

Sustainability Appraisal (SA) for the Southbourne Allocation Development Plan Document (DPD)

Interim SA Report accompanying the Issues and Options (Regulation 18)
Consultation for the DPD

Chichester District Council

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Quality Information

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Table of Contents

1.	Introduction	1
	Background	2
	Southbourne Allocation DPD vision and objectives	5
	SA explained	6
	SA work to date	6
	Current stage of plan making	7
	This Interim SA Report	7
	Part 1: Defining reasonable alternatives	8
2.	Defining growth scenarios	9
	Introduction	9
	Establishing growth scenarios for the SA	9
	Part 2: Appraising reasonable alternatives	11
3.	Appraisal of growth scenarios	12
	Appraisal methodology	12
	Commentary of appraisal findings: by SA topic	12
	Air / Environmental Quality	12
	Biodiversity	13
	Climate Change Adaptation	14
	Climate Change Mitigation	15
	Communities and Health	15
	Economy and Employment	16
	Historic Environment	16
	Housing	17
	Land, Soils and Resources	17
	Landscape	18
	Transport and Accessibility	19
	Water	22
	Summary of appraisal findings	23
	Part 3: What are the next steps?	25
4.	Next steps	26
	Appendix A Summary of SA Scoping	27
	A.1 Key Sustainability Issues	27
	A.2 SA Framework	32

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1. Introduction

Background

- 1.1 AECOM has been commissioned by Chichester District Council (CDC) to undertake an independent Sustainability Appraisal (incorporating Strategic Environmental Assessment) in support of the emerging Southbourne Allocation Development Plan Document (DPD).
- 1.2 The submission version of the Chichester Local Plan (hereafter referred to as 'the Submission Local Plan')¹ has identified Southbourne as a 'Settlement Hub' with a good range of services and facilities, and rail connectivity. As a sustainable settlement, Southbourne has been identified as a location suitable for a comprehensively master planned mixed-use development of up to 1,050 homes, with local employment, education provision and appropriate community facilities.
- 1.3 The Submission Local Plan identifies a broad location for development (BLD) at Southbourne, which means that the development site boundary will be determined at a later stage. In response, the decision has been made to prepare a DPD for the area of change to provide a clearly established allocation. This will contribute to ensuring good planning of the area and the deliverability of the number of units set out in the Submission Local Plan.
- 1.4 DPDs set out planning policies and proposals. They are subject to community involvement, consultation, and independent examination, and are the starting point for the determination of planning applications. DPDs also form part of the statutory planning framework and as such gain the full weight of legislation for planning decisions. In this respect the Southbourne Allocation DPD is a statutory planning document that will become part of the Development Plan for the plan area upon adoption. It will be used for decision making for relevant planning applications.
- 1.5 Key information relating to the DPD is presented in **Table 1.1** below.

¹ [Chichester District Council \(2024\) - Chichester Local Plan 2021 - 2039 examination](#)

Table 1.1: The key information relation to the Southbourne Allocation DPD

Name of Responsible Authority	Chichester District Council
Title of Plan	Southbourne Allocation DPD
Subject	Development Plan Document
Purpose	A DPD is a statutory planning document and will become part of the Chichester Local Plan upon adoption.
Timescale	To 2039
Area covered by the plan	Southbourne Parish is the key geography for the DPD, see Figure 1.1 below. The figure also includes the BLD area (i.e., the area of change where growth will come forward and planned for within the Southbourne Allocation DPD).
Summary of content	The Southbourne Allocation DPD will encompass the allocation of a site (or sites) within the BLD area in order to meet the requirements of Policy A13 within the Submission Local Plan, (i.e., up to 1,050 homes and other associated uses referred to within that policy). There may also be policies in relation to issues such as landscape/strategic gaps and also transport/sustainable travel, along with other site-specific environmental factors.”
Plan contact point	A.R: Principal Planning Policy Officer, CDC Email: arushmer@chichester.gov.uk

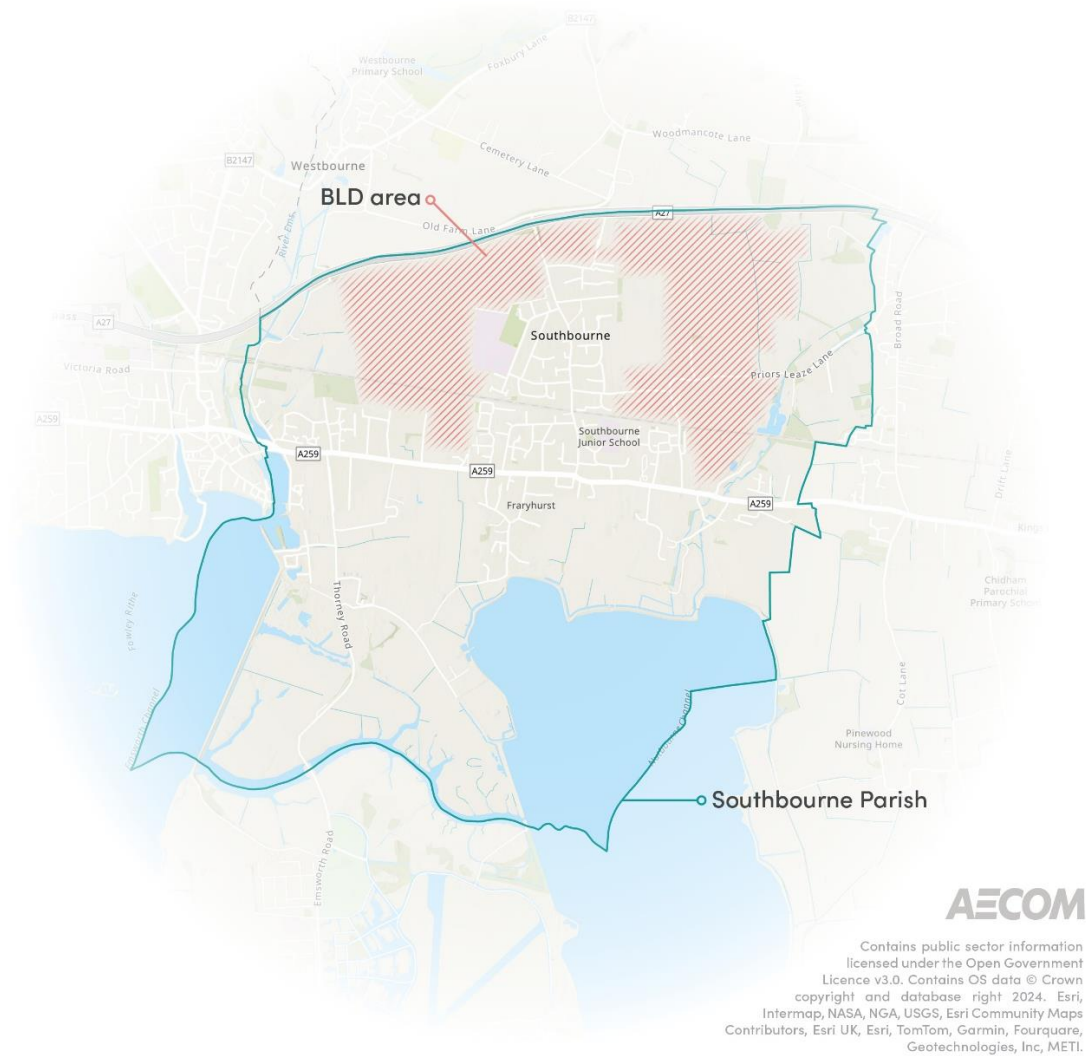


Figure 1.1: Southbourne Parish area and the Broad Location of Development (BLD) area

Southbourne Allocation DPD vision and objectives

1.6 The vision for the Southbourne Allocation DPD is as follows:

“To grow Southbourne in a comprehensive manner that supports a vibrant and sustainable community. It will be well supported by services and new and existing development will be seamlessly integrated, while embracing its existing character, landscape and ecological assets.

