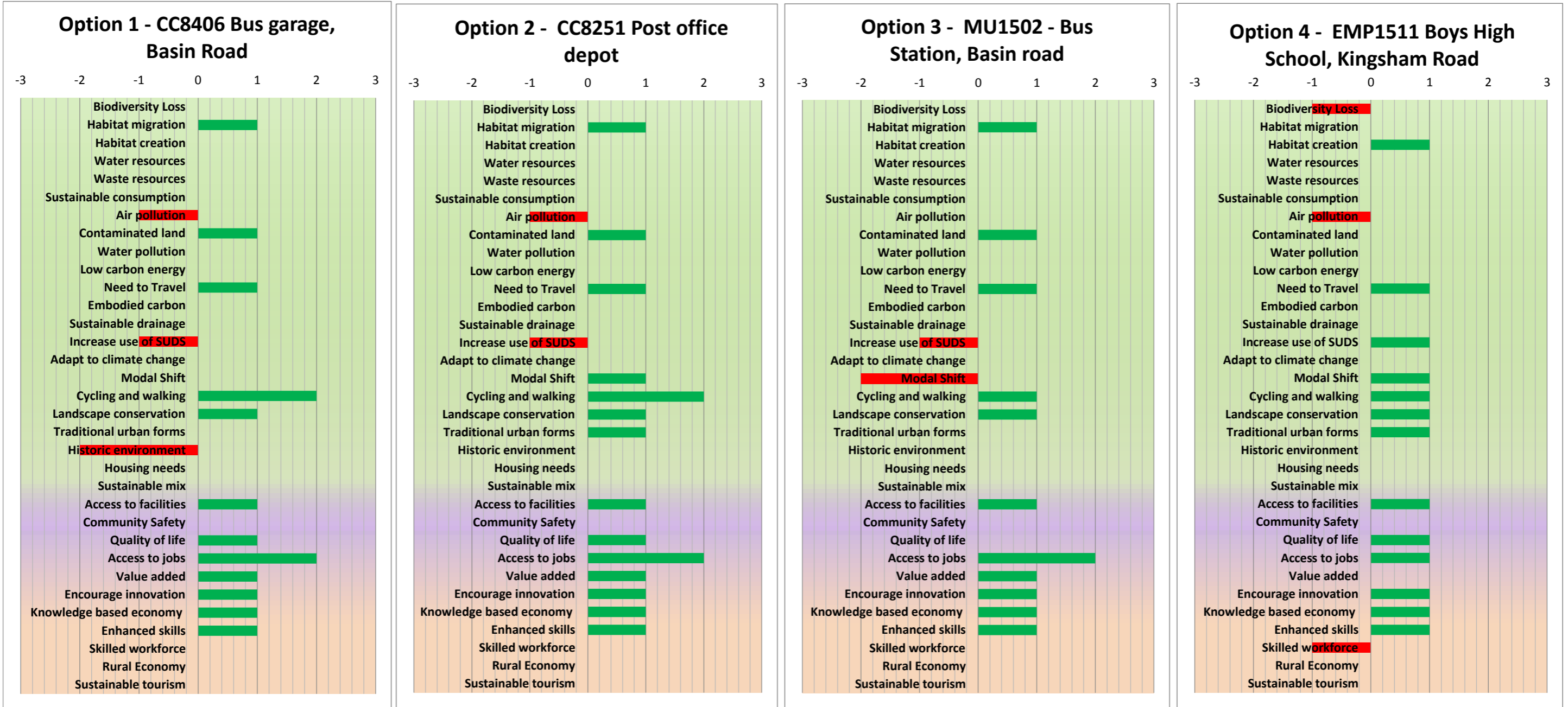


Chichester Employment Site Options

		Option 1 - CC8406 Bus garage, Basin Road		Option 2 - CC8251 Post office depot		Option 3 - MU1502 - Bus Station, Basin road		Option 4 - EMP1511 High School for Boys, Kingsham road		Option 5 - EMP1509 Land west of Frederick Road, Chichester		Option 6 - EMP1513 Plot 12 Terminus road		Option 7 - MU150741 Terminus Road	
1A	Biodiversity Loss	0	Inner city site	0	Inner city site	0	Urban site	-	Assumes loss of greenfield areas within the site for development	-	Loss of overgrown areas that currently exist	-	Loss of overgrown areas that currently exist	0	# Urban site
1B	Habitat migration	+	Prevents loss of greenfield sites elsewhere	+	Prevents loss of greenfield sites elsewhere	+	Prevents loss of greenfield sites elsewhere	0	At best neutral	0	Neutral - not a key corridor	0	Neutral - not a key corridor	+	# Prevents loss of greenfield sites elsewhere
1C	Habitat creation	0	Only minor opportunities for habitat creation	0	Only minor opportunities for habitat creation	0	Only minor opportunities for habitat creation	+	Larger site so may offer mitigatory opportunities	0	No significant effect	0	Unlikely to achieve significant improvements on industrial estate type setting	0	# Only minor opportunities for habitat creation
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	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	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	0	No significant effect	0	# No significant effect
3A	Air pollution	-	Increased bus journeys to and from a remote depot and car journeys into work at the redeveloped site	-	Increased post office van journeys to and from a remote depot and increased car journeys into work at the redeveloped site	0	May not increase bus journey lengths - mixed use in such a location may help reduce journeys - uncertain outcome but overall neutral	-	Uncertain - where would access be from?	-	Not great access - will increase traffic in the westgate / Tesco area	+	Directly off the A27 - not likely to increase traffic on the inner ring road	-	# Not great access - will increase traffic in the westgate / Tesco area
3B	Contaminated land	+	Re-use of brownfield site	+	Re-use of brownfield site	+	Re-use of brownfield site	0	No significant effect	0	Greenfield site	0	No significant effect	0	# No significant effect
3C	Water pollution	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	# No significant effect
4A	Low carbon energy	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	# No significant effect
4b	Need to Travel	+	Very central location near to shops jobs and facilities	+	Very central location near to shops jobs and facilities	+	Very central location near to shops jobs and facilities	+	Very central location near to shops jobs and facilities	-	Edge of centre, but without good access to the A27	-	Inaccessible other than by car	+	# Very central location near to shops jobs and facilities
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	0	# No significant effect
5B	Sustainable drainage	0	No significant effect	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	Increase use of SUDS	-	Likely to connect to existing surface water systems	-	Likely to connect to existing surface water systems	-	Likely to connect to existing surface water systems	+	Space for use of SUDS	+	Space for use of SUDS	+	Space for use of SUDS	+	# Space for use of SUDS
6	Adapt to climate change	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect	0	# No significant effect
7A	Modal Shift	0	Close to rail and bus station but may impact on bus service delivery	+	Close to bus and rail stations	--	Loss a major transport facility - finding an alternative site so central to the city is unlikely	+	Close to bus and rail stations	-	Not near bus routes	-	Inaccessible other than by car	+	# Close to bus and rail stations

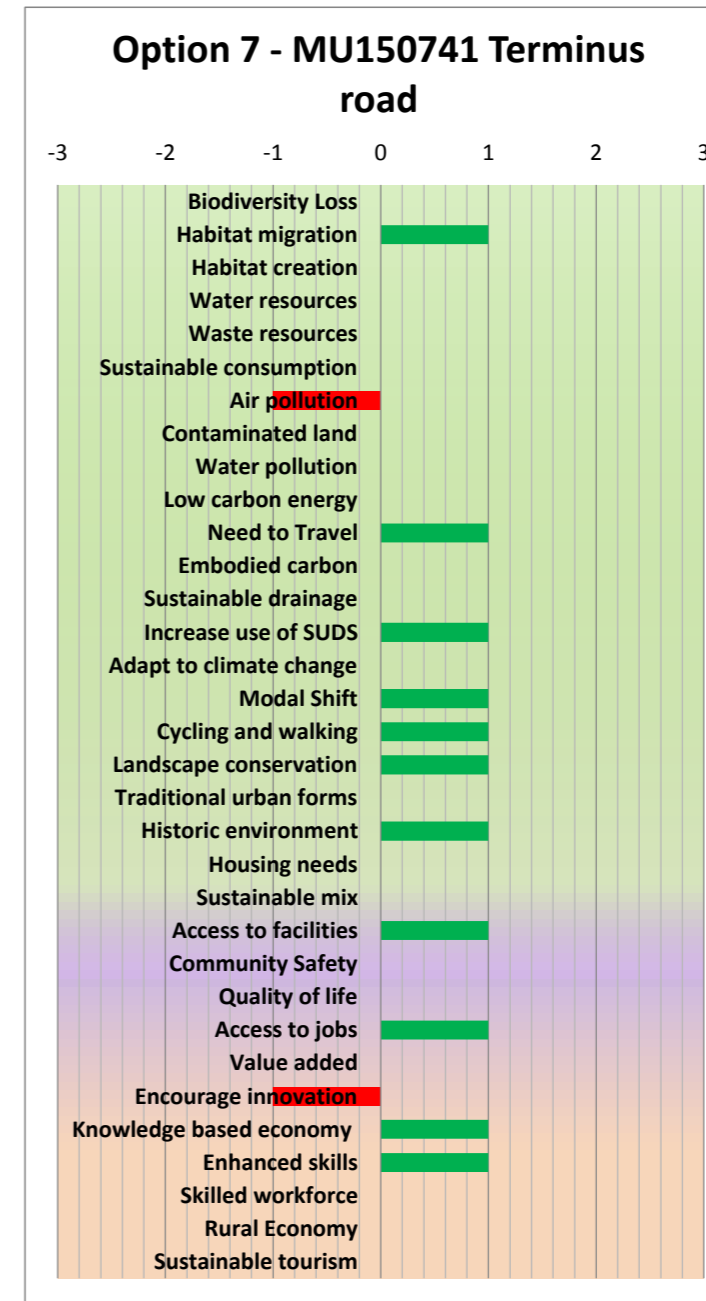
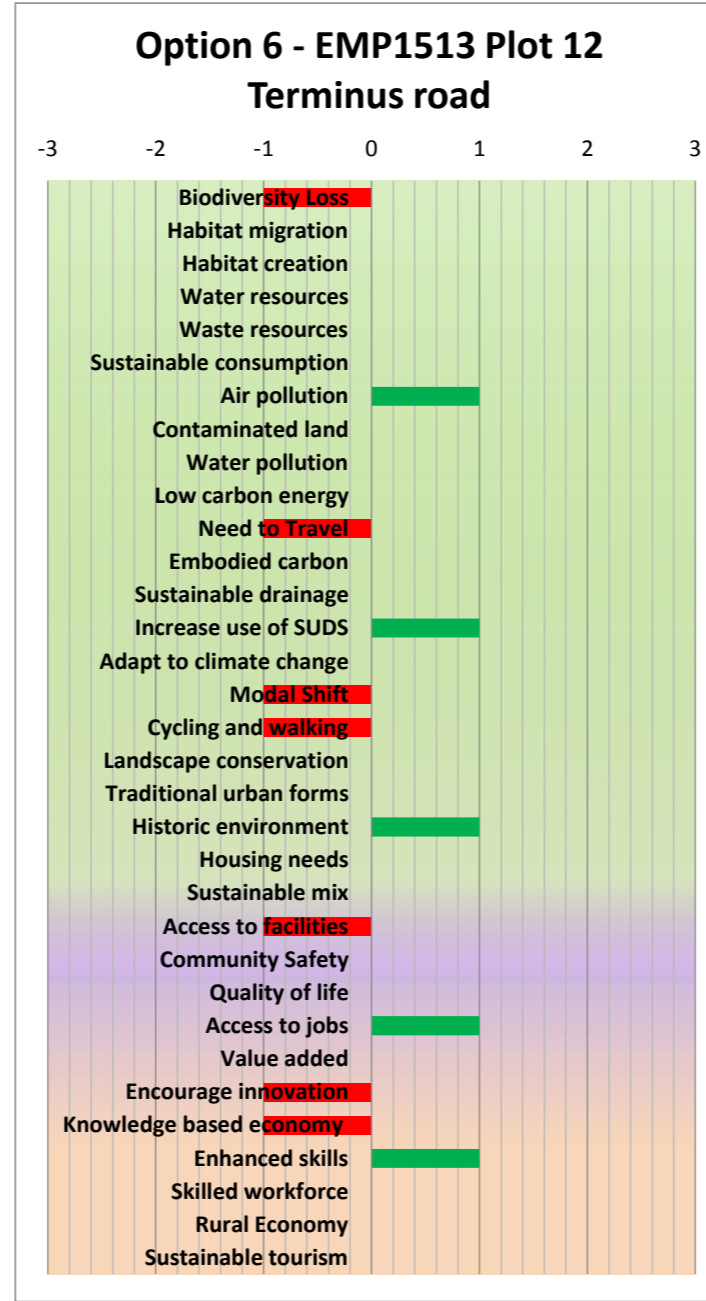
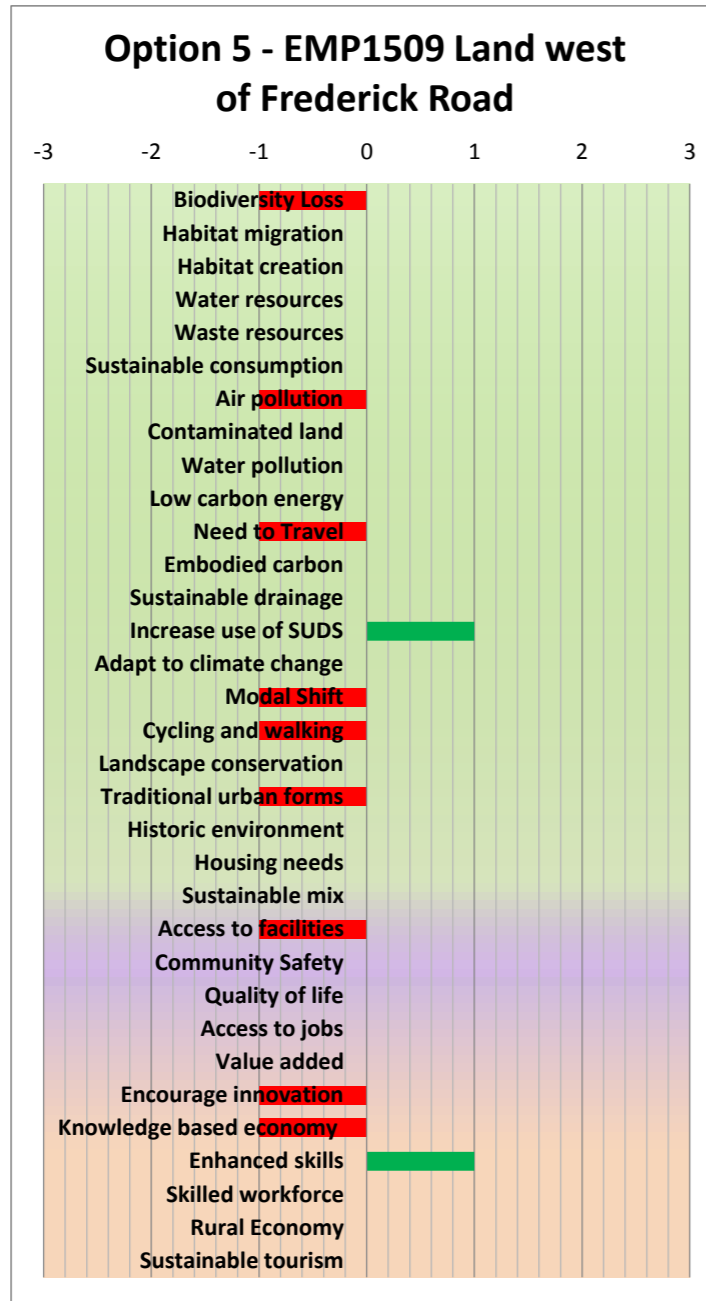