“Southbourne will connect people with nature, featuring a network of inclusive open space and a safe and inviting Green Ring. Active travel will be promoted through direct and convenient connections.

“Southbourne will offer a diverse living environment. The project will deliver essential services, diverse housing options, and modern infrastructure, fostering a sustainable, connected, and dynamic community.”

1.7 The following objectives expand upon the vision and provide a structure for the emerging DPD. Specifically:

- **Integrated and well-served community:** Create an integrated village where everyone can live healthy lives with equal opportunities for all; accessing services and promoting health and well-being through access to nature, active travel and recreational opportunities. A thriving place that is well served by infrastructure and local employment which caters to a range of needs.
- **Housing for all:** To deliver a range of suitable, well-designed and energy efficient housing types, sizes, and tenures to meet local needs. This will include affordable housing, specialised housing, serviced self/custom build plots and Traveller sites, as part of a mixed and balanced community.
- **Transport and sustainable travel:** Connect new and existing neighbourhoods to the train station with good pedestrian and cycle priority routes, promoting active travel throughout and across the village and enabling public transport improvements.
- **Climate change and moving towards net-zero carbon living:** Respond positively to the environment to ensure climate resilience and future-proofing, by adopting the Future Homes Standard, strengthening green and blue infrastructure, promoting walking and cycling as the preferred options for short journeys, and contribute towards achieving net zero lifestyles.
- **Environment:** Preserve and enhance biodiversity and wildlife and create a continuous Green Ring that encircles Southbourne, connecting multifunctional green spaces, parks and natural habitats.
- **Character:** Harmoniously integrating development into the wider landscape setting, protecting and mitigating impact on views and character of the Chichester Harbour National Landscape and South Downs National Park. Create a built form that is influenced by and respects the local character and heritage whilst using best practice design principles.

SA explained

- 1.8 Sustainability Appraisal (SA) is a mechanism for considering and communicating the likely effects of a draft plan, and alternatives, in terms of sustainability issues, with a view to avoiding and mitigating adverse effects and maximising the positives. The aim is to ensure that the plan contributes to the achievement of sustainable development.
- 1.9 SA must be undertaken in accordance with specific procedural requirements, as established by the Environmental Assessment of Plans and Programmes ('SEA') Regulations 2004.
- 1.10 Central to the required process is publication of a report ('the SA Report') alongside the draft plan that essentially presents an appraisal of "the plan and reasonable alternatives" and "an outline of the reasons for selecting the alternatives".²

SA work to date

- 1.11 A Scoping Report was published for consultation with statutory consultees in August 2024. The responses (along with comments on how these have been considered and addressed through the SA process) will be presented in the SA Report accompanying the proposed submission version of the DPD at Regulation 19 consultation (expected in 2025).
- 1.12 The aim of scoping is to establish a methodological framework under which to undertake subsequent appraisal, with the aim of an appraisal that is focused and concise. Also, scoping is an opportunity to gather evidence to inform the appraisal.
- 1.13 The scope of the SA has been explored and presented under a series of key environmental topics as follows:
- Air / Environmental Quality
 - Biodiversity
 - Climate Change Adaptation
 - Climate Change Mitigation
 - Communities and Health
 - Economy and Employment
 - Historic Environment
 - Housing
 - Land, Soils, and Resources
 - Landscape
 - Transportation and Accessibility
 - Water
- 1.14 The selected environmental topics incorporate the 'SA topics' suggested by Annex I (f) of the SEA Directive³. These were refined to reflect a broad understanding of the anticipated scope of plan effects.
- 1.15 Further information on the SA scope is presented in **Appendix A** of this report.

² The required SA process is understood from the Environmental Assessment of Plans and Programmes (SEA) Regulations [2004]. The Levelling Up and Regeneration Act (LURA) discusses a new regime; however, in January 2024 it was announced that secondary legislation will not be published until at least 2025.

³ The SEA Directive (Directive 2001/42/EC) is 'of a procedural nature' (para 9 of the Directive preamble) and does not set out to prescribe particular issues that should and should not be a focus, beyond requiring a focus on 'the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors'.

Current stage of plan making

- 1.16 Chichester District Council (CDC) is at an early stage in the plan-making process and is currently exploring high level options for distributing growth, or high level 'growth scenarios'. CDC are consulting on an 'Issues and Options' style document for the emerging DPD. This is an interim stage in developing the DPD and has been prepared under Regulation 18 of the Town and Country Planning (England) Regulations 2012).
- 1.17 The Regulation 18 consultation precedes the release of the submission version of the DPD for Regulation 19 consultation (expected in 2025). Drawing on consultation responses received at the current stage of plan-making and evidence base studies undertaken to inform the DPD, this document will develop further the proposed policies for the DPD, including the preferred development strategy and allocation(s).

This Interim SA Report

- 1.18 As discussed above, CDC is at an early stage in the plan-making process and is currently exploring high level options for distributing growth, or high level 'growth scenarios'.
- 1.19 As such, the aim of this 'Interim SA Report' is to present an appraisal of the growth scenarios. This is for the benefit of those who might wish to make representations through the current Regulation 18 consultation and for the benefit of the plan-makers tasked with selecting preferred approaches for the DPD.
- 1.20 This Interim SA Report has been structured into three parts, as follows:
- **Part 1** provides an outline of the reasons for selecting the reasonable alternatives (i.e., the 'growth scenarios') dealt with through the SA.
 - **Part 2** presents the appraisal of the growth scenarios, determining the likely significant environmental effects of the scenarios for each topic which has been scoped in to the SA process.
 - **Part 3** sets out the next steps for the DPD/SA process.

Part 1: Defining reasonable alternatives

2. Defining growth scenarios

Introduction

2.1 **Part 1** of this report explains how the strategic context for the DPD and evidence base has been drawn on to establish reasonable alternatives for appraisal and then consultation at this Regulation 18 stage. These comprise 'scenarios' for the location of growth through the DPD. Ultimately, the aim of **Part 1** is to present 'an outline of the reasons for selecting the alternatives dealt with', in accordance with the SEA Regulations.⁴

Establishing growth scenarios for the SA

2.2 Within the Submission Local Plan (Policy A13), Southbourne has been identified as a location suitable for a comprehensively master planned mixed-use development of up to 1,050 homes, with local employment, education provision and appropriate community facilities. In light of recent planning approvals within the BLD area, the residual housing requirement to be planned for within the DPD is a minimum of 800 homes.

2.3 Policy A13 also states that to enable a comprehensive and coordinated development approach, piecemeal or unplanned development proposals within the BLD area which are likely to prejudice its delivery will not be permitted. On this basis, plan makers have considered three large areas for development (i.e., 'growth scenarios') within the BLD area which could feasibly deliver the development approach outlined through Policy A13.

2.4 The growth scenarios encompass the available land within the BLD area located adjacent to Southbourne village (i.e., locations within the BLD area where growth could potentially integrate with the existing built-environment) and form the 'options' which have been considered as reasonable alternatives through the SA process. Specifically:

- **Option 1:** Land to the West of Southbourne village
- **Option 2:** Land to the East of Southbourne village
- **Option 3:** Mixed Scenario (combining areas of land to the west and to the east of Southbourne village)

2.5 The three growth scenarios ('options') are shown below in **Figure 2.1**. Detailed descriptions of the options are provided within the 'Issues and Options' consultation document.

2.6 Taking the above into account, the options identified for the SA are viewed to provide an appropriate vehicle for robustly appraising the key variables that have been considered (to date) with regards to the DPD's vision and objectives.

⁴ Schedule 2 (8) of the Environmental Assessment of Plans and Programmes Regulations 2004:

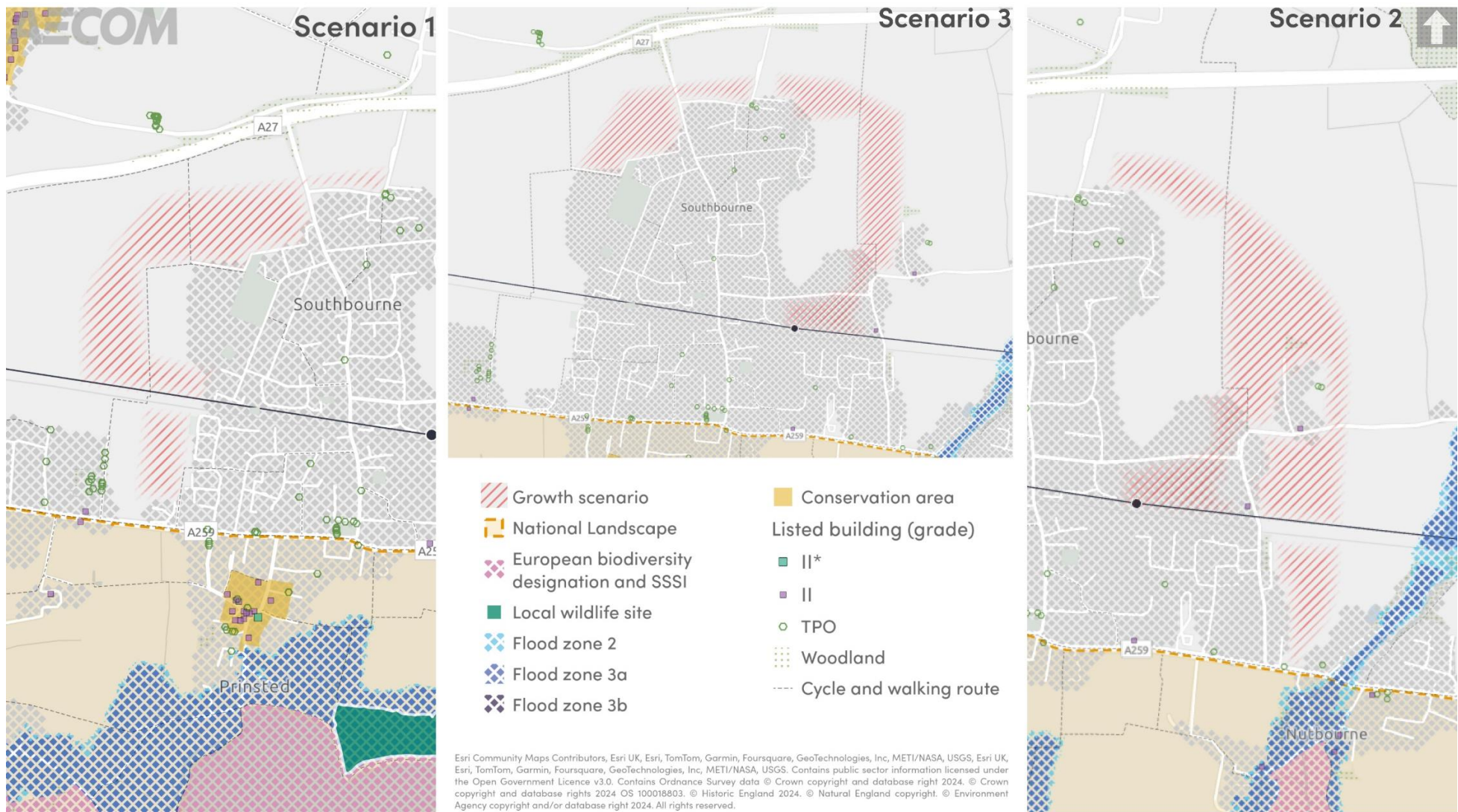


Figure 2.1: Growth scenarios ('options') considered as reasonable alternatives through the SA

Part 2: Appraising reasonable alternatives

3. Appraisal of growth scenarios

Appraisal methodology

- 3.1 The growth scenarios ('options') presented in **Part 1** above have been appraised. For each of the options, the appraisal identifies / evaluates 'likely significant effects' on the baseline, drawing on the SA topics/objectives identified through scoping as a methodological framework (see **Appendix A**).
- 3.2 Every effort is made to predict effects accurately; however, this is inherently challenging given the high-level nature of the scenarios under consideration. In light of this, there is a need to make considerable assumptions regarding how scenarios will be implemented 'on the ground' and what the effect on particular receptors will be. Where there is a need to rely on assumptions in order to reach a conclusion on a likely effect, this is made explicit in the appraisal text.
- 3.3 Where it is not possible to predict likely significant effects on the basis of reasonable assumptions, efforts are made to comment on the relative merits of the alternatives in more general terms and to indicate a rank of preference. This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'.
- 3.4 Finally, it is important to note that effects are predicted taking into account the criteria presented within the SEA Regulations (Schedules 1 and 2). For example, account is taken of the duration, frequency and reversibility of effects.
- 3.5 The appraisal findings are discussed below. The following information is presented:
 - An overview of the likely significant effects of each option (presented as a commentary of effects for each SA topic); and
 - A summary of the appraisal findings (see **Table 3.1**), including the ranking of the sustainability performance of each option relating to each SA topic to highlight their relative sustainability merits, with a star indicating the most favourable ranking.