## Chichester Employment Site Options





## Chichester Employment Site Options





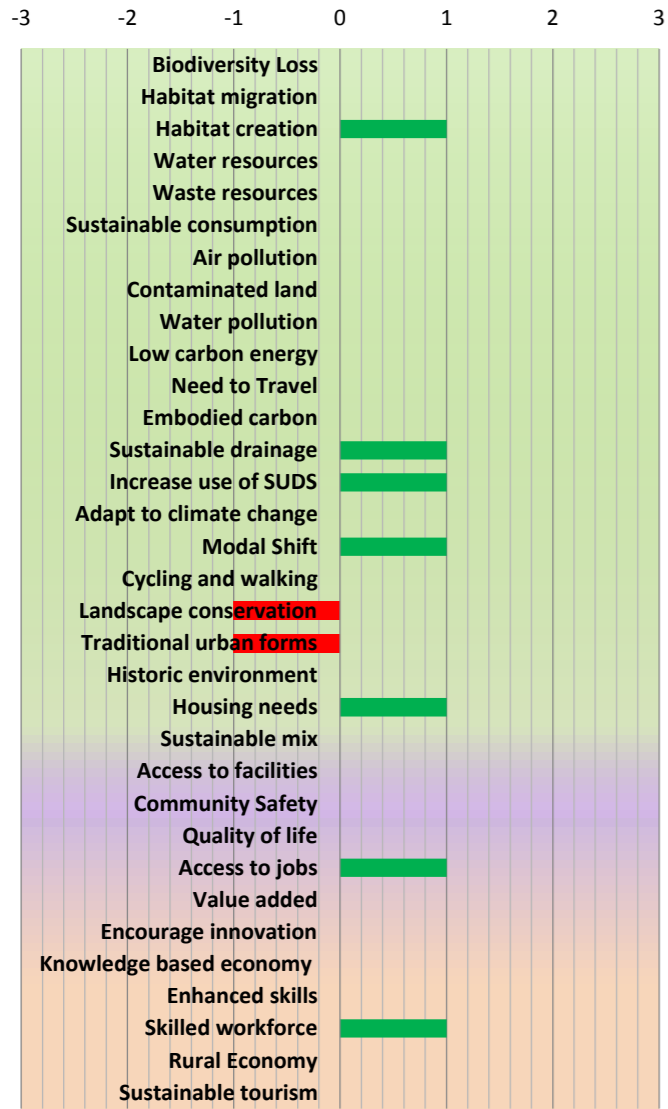




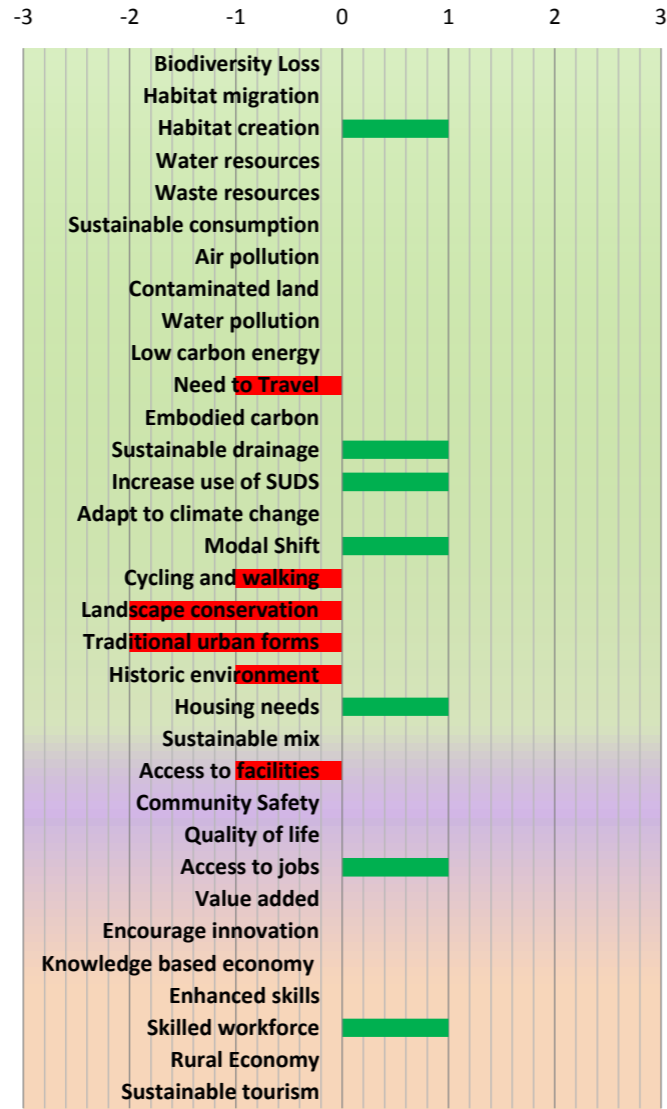


## Hunston Housing Site Options

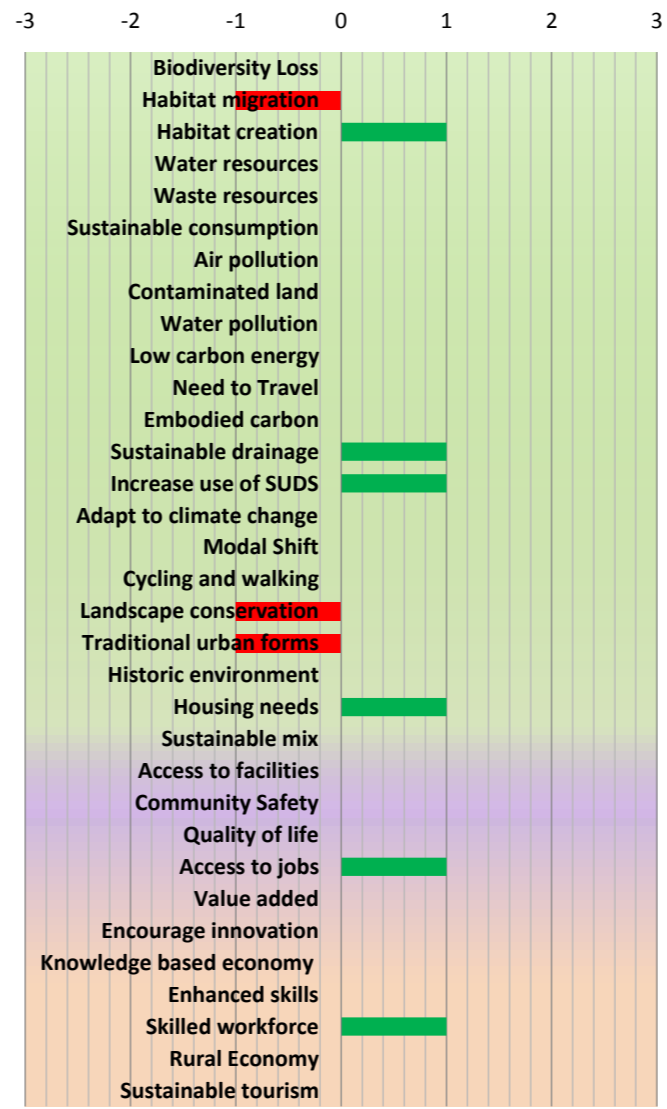
### Option 1 - HN08285 - land South of Meadow Close



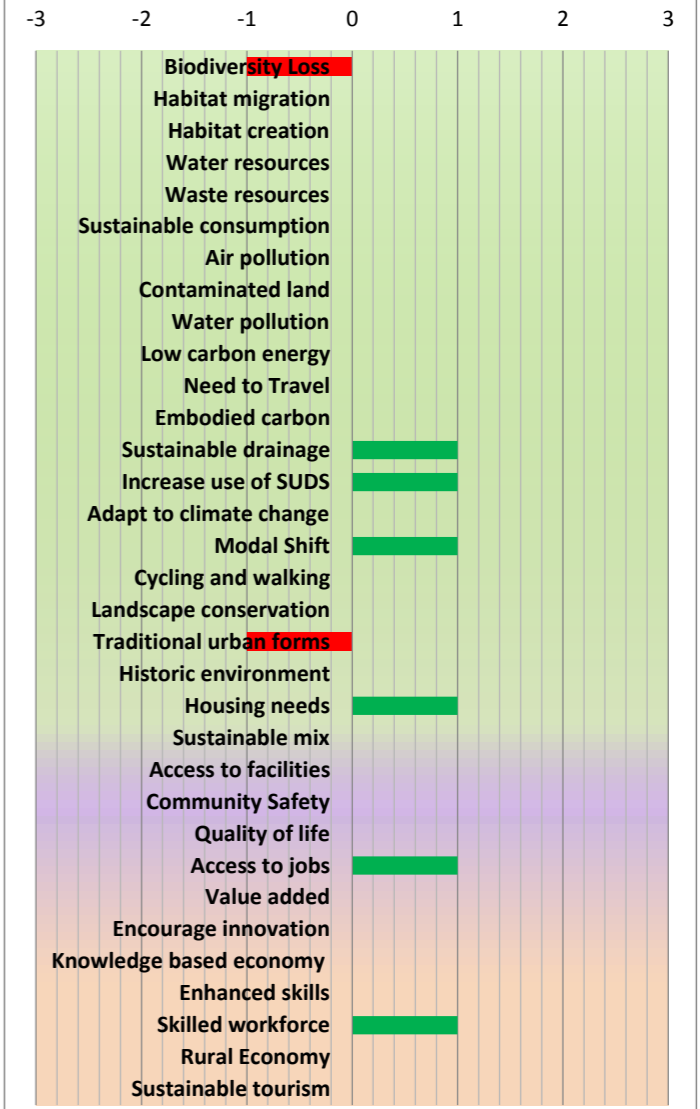
### Option 2 - HN08234 Land south of Carmelite Convent



### Option 3 - HN08245 Land east of Foxbridge drive

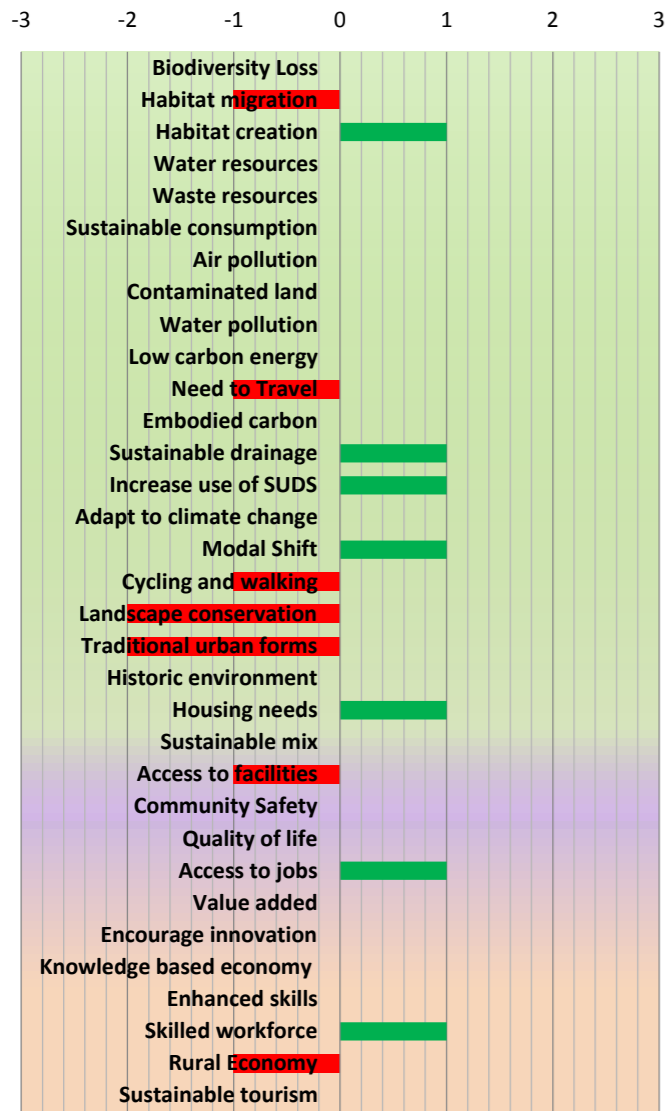


### Option 4 - HN08233 Reedbridge Farm

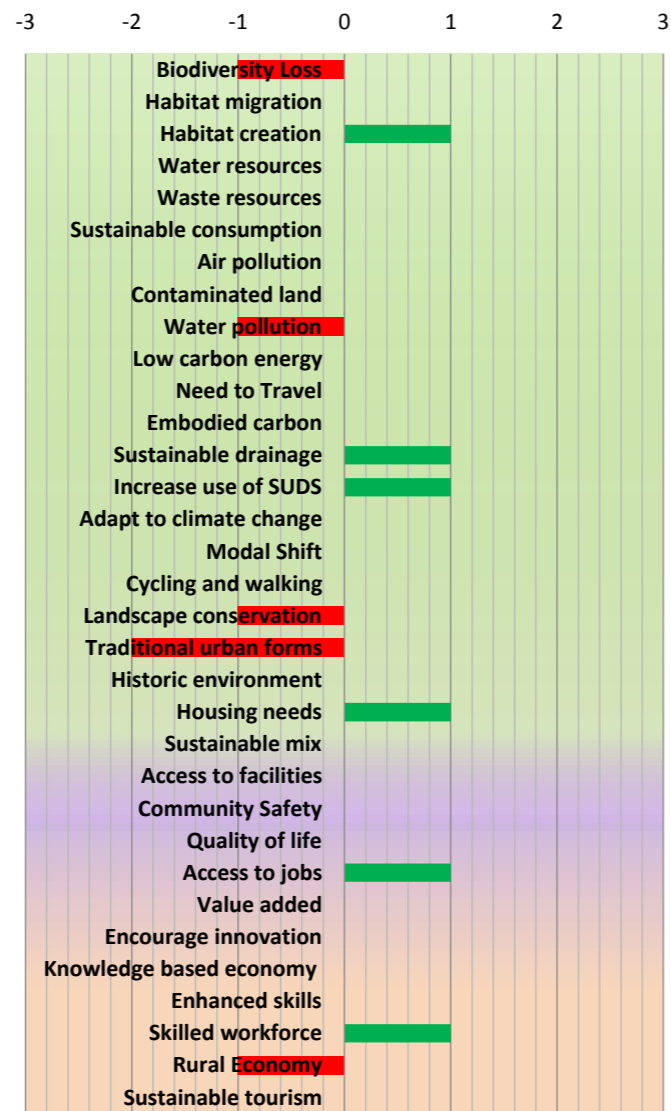


## Hunston Housing Site Options

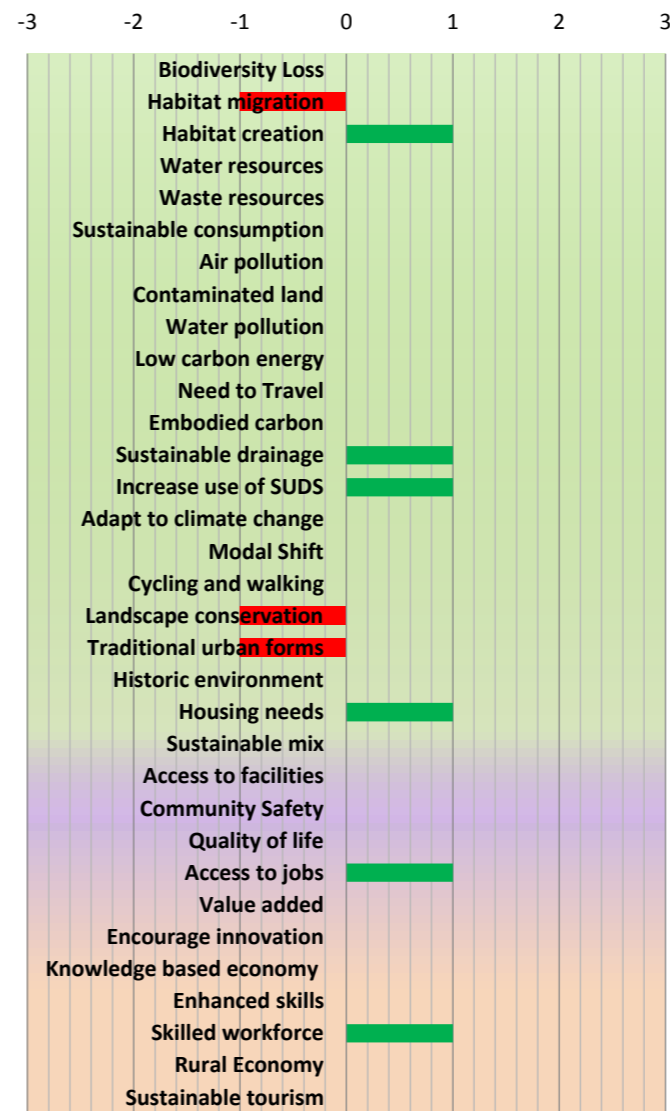
### Option 5 - HN08288 - Hunston Dairy Farm



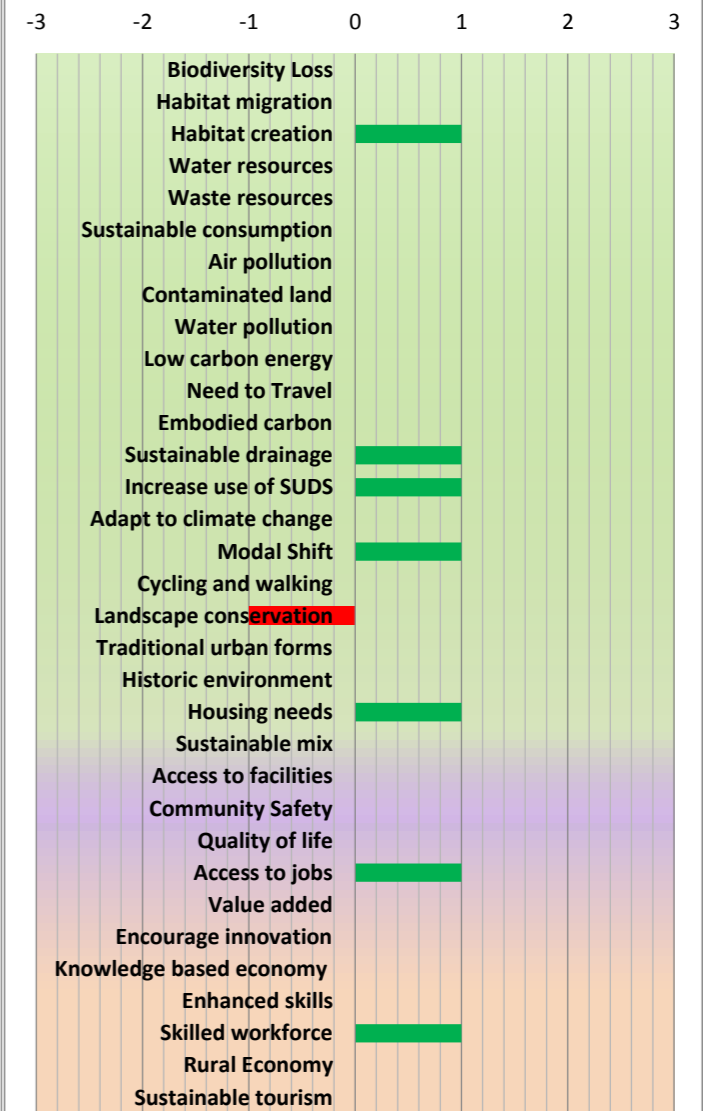
### Option 6 - HN1431 land at Bridge Farm