Commentary of appraisal findings: by SA topic

Air / Environmental Quality

- 3.6 There are no Air Quality Management Areas (AQMAs) within proximity to Southbourne Parish. The most recent Air Quality Annual Status Report (ASR) for Chichester (2023)⁵ highlights that air quality across most of Chichester is generally good; however, there are roads in and adjacent to Chichester city and within Midhurst where air quality is less good and there are elevated concentrations of pollutants. The main pollutant of concern in the district is nitrogen dioxide (NO₂), the key source being road traffic.
- 3.7 In light of the above, impacts on air quality largely depend on the degree to which each option proposes to manage an increase in traffic and congestion, considering the relative constraints of each location. This includes how well

⁵ Chichester District Council (2023): [2023 Air Quality Annual Status Report \(ASR\)](#)

connected each option is to the existing transport network. This is discussed in detail under the **Transport and Accessibility** SA topic below. Ultimately, the delivery of 800 homes under each option will likely lead to an increase in traffic and congestion in Southbourne, which could adversely impact air quality locally.

- 3.8 Overall, **Option 2** is considered to perform most favourably as it utilises the existing multi-modal crossing across the railway line via Inlands Road and provides both a multi-modal bridge and a pedestrian / cycle bridge. However, it is recognised that the existing crossing is considered unsafe by Network Rail, and access off the end of South Lane could be constrained due to the character and nature of this historic lane. This is followed by **Option 3** as it has multiple points of potential vehicular and pedestrian / cycle access, as well as the opportunity to deliver a complete pedestrian / cycle route around the northern part of the village through the delivery of a green ring. However, it is recognised that this option would not provide a multi-modal bridge. **Option 1** is considered to perform least favourably as it relies on the provision of a singular multi-modal bridge; only has one potential point of vehicular access; provides no opportunity to improve pedestrian / cycle access to and from the railway station; and creates a barrier to movement and integration between new development and existing development in the village. However, it is recognised that there is an area of land immediately to the south of the site, which is safeguarded for access via a Section 106 agreement associated with a neighbouring development, which could potentially alleviate these concerns.
- 3.9 It is recognised that the delivery of 800 homes will ultimately lead to a significant increase in traffic and congestion in Southbourne village, where movement is already constrained in the north-south direction due to the railway line. This could adversely impact local air quality. However, the incorporation of green infrastructure through all three options has the potential to positively contribute to air quality by absorbing pollution. Ultimately, impacts are largely dependent on the design and layout of development, including points of access; the delivery of multi-modal and/or pedestrian / cycle bridges across the railway line; and the delivery of new public transport and active travel infrastructure, including extensions to the existing bus and pedestrian / cycle network. Taking this into consideration and recognising that there are currently no air quality issues in Southbourne Parish, **uncertainty** is noted.

Biodiversity

- 3.10 All options have the potential to deliver 20ha of open greenspace, which will form part of a 'green ring' around Southbourne village. **Option 3** would deliver the most complete version of the green ring, and it performs most favourably in this respect. Conversely, **Option 1** would only deliver the eastern part of the green ring, whilst **Option 2** would only deliver the western part of the green ring.
- 3.11 None of the options are considered likely to impact on wildlife corridors. Conversely, they all have the potential to enhance wildlife corridors, particularly across the green ring, through biodiversity net gain (BNG) requirements.
- 3.12 All options are within proximity to the Chichester and Langstone Harbours Special Protection Area (SPA), Ramsar site and SSSI, as well as the Solent Maritime Special Area of Conservation (SAC), to the south of Southbourne village. As such, all options have the potential to contribute to an increase in

recreational disturbance to these internationally / nationally designated sites for biodiversity.

- 3.13 With regard to Biodiversity Action Plan (BAP) priority habitats, **Option 2** contains an area of traditional orchard and is adjacent to a further two areas of traditional orchard. **Option 3** is also adjacent to an area of traditional orchard. Hence, these options have the potential to lead to the loss of and/or disturbance to this habitat if appropriate mitigation is not put in place.
- 3.14 **Option 1** would result in significant loss of land within the Brent Geese 'Secondary Support Area'. Whilst less significant, **Option 3** would also result in some loss of land within the Secondary Support Area. However, it is noted that there is a potential area of mitigation north of the A27 under **Option 1**.
- 3.15 Overall, whilst it is difficult to differentiate the options, **Option 2** is considered to perform more favourably than **Options 1 and 3** as it does not result in the loss of any land within the Brent Geese Secondary Support Area. Significant effects are also difficult to determine as impacts on biodiversity are largely dependent on the inclusion of mitigation measures, particularly during the design phase of development (although it is assumed that a minimum of 10% biodiversity net gain will be delivered in line with national policy). Due to this, **uncertainty** is noted under **Option 2**, whilst **significant negative effects** are predicted under **Options 1 and 3** due to the potential loss of land within the Brent Geese Secondary Support Area.

Climate Change Adaptation

- 3.16 Whilst all three options contain isolated areas at low-high risk of surface water flooding, **Options 1 and 2** are particularly constrained as they both contain an area at high risk to the north of the railway line, including where the multi-modal bridge is proposed under each option, which will need to be alleviated through design measures (e.g., via the inclusion of natural drainage solutions).
- 3.17 In terms of fluvial flood risk, **Option 2** is in proximity to an area with Flood Zone 2/3, which is in close proximity to the proposed multi-modal bridge under this option. However, it is anticipated that any potential increases in flood risk issues between the area of development and the flood risk zones could be alleviated through design measures.
- 3.18 All three options provide opportunities to incorporate climate change adaptation measures into their design. This could include natural drainage solutions, such as green space and permeable pavements. The inclusion of trees and other vegetation will also ensure that new development is resilient to the effects of climate change (e.g., from increased rainfall and temperatures).
- 3.19 Overall, **Option 3** is considered to perform more favourably than **Options 1 and 2** as it does not contain any areas at high risk of surface water or fluvial flooding. **No significant effects** are predicted under **Option 1**, however **Options 1 and 2** are considered likely to lead to **significant negative effects** as they contain areas of high surface water flood risk in key locations with regard to access. Whilst it is recognised that national planning policy prevents development in areas at risk of flooding through the sequential test and in some cases the exception test, this could be barrier to development.

Climate Change Mitigation

- 3.20 Development through any of the three options will ultimately lead to an increase in greenhouse gas (GHG) emissions as a result of an increase in the built footprint of Southbourne village and an intensification of uses in this location. However, when focusing on per capita GHG emissions, the picture is more positive given Southbourne village contains a number of services and facilities, including several schools, supermarkets and a surgery, as well as a railway station and several bus services which facilitate sustainable transport.
- 3.21 All three options have the potential to deliver development with a high environmental performance, especially given in 2025 compliance with the Future Homes Standard will become mandatory.⁶ This will ensure that new homes produce significantly fewer carbon emissions than homes built under the current Building Regulations. In addition, all three options have the potential to support a mix of uses and facilities, minimising the need to travel.
- 3.22 As all three options deliver the same quantum of growth, they will likely lead to similar overall emissions. In this respect, it is difficult to differentiate the options and they are therefore ranked equally. Given the global nature of climate change, and the relatively small level of development delivered through all three options, **no significant effects** are predicted at this stage.

Communities and Health

- 3.23 All three options propose the allocation of new / enhanced educational and community facilities, and would be within proximity to quality, open green space. All three options also have the potential to ensure all homes are within 5 minutes' walk of the nearest open space, subject to detailed design.
- 3.24 **Option 1** has the potential to create a community hub co-located with the existing college, leisure centre and recreation ground, creating a single hub of activity north of the railway line. However, this would be located away from existing facilities in the village centre and may result in residents located in other parts of the village feeling disconnected from the community hub.
- 3.25 **Options 2 and 3** also have the potential to create a community hub, however this would be separated from the existing college, leisure centre and recreation ground in the northwest of the village, with limited opportunity for co-location with existing facilities. Nevertheless, new facilities would be located closer to the village centre.
- 3.26 All options have the potential to deliver 20ha of open greenspace, which will form part of a green ring around Southbourne. **Option 3** would deliver the most complete version of the green ring, and it performs most favourably in this respect. Conversely, **Option 1** would only deliver the eastern part of the green ring, whilst **Option 2** would only deliver the western part of the green ring. Notably, by delivering a green ring, all three options – and especially **Option 3** – will likely encourage opportunities to engage in active travel and healthier lifestyles, with potential to improve the health and wellbeing of residents.
- 3.27 Overall, it is difficult to differentiate the options as they will all provide similar benefits to the local community. Due to this, the options are ranked equally.

⁶ UK Government (2021): [The Future Homes Standard: changes to Part L and Part F of the Building Regulations for new dwellings](#)

Significant positive effects are predicted under all three options as they all have the potential to deliver educational and community facilities and open green space, which will contribute to the health and wellbeing of residents.

Economy and Employment

- 3.28 All three options will deliver mixed-use development, providing local employment opportunities, and they perform well in this respect.
- 3.29 As identified in the Submission Local Plan, Southbourne has limited opportunities for employment. Currently, the retail shops and employment area are the main sources of employment. The employment area, which is located in the northwest of Southbourne village, comprises moderately sized industrial units / warehouses that remain active with office uses and car repair businesses. In this respect, **Option 1** would facilitate the greatest number of new homes within proximity to local employment opportunities.
- 3.30 In terms of access to employment opportunities further afield, **Option 1** is approximately 650m-1.5km from the railway station, whilst **Options 2 and 3** are approximately 350m-1.3km from the railway station. In this respect, the latter two options perform most favourably. The railway station provides direct connections to Portsmouth and Southampton in the westbound direction, and Chichester, Brighton, and London Victoria in the eastbound direction. There are also bus services to Chichester, Havant and Portsmouth.
- 3.31 In relation to the above, **Options 2 and 3** provide the opportunity to improve access to and from the railway station for the wider community through the provision of land for a new pedestrian / cycle bridge adjacent to the railway station. Conversely, opportunities to improve pedestrian / cycle access to and from the railway station are less likely through **Option 1**.
- 3.32 Overall, it is difficult to differentiate between the options as they will all deliver mixed-use development, providing local employment opportunities. Due to this, the options are ranked equally. **Significant positive effects** are predicted across all three options.

Historic Environment

- 3.33 Whilst all options are in proximity to listed buildings, **Options 2 and 3** are particularly close to grade II listed buildings 'Thatchways' and 'Loveders Farmhouse' on Inlands Road and Priors Leaze Lane respectively. **Option 2** delivers development on both sides of these listed buildings and is therefore likely to lead to the greatest impact on these designated heritage assets.
- 3.34 In addition to the above, **Option 2** is likely to impact the setting of several listed buildings in Nutbourne village (to the south), whilst **Option 1** is likely to impact the setting of several grade II listed buildings in Hermitage village (to the southwest), as well as grade II and grade II* listed buildings in Lumley village (to the west).
- 3.35 Whilst there is a significant cluster of listed buildings in Prinsted village, which is also covered by a conservation area, these are screened by existing development. Therefore, none of the options are likely to impact the setting of any of the listed buildings in Prinsted village, especially given the topography of the area.

3.36 Overall, **Option 1** is considered to perform most favourably, although it is recognised that this option has the potential to impact the setting of listed buildings in Hermitage and Lumley. This is followed by **Option 3** and then **Option 2**; both of these options have the potential to impact the setting of nearby listed buildings, whilst the latter also has the potential to impact the setting of listed buildings in Nutbourne. All three options will impact the wider historic landscape. **Significant negative effects** are predicted under all three options; however, it is recognised that impacts will largely depend on the design and layout of development. Hence, a degree of uncertainty is noted.

Housing

3.37 All three options propose to deliver 800 homes and will meet the residual housing needs for Southbourne. Given the options comprise large areas of land which will be subject to detailed master-planning, it is anticipated that proposals (through any option) will deliver a mix of housing types and tenures, including affordable housing. This will support a well-balanced community.

3.38 In terms of the location of housing, all three options deliver housing at locations adjacent to the existing village. However, given the scale of development proposed under each option, there is potential for development to feel self-contained and separate from the existing built-environment. This is further reinforced by the railway line, which will likely lead to a degree of severance between proposed development and the southern portion of Southbourne village. It will be important that the design and layout of development considers measures which support connectivity and community cohesion.

3.39 Overall, it is difficult to differentiate between the options as they all meet the residual housing needs for Southbourne as identified within the Submission Local Plan; therefore, the options are ranked equally. **Significant positive effects** are predicted under all three options due to this, especially given development will deliver a mix of housing types and tenures.

Land, Soils and Resources

3.40 All three options will lead to the loss of greenfield land. However, it is recognised that this is largely unavoidable given the scale of development proposed, and the relatively limited availability of brownfield land.

3.41 According to Natural England's Agricultural Land Classification (ALC) map for London and the South East⁷, the undeveloped areas of Southbourne Parish are underlain by Grade I (Excellent) and Grade II (Very Good) agricultural land. In this respect, all options would result in the loss of best and most versatile (BMV) agricultural land.

3.42 With regard to mineral resources, according to the West Sussex Joint Minerals Local Plan (2018)⁸, Southbourne Parish falls within the sharp sand and gravel Mineral Safeguarding Area (MSA). As this MSA covers a large area, extending outside of the parish boundaries, it is perhaps less likely that new development areas through any of the three options would significantly impact the integrity of the MSA. In addition, there has been a significant shift in sharp sand and gravel production away from land-won and towards marine-won sources.

⁷ Natural England (2010): [Agricultural Land Classification map London and the South East](#)

⁸ West Sussex (2018): [Joint Minerals Local Plan](#)

Nevertheless, the Joint Minerals Local Plan seeks to safeguard existing mineral resources, and all three options perform unfavourably in this respect.