### Option 7 - HN08286 land east of Southover close

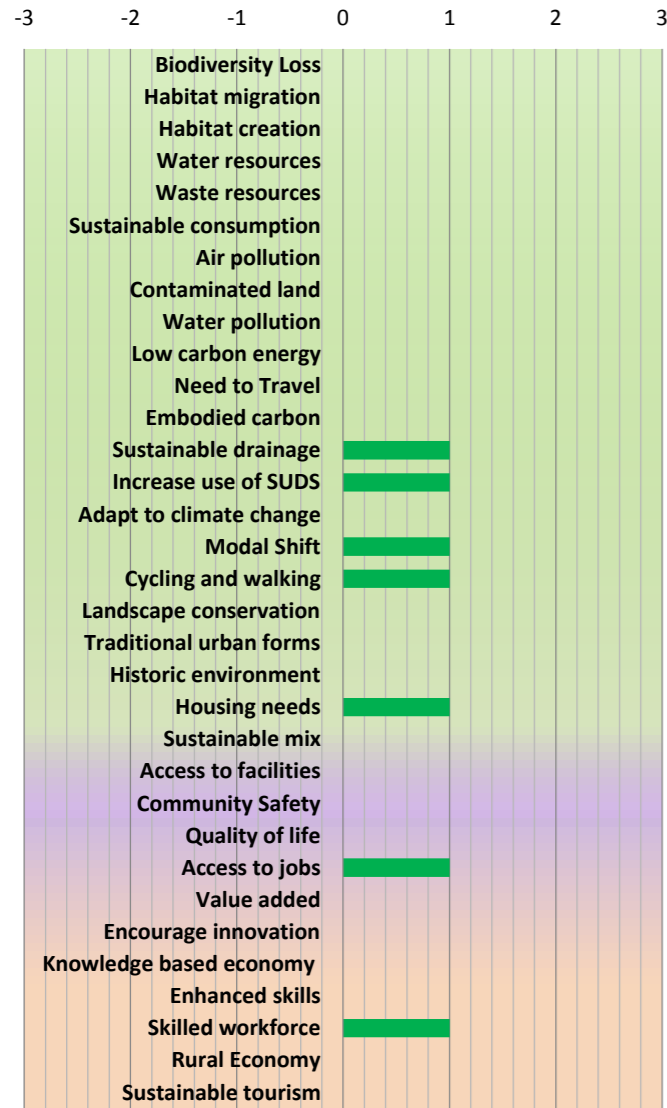


### Option 8 - HN08287 Land at corner of Church Lane

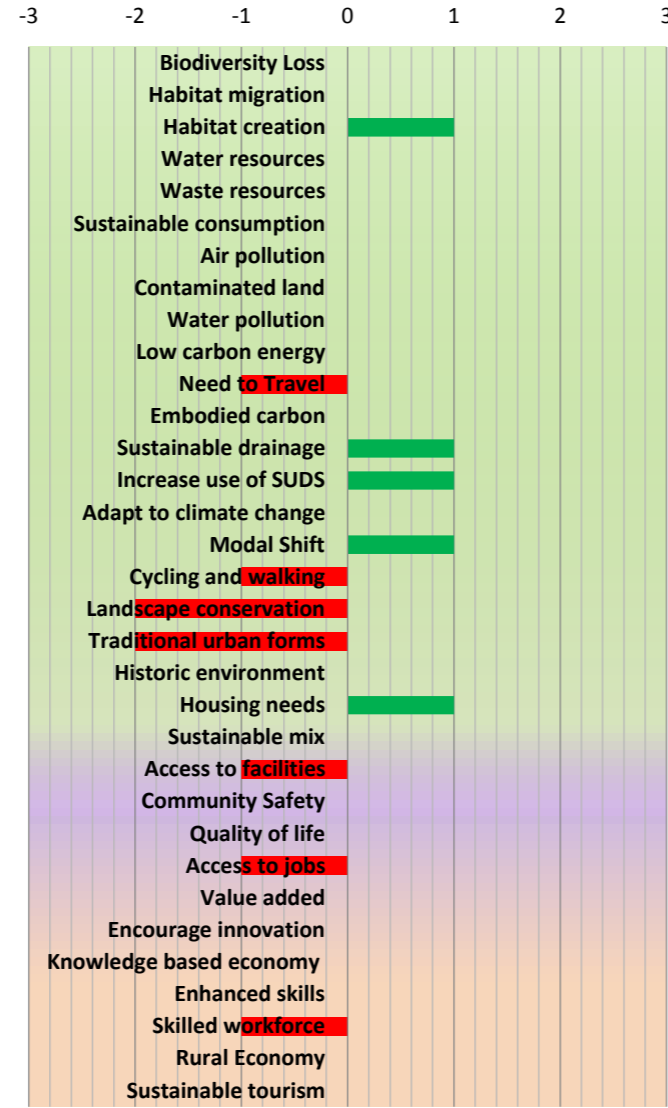


### Hunston Housing Site Options

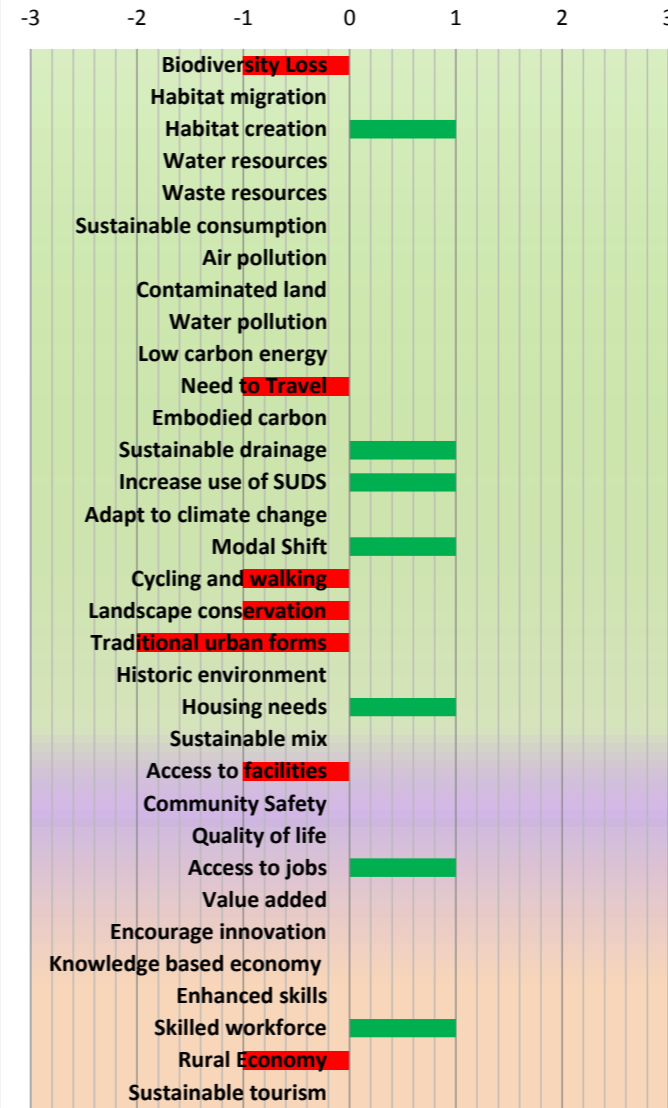
#### Option 9 - HN08235 Land south of Reedbridge Farm



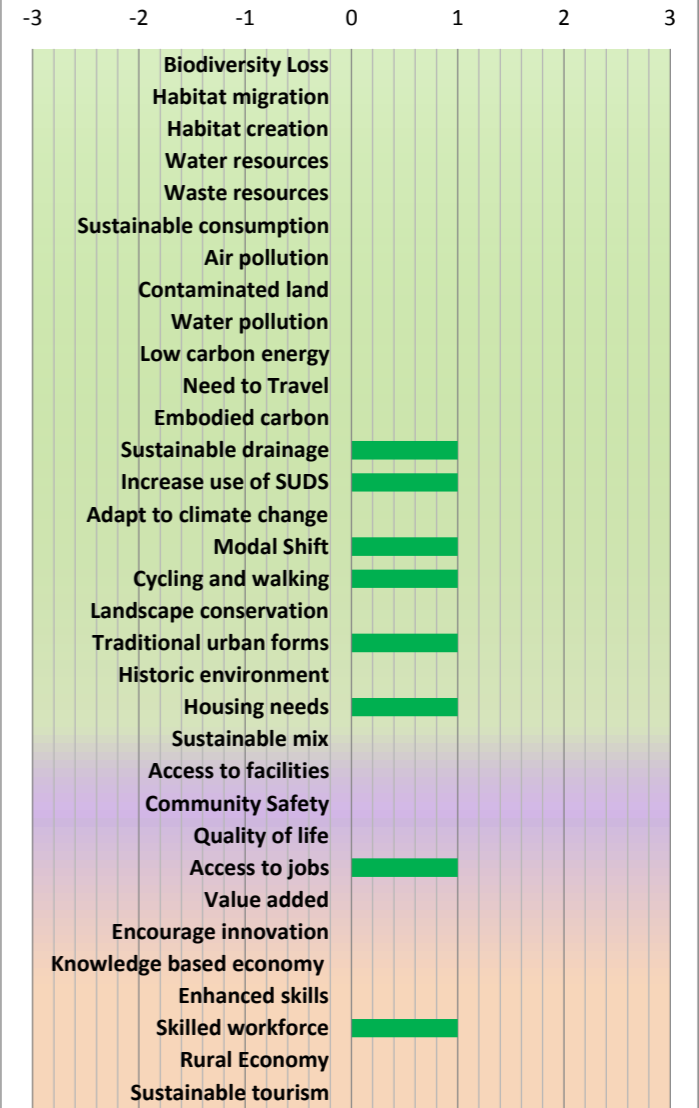
#### Option 10 - HN1430 Land at Chrilee



#### Option 11 - HN1432 Land at Farmfield Nursery



#### Option 12 - HN08236 Land North of 10 Oak View





## Hunston Employment Site Options

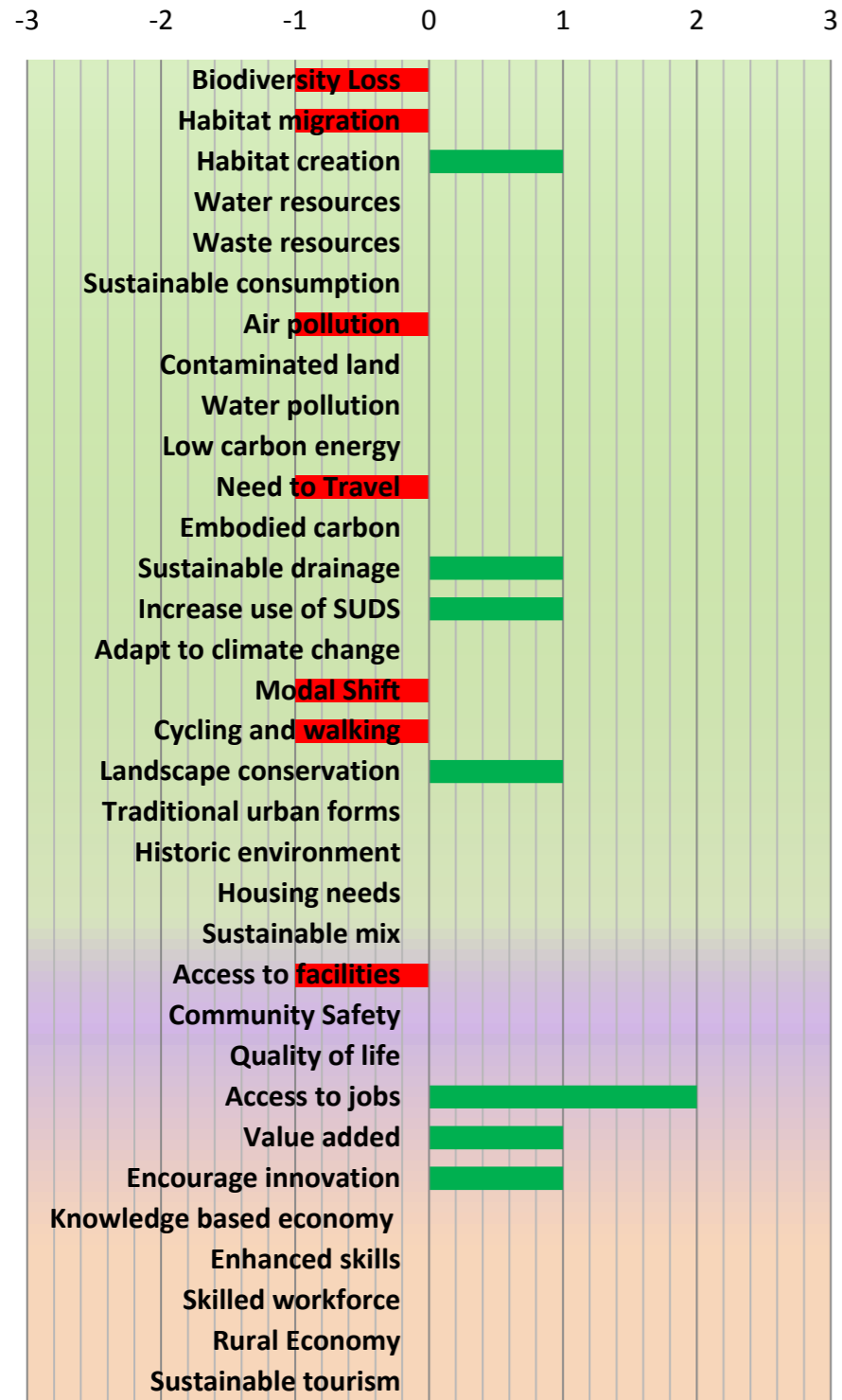
		Option 1 - EMP1516 Lane at Chislee		Option 2 -EMP1506 Watery Lane Road Frontage	
1A	Biodiversity Loss	-	Loss of open space and potential barn owl habitat	-	Loss of open space and potential barn owl habitat
1B	Habitat migration	-	Loss of hedgerow to the west of the site which links to the wider green infrastructure	-	Loss of hedgerow to the west of the site which links to the wider green infrastructure
1C	Habitat creation	+	Opportunities to improve the remaining habitat across the site	+	Opportunities to improve the remaining habitat across the site
2A	Water resources	0	No significant effect	0	No significant effect
2B	Waste resources	0	No significant effect	0	No significant effect
2C	Sustainable consumption	0	No significant effect	0	No significant effect
3A	Air pollution	-	Increased need to travel by car to access site	0	Potential to walk, cycle or use train
3B	Contaminated land	0	No significant effect	0	No significant effect
3C	Water pollution	0	No significant effect	0	No significant effect
4A	Low carbon energy	0	No significant effect	0	No significant effect
4b	Need to Travel	-	Inaccessible other than by car - traffic impacts B2145	+	Good access to train and bus services
4C	Embodied carbon	0	No significant effect	0	No significant effect
5B	Sustainable drainage	+	opportunity to incorporate SUD design into development	+	opportunity to incorporate SUD design into development
5B	Increase use of SUDS	+	opportunity to incorporate SUD design into development	+	opportunity to incorporate SUD design into development
6	Adapt to climate change	0	No significant effect	0	No significant effect
7A	Modal Shift	-	Far from bus or train access	+	22 min walk from Chichester train station,
7B	Cycling and walking	-	Distant from Chichester City	+	Chichester is close enough to cycle / walk from