- 3.43 Notably, a sizable area of all three options, including space for an access road, is covered by a consultation zone for a utilities pipeline. **Option 3** would deliver a greater percentage of new homes to the north of Southbourne village, within proximity to the gas pipeline, and it performs least favourably in this respect.
- 3.44 Overall, **Options 1 and 2** are ranked slightly more favourably than **Option 3** as they do not fall within such a large area of the consultation zone for the utilities pipeline. **Significant negative effects** are predicted under all three options as they will lead to the loss of a significant area of greenfield / BMV land and the potential sterilisation of sharp sand and gravel reserves. However, it is recognised that these effects are unavoidable given the relatively limited availability of brownfield land.

Landscape

- 3.45 None of the options would deliver new development within a National Park or National Landscape. However, the southern extents of **Options 1 and 2** are potentially within the setting of Chichester Harbour National Landscape (located to the south of Southbourne village). However, it is recognised that existing development between the options and the National Landscape provide an element of screening. In addition, the topography of Southbourne is relatively flat, and as new development is unlikely to be elevated in the landscape, the options are unlikely to be visible from within the National Landscape.
- 3.46 **Options 1 and 2** would both deliver development within the Zone of Theoretical Visibility (ZTV) of the South Downs National Park to the north. These options are also within the setting of the Chichester Harbour National Landscape to the south. However, impacts could be reduced and/or mitigated through design, in addition to embedding a strong green infrastructure framework which shields sensitive views. With regard to **Option 2**, a preliminary Landscape and Visual Impact Assessment undertaken by the site promoter has identified a potential moderate impact on the National Park and moderate / minor impact on the National Landscape. **Option 3** would lead to similar impacts to the other two options with regard to the National Park to the north, but less severe impacts with regards to the National Landscape to the south.
- 3.47 All options have the potential to deliver 20ha of open greenspace, which will form part of a 'green ring' around Southbourne. **Option 3** would deliver the most complete version of the green ring, and it performs most favourably in this respect. Conversely, **Option 1** would only deliver the eastern part of the green ring, whilst **Option 2** would only deliver the western part of the green ring.
- 3.48 The most recent Landscape Capacity Study for Chichester (2019)⁹ highlights that a key issue for future development in the East-West Corridor is the prevention of coalescence between the settlements of Southbourne, Prinsted, Nutbourne, Bosham, Fishbourne and Chichester along the A259. The study shows that the land to the north of Southbourne village has a medium capacity for change, whilst the land to the south of Southbourne village has a low capacity for change. In this respect, whilst all of the options propose to deliver development in the least constrained parts of the parish, **Option 3** performs

⁹ Terra Firma (2019): [Chichester Local Plan Review - Landscape Capacity Study - East to West Corridor](#)

most favourably by delivering development furthest from the areas with the lowest capacity for change.

- 3.49 All three options fall within an identified landscape gap according to the Landscape Gap Assessment for Chichester District Council (2019).¹⁰ **Option 1** largely falls within the identified landscape gap between Southbourne and Hermitage. However, it is noted that a planning application has already been permitted in this gap. **Option 3** partially falls within the identified landscape gap between Southbourne and Hambrook. It is recognised that the size of the areas covered by the options may help to safeguard the integrity of these gaps through the inclusion of green buffers. However, this is dependent on the design of the schemes which come forward.
- 3.50 With regard to villagescape character, **Options 1 and 2** would lead to one sided growth of the village, unbalanced with its original form and structure. Conversely, **Option 3** would create a more sympathetic growth structure that allows the village to expand more equally and performs well in this respect. Nevertheless, it is recognised that all three options would significantly alter villagescape character due to the scale of development proposed.
- 3.51 **Options 1 and 2** both contain trees with a Tree Preservation Order (TPO). However, it is recognised that these trees are afforded protection through this designation, and any potential adverse impacts on these trees could be mitigated at the design stage of development.
- 3.52 All three options have the potential to contribute to the character of Southbourne village through design. This could be achieved through the retention and integration of trees with TPOs (**Options 1 and 3**), historic orchards (**Options 2 and 3**), existing hedgerows (**Options 2 and 3**), and public footpath (all options).
- 3.53 Overall, **Option 3** is considered to perform most favourably as it would deliver the most complete version of the green ring; lead to less severe impacts with regards to the National Landscape; and create a more sympathetic growth structure that allows the village to expand more equally. This is followed by **Option 2** and then **Option 1**, which is ranked least favourably because it largely falls within the identified landscape gap between Southbourne and Hermitage. **Significant negative effects** are predicted under all three options; however, it is recognised that impacts will largely depend on the design and layout of development. Hence, a degree of uncertainty is noted.

Transport and Accessibility

- 3.54 All three options are located to the north of the railway line that passes through Southbourne village, which could lead to a degree of severance between proposed development and the southern portion of Southbourne village if appropriate access is not delivered alongside development. At present, there are only two vehicular crossing across the railway line; these are both level crossings, with one located in the centre of the village (Stein Road) and the other to the east of the village (Inlands Road). There are also two informal and unsafe pedestrian / cycle crossing to the west of the village (public footpath nos. 240 and 241), as well as one to the east (public footpath no. 257).

¹⁰ Terra Firma (2019): [Landscape Gap Assessment for Chichester District Council](#)

- 3.55 **Option 1** has the potential to improve this informal and unsafe crossing by providing a new pedestrian / cycle bridge as a minimum, or a multi-modal bridge using safeguarded land to the south of the railway (subject to funding).
- 3.56 **Options 2 and 3** have the potential to improve pedestrian / cycle connectivity within the village and to the station by providing land for a new pedestrian / cycle bridge immediately east of the station (utilising safeguarded land and subject to funding). **Option 2** also has the potential to provide a multi-modal bridge to the east of the village (if deliverable in regard to land and cost). Whilst **Option 3** would not provide a multi-modal bridge, similar to Option 1, it has the potential to improve the informal and unsafe crossing to the west of the village by providing a new pedestrian / cycle bridge (subject to funding).
- 3.57 With regard to vehicular access, **Option 1** only has one potential point of vehicular access to the north of the village, off the northern extent of Stein Road. In addition, access across the railway line to the west of the village would be dependent on the delivery of a multi-modal bridge, which could be a constraint to development. However, it is recognised that there is an area of land immediately to the south of the site, safeguarded for access via a Section 106 agreement associated with a neighbouring development, which could potentially alleviate these concerns.
- 3.58 **Option 2** has three potential points of vehicular access: one to the north of the village, off the end of South Lane; another to the east of the village, off Main Road / Inlands Road; and a third in the centre of the village, off the end of Hurstwood Avenue. Access off the end of South Lane could be constrained due to the character and nature of this historic lane, which remains untested with regard to its capacity to take additional traffic volume. Moreover, access off Main Road / Inlands Road could lead to increased pressure on these roads, and would be dependent on the delivery of a multi-modal bridge to the east of Inlands Road, which could be a constraint to development.
- 3.59 **Option 3** has multiple potential points of vehicular access, including primary access to the north of the village, off the northern extent of Stein Road and off the end of Haslemere Road. However, there is still a reliance on the historic lanes as no multi-modal bridge will be delivered through this option. Other potential points of vehicular access are to the east of the village, off Inlands Road, and in the centre of the village, off the end of Hurstwood Avenue. This option performs most favourably in this respect.
- 3.60 With regard to active travel access, **Option 1** has potential points of pedestrian / cycle access to the north of the railway line. It is also connected to an existing network of public footpaths and Network Rail have expressed support for improvements to the informal and unsafe pedestrian / cycle crossing across the railway line.
- 3.61 **Option 2** also has three potential points of pedestrian / cycle access to the north of the railway line. It is also connected to an existing network of lanes, public footpaths and there is an opportunity to improve connectivity across the railway line via a new pedestrian / cycle bridge in the centre of the village.
- 3.62 **Option 3** has four potential points of pedestrian / cycle access to the north of the railway line. It is also connected to an existing network of lanes, public footpaths and there is an opportunity to improve connectivity across the railway