## Hunston Employment Site Options

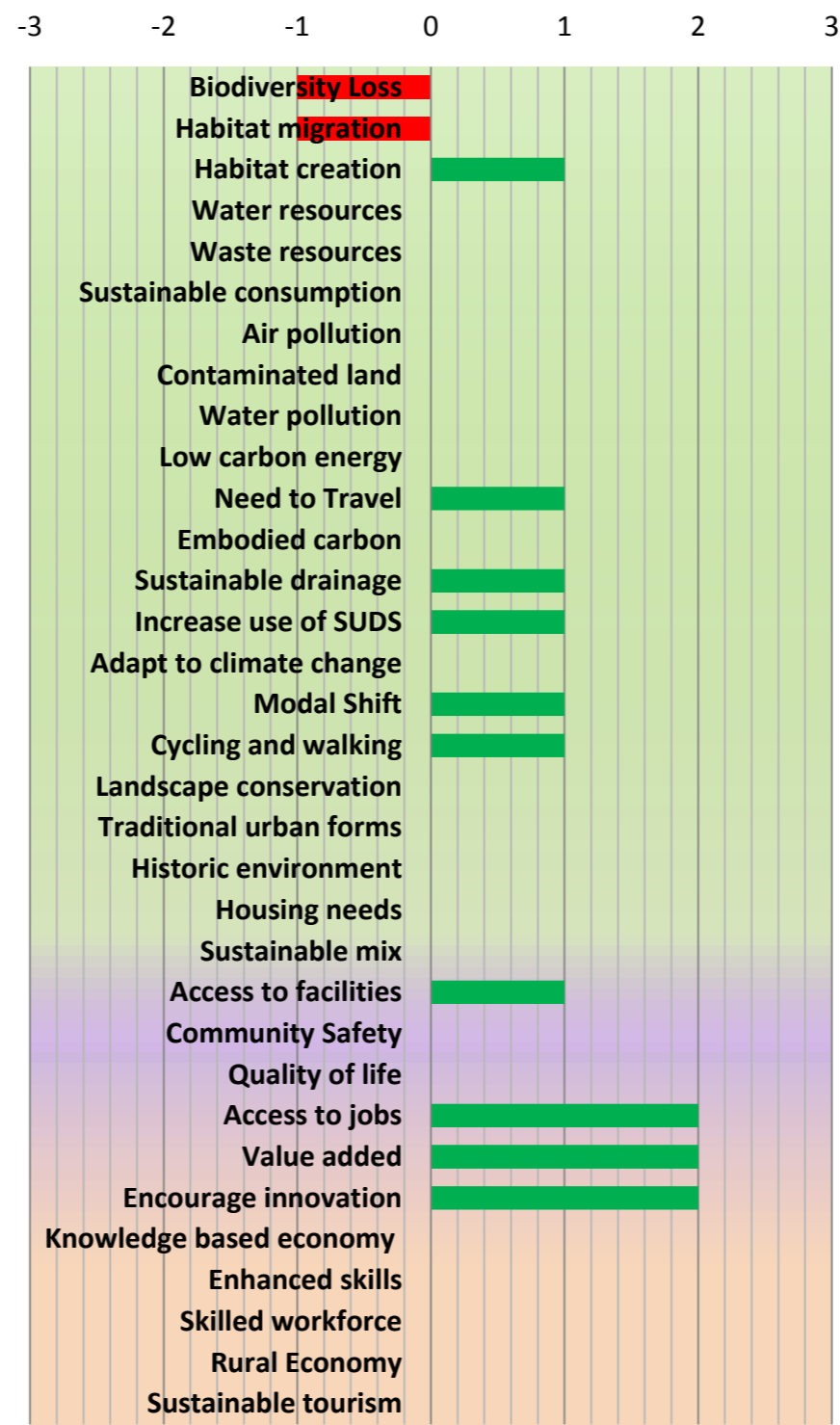
		Option 1 - EMP1516 Lane at Chislee		Option 2 -EMP1506 Watery Lane Road Frontage	
8A	Landscape conservation	+	Less sensitive site in landscape terms	0	No significant effect
8B	Traditional urban forms	0	No significant effect	0	No significant effect
8C	Historic environment	0	No significant effect	0	No significant effect
9A	Housing needs	0	No significant effect	0	No significant effect
9B	Sustainable mix	0	No significant effect	0	No significant effect
10	Access to facilities	-	Remote site	+	Good access to A27, though still remote from Chichester
11	Community Safety	0	No significant effect	0	No significant effect
12A	Quality of life	0	No significant effect	0	No significant effect
12B	Access to jobs	+ +	Could provide for a large amount of employment floor space	+ +	Could provide for a large amount of employment floor space
12C	Value added	+	Large site with access A27, though this will increase congestion on A27 roundabouts round Chichester	+ +	Site next to A27 roundabout
13A	Encourage innovation	+	Large site with reasonable access to A27, though more remote from Chichester centre	+ +	Very good access to A27, though site is fairly small, may still encourage high end employment users to it.
13B	Knowledge based economy	0	No significant effect	0	No significant effect
14A	Enhanced skills	0	No significant effect	0	No significant effect
14B	Skilled workforce	0	Uncertain impact - depends on the mix of uses realisable on the site - could be skilled light industrial, or could be warehousing	0	Uncertain impact - depends on the mix of uses realisable on the site - could be skilled light industrial, or could be warehousing
15A	Rural Economy	0	Site is not in productive use at present	0	Site is not in productive use at present
15B	Sustainable tourism	0	No impact	0	No impact

## Hunston Employment Site Options

### Option 1 - EMP1516 Lane at Chislee



### Option 2 - EMP1506 Watery Lane Road Frontage



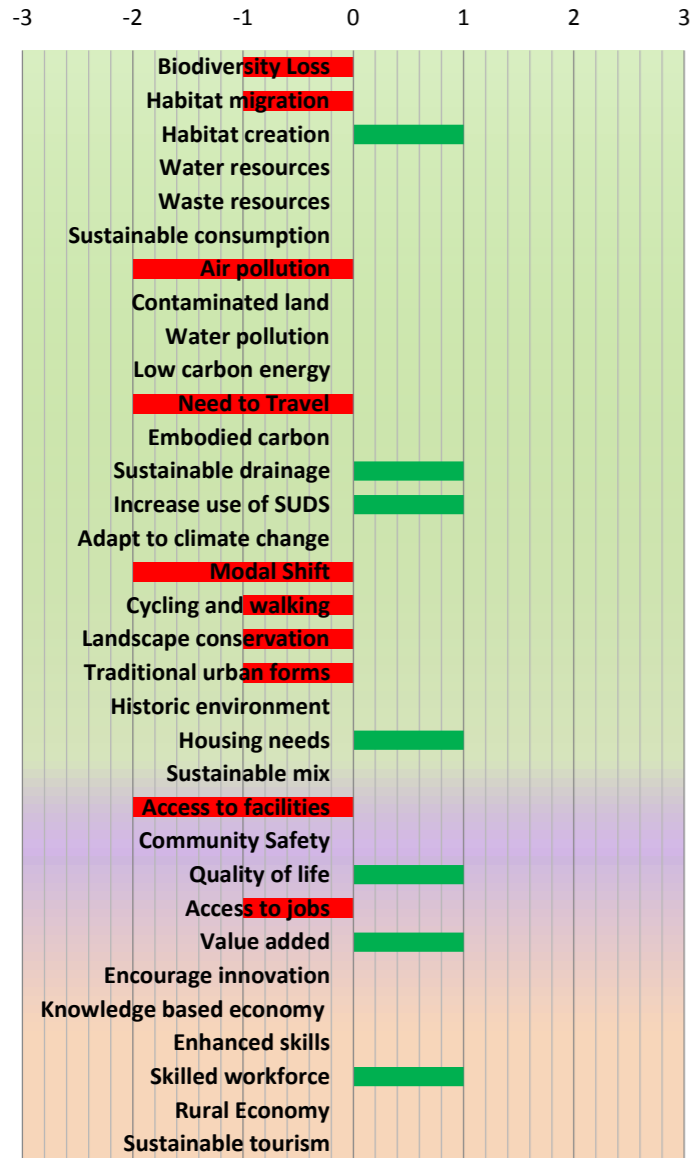


**Plaistow and Ifold Housing Sites**

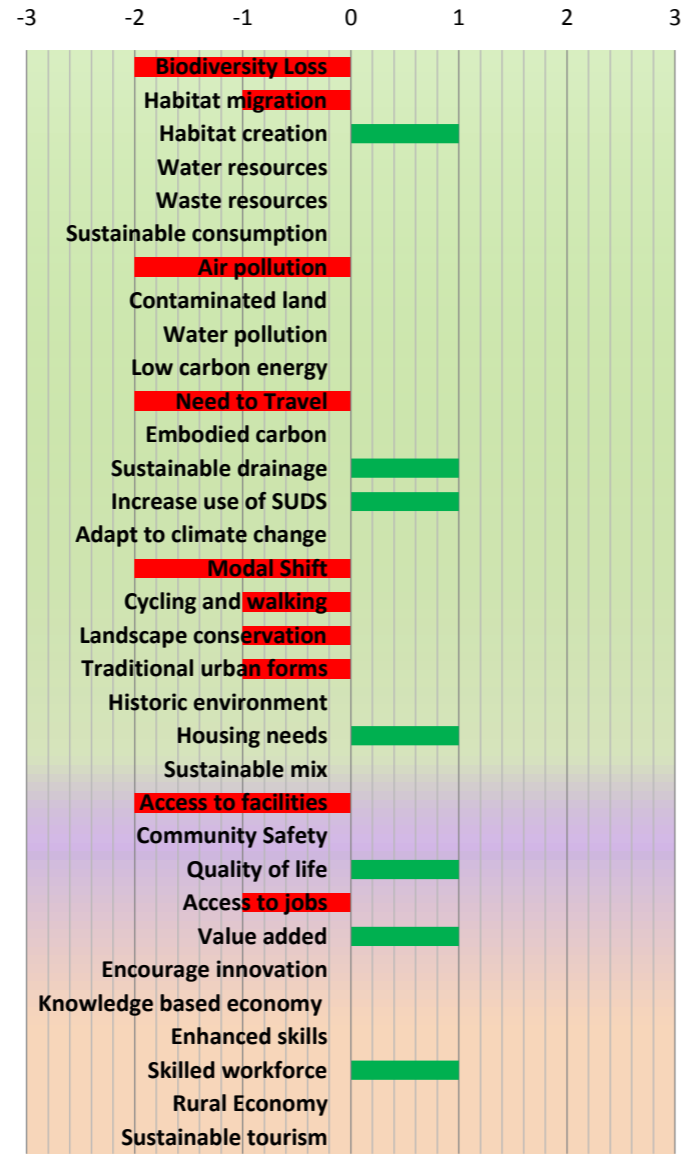
		Option 1 - IF08416A Land South of Foxbridge Cottage North	Option 2 - IF08416B Land South of Foxbridge Cottage South	Option 3 - IF08371 Land south of Barnwood	Option 4 - PL1503 Land at Shortlands Copse	Option 5 - PL1204 Land North of Todhurst	Option 6 - IF1501 Land at Little Springfield Farm	Option 7 - IF1504 Land North of Little Spring Field Farm	
7A	Modal Shift	-	# Closest train station Haslemere very limited bus service	-	# Closest train station Haslemere very limited bus service	-	# Closest train station Haslemere very limited bus service	-	# Closest train station Haslemere very limited bus service
7B	Cycling and walking	-	No opportunity for cycle route due to small number of units required.	-	No opportunity for cycle route due to small number of units required.	-	No opportunity for cycle route due to small number of units required.	-	No opportunity for cycle route due to small number of units required.
8A	Landscape conservation	-	Loss of open space around Ifold. Outside of main housing area	-	Loss of open space around Ifold. Outside of main housing area	-	Loss of woodland habitat surrounding Plaistow	-	Loss of open space around Ifold. Outside of main housing area
8B	Traditional urban forms	-	Loss of open space around Ifold. Outside of main housing area	-	Loss of open space around Ifold. Outside of main housing area	-	Outside of main housing area	0	No significant effect
8C	Historic environment	0	No significant effect	0	No significant effect	0	No significant effect	0	No significant effect
9A	Housing needs	+	Suitable to provide housing requirement for Ifold	+	Suitable to provide housing requirement for Ifold	+	Suitable to provide housing requirement for Ifold and Plaistow	+	Suitable to provide housing requirement for Ifold
9B	Sustainable mix	0	Only 10 units required	0	Only 10 units required	0	Only 10 units required	0	Only 10 units required
10	Access to facilities	-	No facilities in Ifold, requirement to travel to Petworth, Billingshurst or Haslemere	-	No facilities in Ifold, requirement to travel to Petworth, Billingshurst or Haslemere	-	Limited facilities in Plaistow, requirement to travel to Petworth, Billingshurst or Haslemere	-	Limited facilities in Plaistow, requirement to travel to Petworth, Billingshurst or Haslemere
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 in rural location, though a car would be essential	+	Provide opportunity to live in rural location, though a car would be essential	+	Provide opportunity to live in rural location, though a car would be essential	+	Provide opportunity to live in rural location, though a car would be essential
12B	Access to jobs	-	Lack of access to jobs locally, need to travel for work	-	Lack of access to jobs locally, need to travel for work	-	Lack of access to jobs locally, need to travel for work	-	Lack of access to jobs locally, need to travel for work
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

## Ifold and Plaistow Housing Site Options

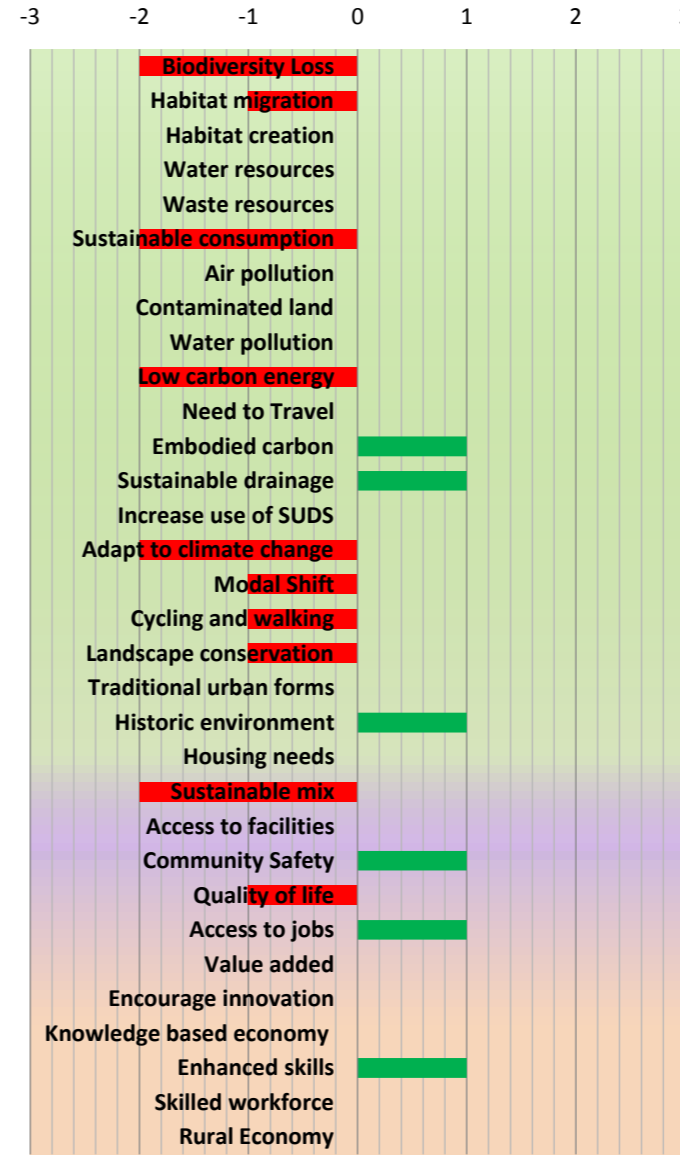
### Option 1 - IF08416A Land South of Foxbridge Cottage N