- line via two new pedestrian / cycle bridges to the west of the village and in the centre of the village. There is also an opportunity to deliver a complete pedestrian / cycle route around the northern part of the village through the delivery of a green ring. This option performs most favourably in this respect.
- 3.63 All three options have the potential to connect with a proposed cycling route (ChEmRoute) along Main Road.
- 3.64 With regard to access to the bus network, all three options have limited suitable access points and are largely reliant on the delivery of a multi-modal bridge to create a connected network of streets for buses. Under **Options 2 and 3**, existing lanes are unlikely to accommodate buses. Under **Option 1**, approximately 50% of development would be within 400m of an existing bus stop. Under **Options 2 and 3**, only 10% and 30% of development (respectively) would be within 400m of an existing bus stop.
- 3.65 With regard to access to the railway station, all three options are within walking distance from the railway station. **Options 2 and 3** provide the opportunity to improve access to and from the railway station for the wider community through the provision of land for a new pedestrian / cycle bridge adjacent to the railway station. Conversely, **Option 1** provides limited opportunities to improve pedestrian / cycle access to and from the railway station.
- 3.66 Overall, **Option 1** is considered to perform most favourably as there is a safeguarded area of land immediately to the south of the option, which would facilitate the delivery of a new multi-modal bridge. Under this option, land ownership issues are not as much of a concern given the Section 106 agreement which is in place. Chichester District Council have been liaising with key stakeholders, including Network Rail, and the early indications are that the multi-modal bridge is more likely to be viable under this option. However, cost is a key concern.
- 3.67 This is followed by **Option 3** as it has multiple points of potential vehicular and pedestrian / cycle access, as well as the opportunity to deliver a complete pedestrian / cycle route around the northern part of the village through the delivery of a green ring. However, it is recognised that this option would not provide a multi-modal bridge.
- 3.68 **Option 2** is considered to perform least favourably as access off the end of South Lane could be constrained due to the character and nature of this historic lane, which would likely need to be widened to accommodate increased traffic. However, the option performs well by utilising the existing multi-modal crossing over the railway line via Inlands Road and providing both a multi-modal bridge and a pedestrian / cycle bridge. Nevertheless, the significant deliverability and viability concerns regarding the multi-modal bridge are recognised.
- 3.69 **Significant negative effects** are predicted under all three options as the delivery of 800 homes will ultimately lead to a significant increase in traffic and congestion in Southbourne, where movement is already constrained in the north-south direction due to the railway line. However, it is recognised that impacts are largely dependent on the design and layout of development, including points of access; the delivery of multi-modal and/or pedestrian / cycle bridges across the railway line; and the delivery of new public transport and

active travel infrastructure, including extensions to the existing bus and pedestrian / cycle network. Hence, a degree of uncertainty is noted.

Water

- 3.70 The provider of water in Southbourne Parish is Portsmouth Water, whilst the provider of sewerage is Southern Water. Portsmouth Water's revised draft Water Resources Management Plan (WRMP) 2024¹¹ outlines that over the planning period (2025/26 to 2074/75), a reduction in the water available to supply housing is forecast, primarily related to a reduction in abstraction to meet environmental protection, but also due to the effects of climate change. In addition, an increase in demand from a growing population is forecast. Significant supply deficits during the plan period are forecast, during which the additional water needed will rise from 54.5 MI/d in 2035 to 179.8 MI/d in 2075.
- 3.71 In light of the above, growth in Southbourne Parish through any of the three options is likely to place additional stress on an already stressed location with respect to water supply issues. However, it is recognised that growth would likely come forward with or without the Southbourne Allocation DPD. In addition, the WRMP sets out how to bridge the identified supply demand balance gap, including by exploring new demand reduction options and new supply schemes.
- 3.72 No waterbodies pass through the areas covered by the options; however, the catchment for the Ems Water Body¹² borders the north of Southbourne Parish and overlaps slightly with the parish in the northwest. Hence, development – particularly under **Option 1** – has the potential to impact the ecological status of this water body, which is vulnerable as it currently has a poor ecological status. This is given that the area of land proposed through **Option 1** is closer to the water body in comparison to **Options 2 and 3**.
- 3.73 Overall, it is difficult to differentiate between the options given they all deliver the same quantum of growth and will therefore likely lead to similar impacts on water supply. However, **Options 2 and 3** are ranked slightly more favourably than **Option 1** as they are less likely to impact the ecological status of the Ems Water Body. **No significant effects** are predicted under any of the options as the WRMP, in addition to national planning policy, should ensure that any development in Southbourne Parish is suitable in terms of water supply.

¹¹ Portsmouth Water (2024): [Revised Draft Water Resources Management Plan 2024](#)

¹² Environment Agency (2024): [Ems Water Body](#)

Summary of appraisal findings

Table 3.1: Appraisal conclusions

SA topic		Option 1: Land to the West	Option 2: Land to the East	Option 3: Mixed Scenario
Air / Environmental Quality	Rank	3	★1	2
	Significant effect?	Uncertain	Uncertain	Uncertain
Biodiversity	Rank	3	★1	2
	Significant effect?	Negative	Uncertain	Negative
Climate Change Adaptation	Rank	2	3	★1
	Significant effect?	Negative	Negative	No
Climate Change Mitigation	Rank	★1	★1	★1
	Significant effect?	No	No	No
Communities and Health	Rank	★1	★1	★1
	Significant effect?	Positive	Positive	Positive
Economy and Employment	Rank	★1	★1	★1
	Significant effect?	Positive	Positive	Positive
Historic Environment	Rank	★1	3	2
	Significant effect?	Negative	Negative	Negative
Housing	Rank	★1	★1	★1
	Significant effect?	Positive	Positive	Positive
Land, Soils, and Resources	Rank	★1	★1	3
	Significant effect?	Negative	Negative	Negative
Landscape	Rank	3	2	★1

SA topic		Option 1: Land to the West	Option 2: Land to the East	Option 3: Mixed Scenario
	Significant effect?	Negative	Negative	Negative
Transport and Accessibility	Rank	★1	3	2
	Significant effect?	Negative	Negative	Negative
Water	Rank	3	★1	★1
	Significant effect?	No	No	No

Part 3: What are the next steps?