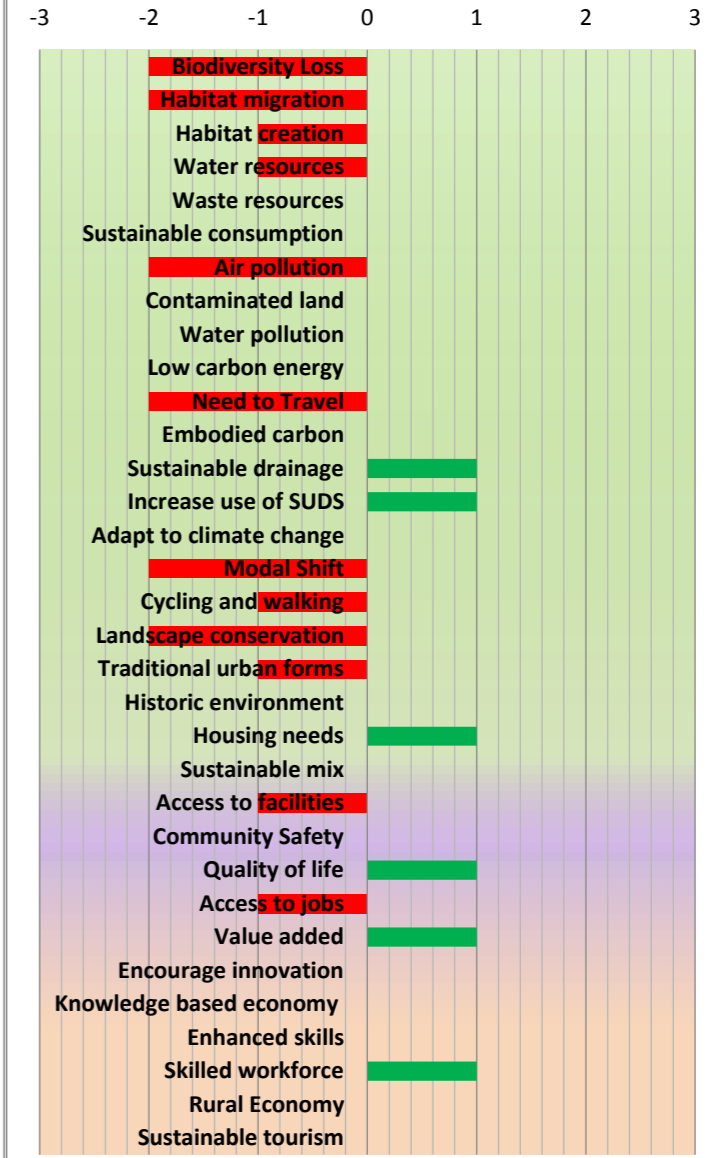
### Option 2 - IF08416B Land South of Foxbridge Cottage S



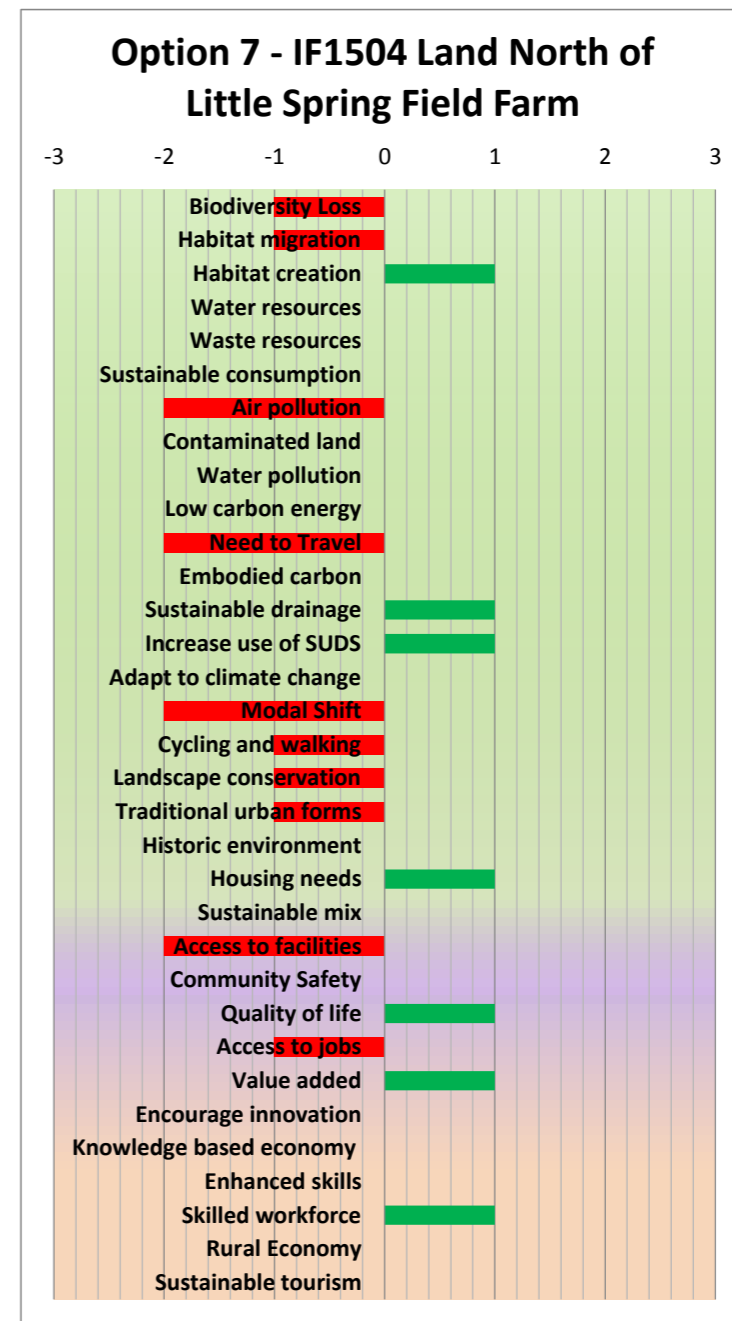
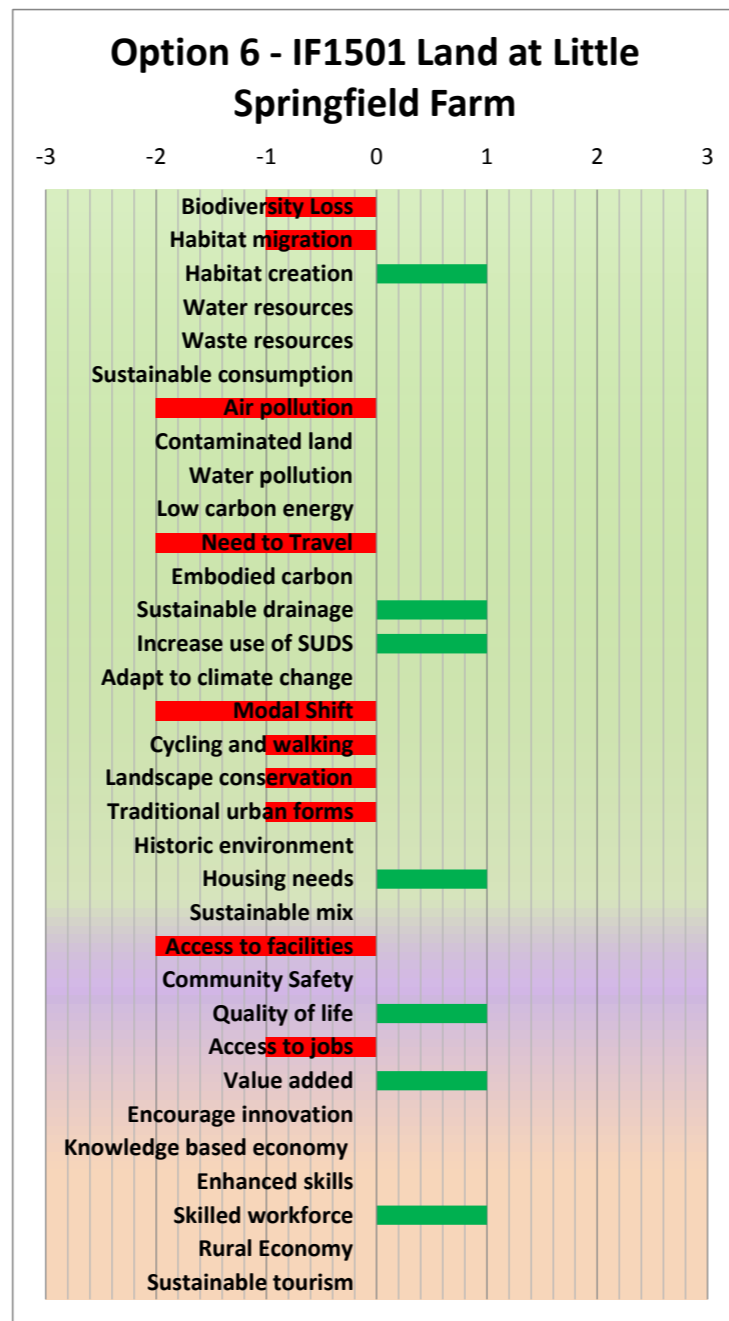
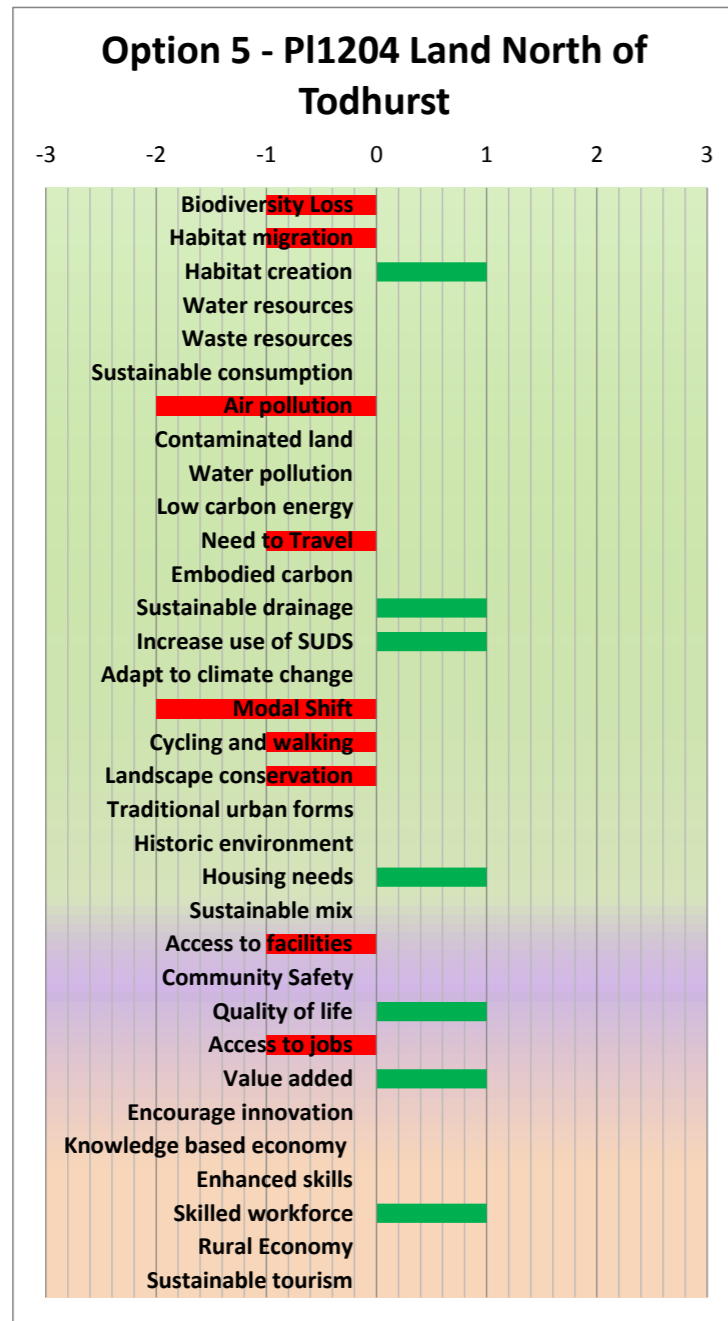
### Option 3 - IF08371 Land south of Barnwood



### Option 4 - PL1503 Land at Shortlands Copse



Ifold and Plaistow Housing Site Options



### 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

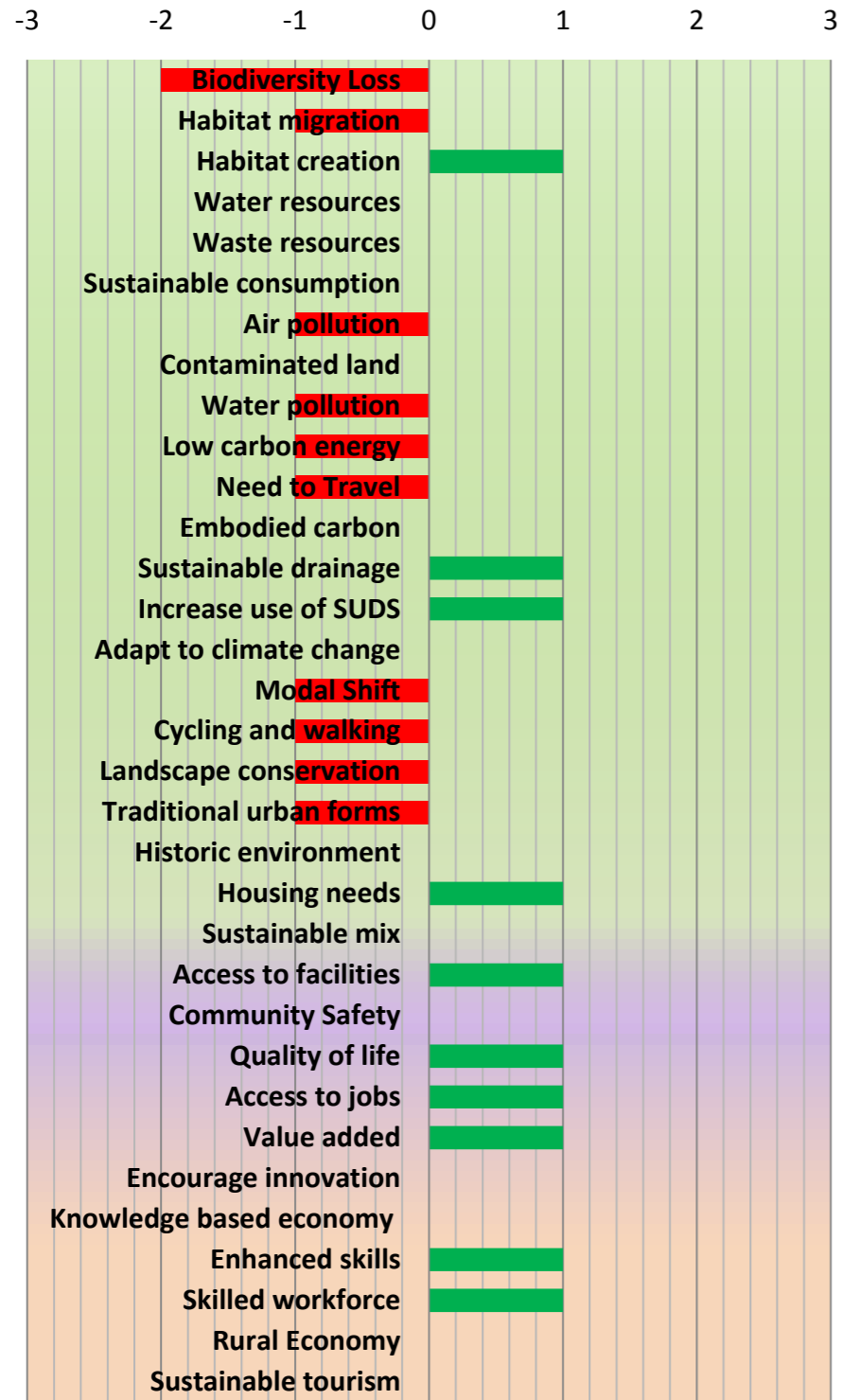


### Lynchmere Housing Sites

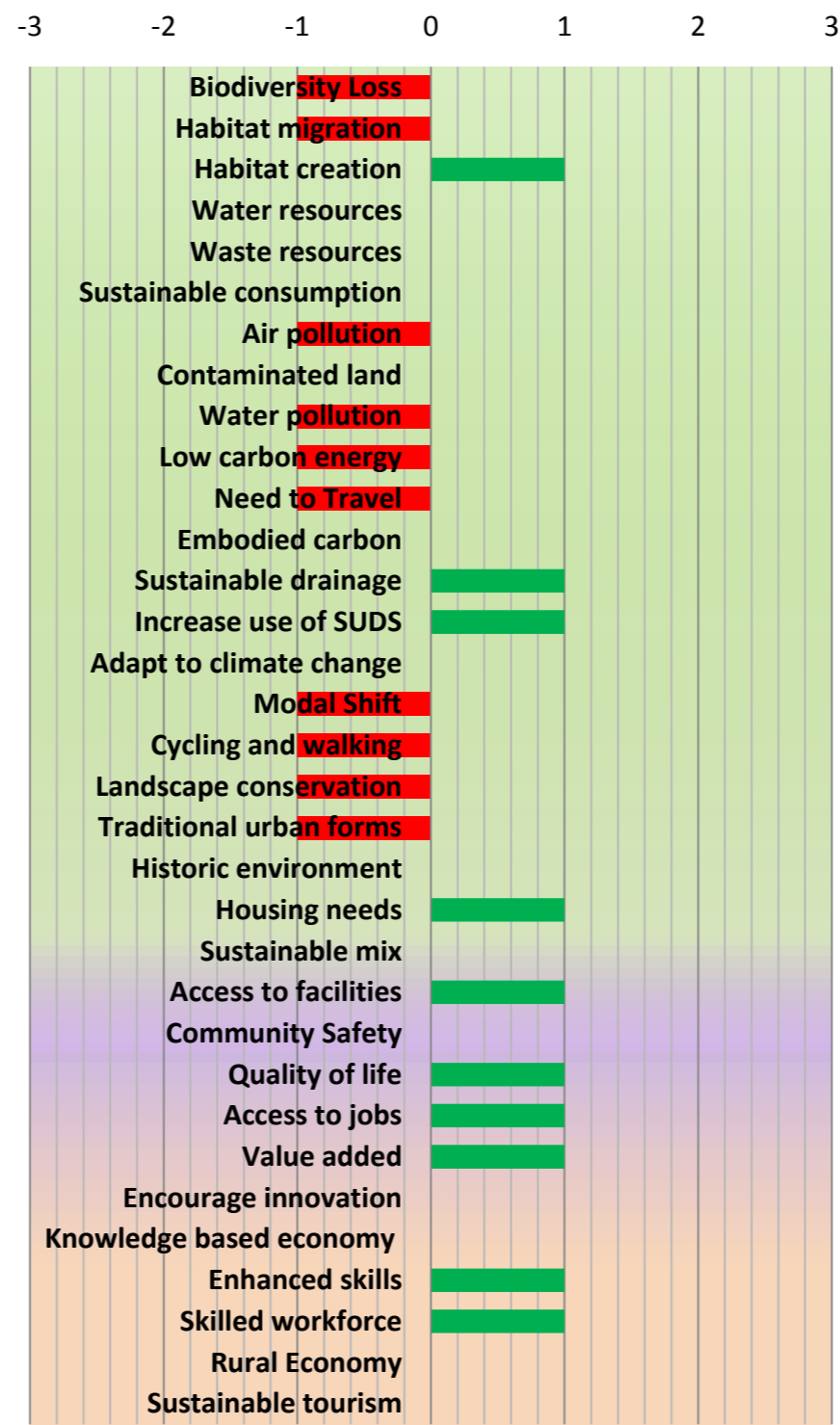
		Option 1 - CH0820 Land at Sturt Avenue		Option 2 - CH0822 Tennis Courts at Blue Anchor House		Option 3 - CH0809 Land west of the Mill Tavern		Option 4 - CH0817 Land north of Copse Road		Option 5 - CH0810 Land at Sturt Meadow Cottages	
6	Adapt to climate change	0	No significant effect	0	No significant 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

## Lynchmere Housing Site Options

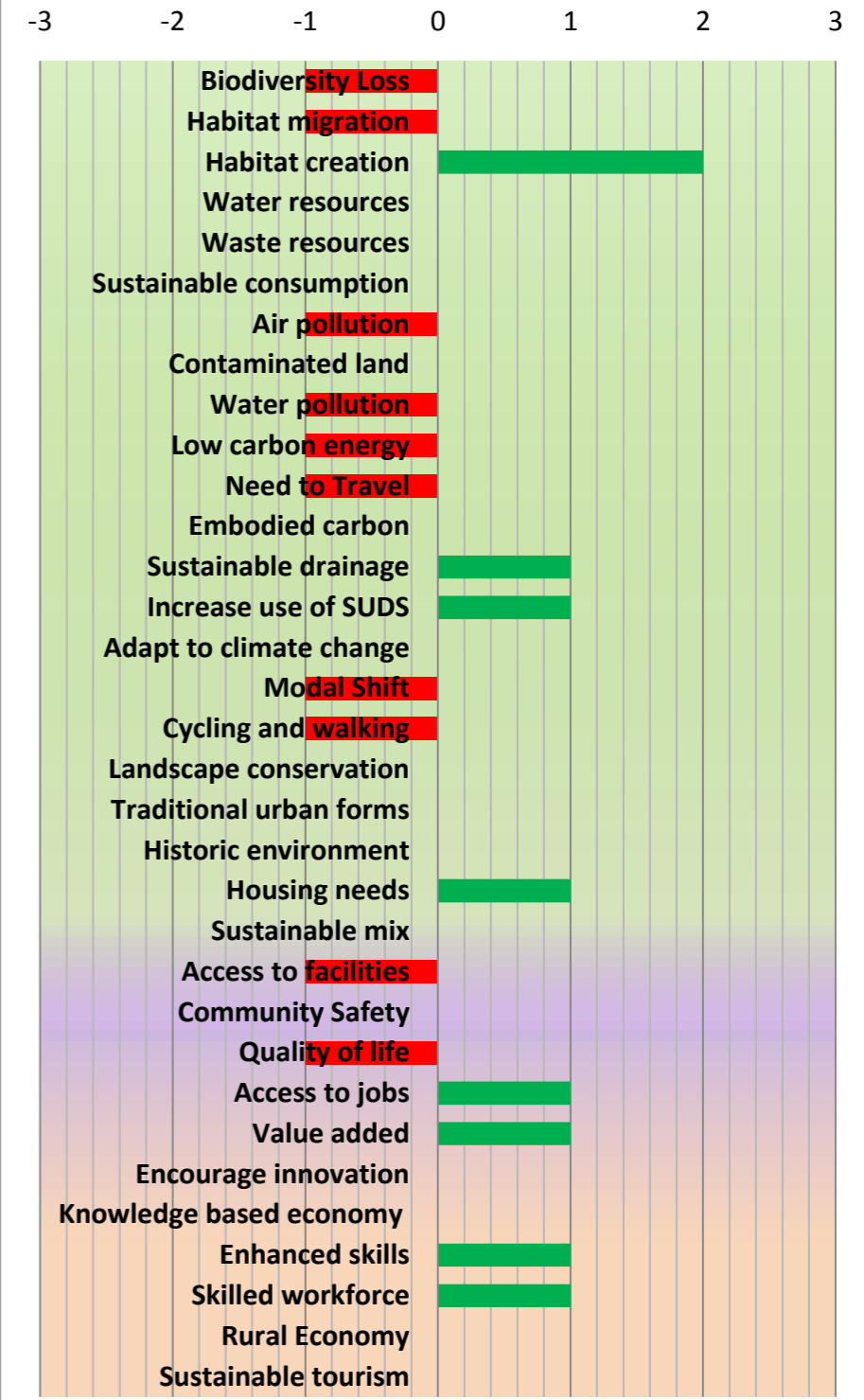
### Option 1 - CH0820 Land at Sturt Avenue



### Option 2 - CH0822 Tennis Courts at Blue Anchor House

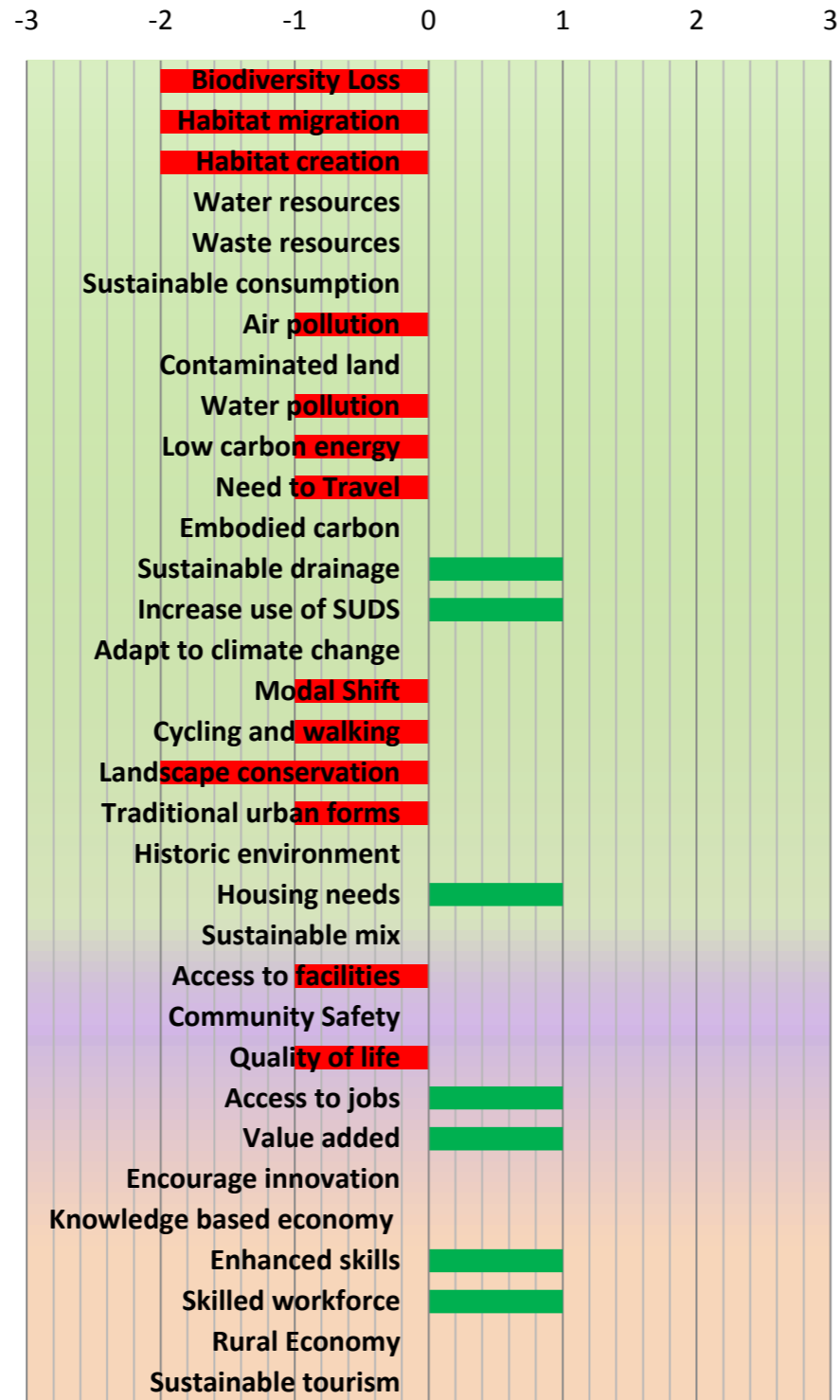


### Option 3 - CH0809 Land west of the Mill Tavern

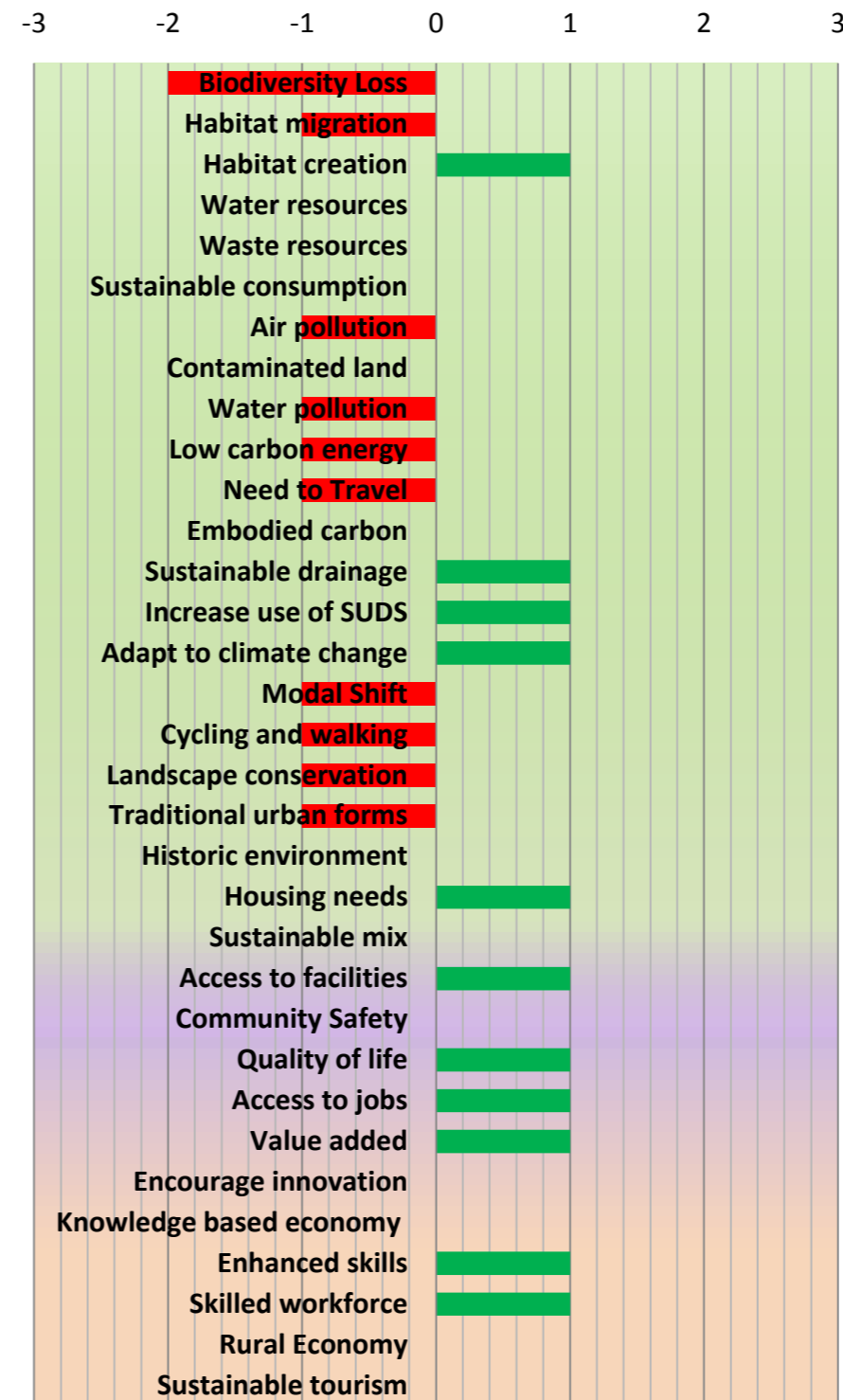


## Lynchmere Housing Site Options

### Option 4 - CH0817 Land north of Copse Road



### Option 5 - CH0810 Land at Sturt Meadow Cottages



## North Mundham and Runcton Employment Site Options

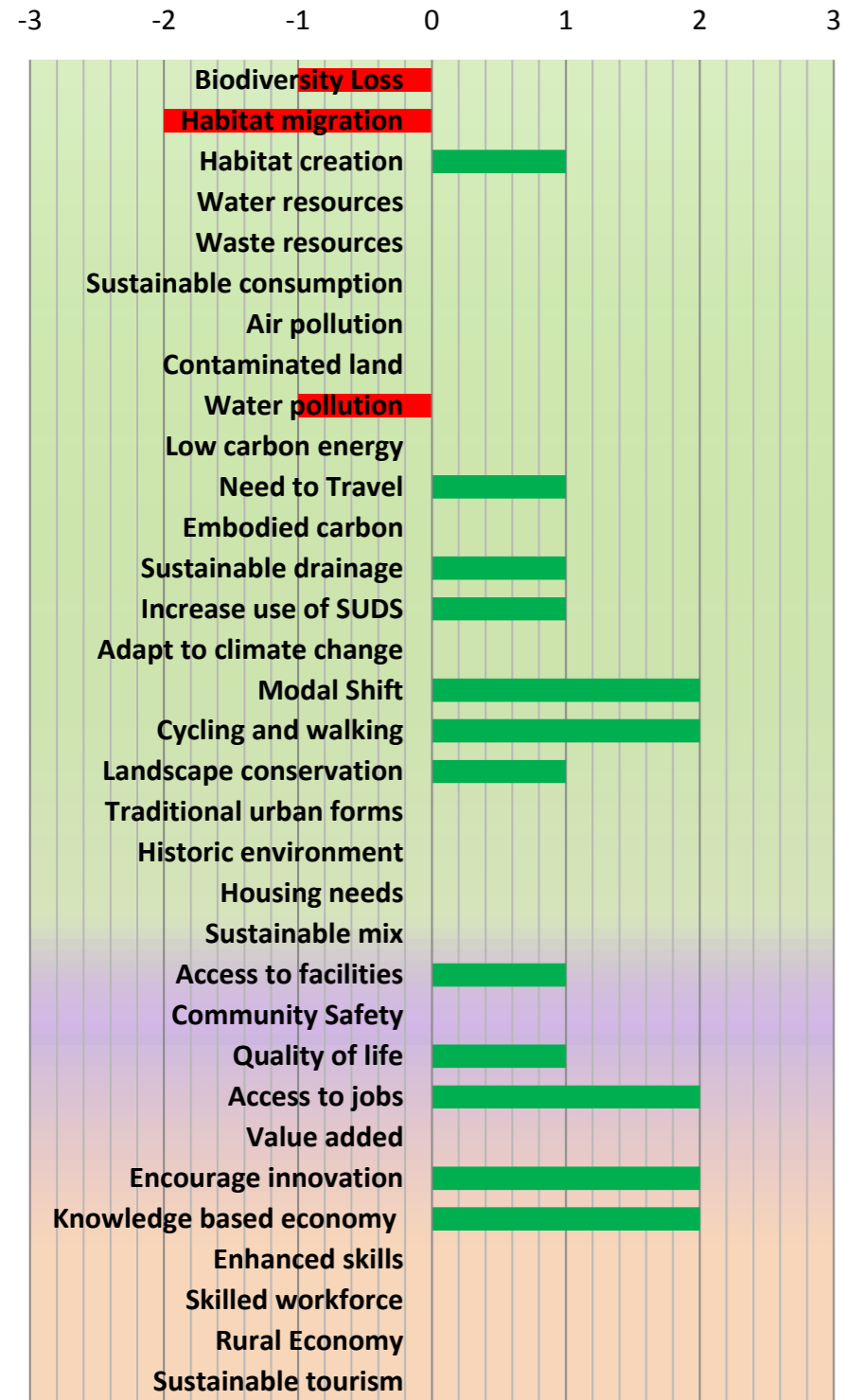
		Option 1 - NMRC1440 Land south of Bognor Road		Option 2 - NMRC1438 Walnut Tree Field, Vinnetrow Road, Runcton	
1A	Biodiversity Loss	-	Some loss of hedgerow and tree lines, loss of farm land used by over wintering birds	-	Some loss of hedgerow and tree line and farm land potentially used by overwintering birds
1B	Habitat migration	-	Located next to Chichester Gravel Pits and Leythorne Meadow SNCI, may influence over wintering bird areas	-	loss of hedgerow to west of site
1C	Habitat creation	+	Potential to create new habitats onsite	+	Potential to create new habitats onsite
2A	Water resources	0	No significant effect	0	No significant effect
2B	Waste resources	0	No significant effect	0	No significant effect
2C	Sustainable consumption	0	No significant effect	0	No significant effect
3A	Air pollution	-	Not great access - will increase traffic at the Bognor roundabout	-	Not great access - will increase traffic at the Bognor roundabout and B2145
3B	Contaminated land	0	No significant effect	0	No significant effect
3C	Water pollution	-	Located next to Chichester Gravel Pits and Leythorne Meadow SNCI, pollution from run off may be an issue	0	No significant effect
4A	Low carbon energy	0	No significant effect	0	No significant effect
4b	Need to Travel	+	Edge of centre, but with good access to A27	-	Further away from Chichester, requirement to drive to access site
4C	Embodied carbon	0	No significant effect	0	No significant effect
5B	Sustainable drainage	+	Space for use of SUDS	+	Space for use of SUDS
5B	Increase use of SUDS	+	Space for use of SUDS	+	Space for use of SUDS
6	Adapt to climate change	0	No significant effect	0	No significant effect
7A	Modal Shift	+	1.5 mile walk from train station, good bus links	+	Train station to far to walk from, would need to get bus. Site on bus route

## North Mundham and Runcton Employment Site Options

		Option 1 - NMRC1440 Land south of Bognor Road		Option 2 - NMRC1438 Walnut Tree Field, Vinnetrow Road, Runcton	
7B	Cycling and walking	+	Opportunity to cycle and or walk from the city centre	+	Opportunity to cycle from Chichester, to far to walk
8A	Landscape conservation	0	Reduces the amount of development on more sensitive sites elsewhere, but is outside the A27 ring of development	+	Reduces the amount of development on more sensitive sites elsewhere, close to other employment sites
8B	Traditional urban forms	0	No significant effect	0	No significant effect
8C	Historic environment	0	No significant effect	0	No significant effect
9A	Housing needs	0	No significant effect	0	No significant effect
9B	Sustainable mix	0	No significant effect	0	No significant effect
10	Access to facilities	+	Good access to facilities within the city centre	0	Facilities in Chichester, to far to walk, could cycle
11	Community Safety	0	No significant effect	0	No significant effect
12A	Quality of life	+	Increase job opportunities in Chichester	+	Increase job opportunities in Chichester district
12B	Access to jobs	+	Will offer job opportunities in a very accessible location	+	Will offer job opportunities in a very accessible location
12C	Value added	0	No significant effect	0	No significant effect
13A	Encourage innovation	+	Attractive city location more likely to attract innovative and knowledge based businesses	+	Location close to city centre, will attract larger businesses
13B	Knowledge based economy	+	Attractive city location more likely to attract innovative and knowledge based businesses	+	Location close to city centre, will attract larger businesses
14A	Enhanced skills	0	No significant effect	0	No significant effect
14B	Skilled workforce	0	No significant effect	0	No significant effect
15A	Rural Economy	0	No significant effect	0	No significant effect
15B	Sustainable tourism	0	No significant effect	0	No significant effect

## North Mundham and Runcton Employment Site Options

### Option 1 - NMRC1440 Land south of Bognor Road



### Option 2 - NMRC1438 Walnut Tree Field, Vinnetrow Road,