4. Next steps

- 4.1 This Interim SA Report accompanies the current stage of plan making for the Southbourne Allocation DPD - *Southbourne Allocation DPD: (Regulation 18) Consultation*.
- 4.2 Following the receipt of responses on this Regulation 18 consultation, the preferred approach for the DPD will be finalised, and the proposed submission version of the DPD will be released by CDC for Regulation 19 consultation with a full SA Report. Regulation 19 consultation on the proposed submission version of the DPD is anticipated to take place in 2025.
- 4.3 Once the period for representations on the Regulation 19 version of the DPD document / SA Report has finished, the main issues raised will be identified and summarised by CDC, which will then consider whether, in light of representations received, the plan can still be deemed 'sound'. If this is the case, the DPD will be submitted to the Secretary of State for Examination, alongside a statement setting out the main issues raised during the consultation. CDC will also submit the SA Report alongside it.
- 4.4 At Examination, the Inspector will consider representations (alongside the SA Report) before then reporting back. If the Inspector identifies the need for modifications to the DPD, these will be prepared (and undergo SA) and will then be subject to consultation (with an SA Report Addendum published alongside).
- 4.5 Once found to be 'sound', the DPD will be formally adopted by CDC. At the time of adoption, an SA 'Statement' must be published that sets out (amongst other elements) 'the measures decided concerning monitoring the Plan'.

Appendix A Summary of SA Scoping

Drawing on the review of the sustainability context and baseline, the SA Scoping Report identified a range of sustainability issues that should be a particular focus of SA, ensuring it remains targeted on the most important issues. These issues were then translated into an SA 'Framework' of objectives and appraisal questions.

The SA Framework provides a way in which the sustainability effects of the Local Plan and alternatives can be identified and subsequently analysed based on a structured and consistent approach.

The key sustainability issues and the SA Framework are presented below.

A.1 Key Sustainability Issues

Air / Environmental Quality

- New development in the plan area (Southbourne parish) will likely increase the number of vehicles on the local road network. This could contribute additional air and noise pollution to the baseline through increased vehicle movements.
- Facilitating sustainable and active travel opportunities through the design of new development areas is important to reduce the reliance on private vehicles (and associated air quality concerns).
- The northern half of the plan area is more constrained by noise pollution, associated with the A27 on the northern boundary, and the A259 and railway intersecting the middle of Southbourne. Opportunities to deliver new develop at a further distance from existing areas of noise concern may help to limit any additional impacts.
- Opportunities to incorporate natural noise buffers into the design of new development areas will support a limitation in noise effects within the plan area.

Biodiversity

- Nutrient neutrality is a big concern in relation to the plan area, and new development areas will likely be required to demonstrate that they are nutrient neutral and don't exacerbate the current issues.
- A large proportion of land in the southern half of the plan area contributes to internationally, nationally, and locally important designated sites for biodiversity and geodiversity. As such, large scale development is less likely to be deliverable in this direction due to the potential to adversely impact upon these important designations. Additionally, growth to the east or west has the potential to indirectly impact upon the integrity of these sites – for example, by exceeding Impact Risk Zone (IRZ) thresholds.
- The Chichester and Langstone Harbour SPA is an important area for wintering birds, especially brent geese. Development will need to appropriately consider and reflect the provisions outlined in the Solent Recreation Mitigation Strategy and the Solent Waders and Brent Goose Strategy in order to ensure adverse impacts to the area are avoided or mitigated.
- There are a number of important habitat types within the plan boundaries, largely concentrated in the southern half of the plan area. Given this, larger scale

development is unlikely to be deliverable within the southern section of the plan area.

- Given the northern half of the plan area intersects with Network Enhancement and Expansion Zones, it is considered that development could more readily achieve biodiversity net gains in this part of the Southbourne Parish. Opportunities are perhaps more readily achievable in the eastern section of Southbourne.

Climate Change Adaptation

- Much of the southern part of the plan area is at risk of fluvial or sea flooding, with the land to the east and west of the Southbourne village boundary at a much lower risk. Development to the east and to the west of Southbourne, whilst less constrained from a flood risk perspective, may still increase flood risk issues in the plan area if the design of schemes do not incorporate appropriate drainage solutions and adaptation measures.
- Surface water flood risk and groundwater flood risk is a constraint across the plan area, with surface water flood risk being more prevalent in the northern half of the Southbourne Parish. Given the scale of growth likely to come forward in the plan area, surface water flooding issues could be exacerbated due to increases in non-permeable surfaces linked to new development.
- The extent to which fluvial, sea, surface water and groundwater flood risks are considered in the design of new development is a key consideration.

Climate Change Mitigation

- Given transportation is the largest contributing sector of carbon dioxide emissions, the extent to which development can encourage a limitation from private vehicles within the plan area is a key consideration. Specifically, development should encourage engagement with existing and / or new sustainable transport infrastructure and seek opportunities to provide a good level of community infrastructure. These considerations will help to reduce the contribution of the transport sector on carbon emissions in the plan area due to the reduced need to travel to access services and providing good alternative travel opportunities to private vehicles.
- Green infrastructure has played an integral part in offsetting greenhouse gas emissions in the Chichester District. As such, development provides an opportunity to incorporate a good level of green infrastructure, which could contribute to increased levels of carbon capture and storage in the Southbourne.

Communities and Health

- There is an ageing population in Southbourne, and a greater proportion of residents that are disabled in comparison to the wider Chichester District. As such, it is important that the needs of these groups are met, and access to key services and facilities that support health and wellbeing is maintained and enhanced. This could be achieved by focusing development as close to the existing Southbourne village as possible – to the east or west.
- There are varying levels of deprivation across the neighbourhood area, especially linked to barriers to housing and access to services. It will be important for new development to incorporate a mix of housing types and tenures that reflects the needs of the Southbourne community – including

affordable housing for first time buyers. This will contribute to supporting a well-balanced community.

- According to the Open Space Study Update (2024)¹³, the open space supply in Southbourne is below the Chichester Local Plan's quantity standards. As such, new development is likely to put pressure on the existing provision in the plan area. Consideration of the effects new development will have on the health and wellbeing of new and existing residents should be a focus.

Economy and Employment

- There is a current lack of vacant business and industrial space in the plan area. As such, growth could put pressure on the existing employment sites through increased use and demand for space. However, growth may also encourage opportunities to increase the provision of employment land within Southbourne Parish.
- Opportunities for development to facilitate home working and support flexible working practices is a key consideration, given that a high percentage of the working population currently travel outside of the plan area to access employment. Opportunities for development to provide additional employment floorspace is also a key consideration.

Historic Environment

- There are several heritage designations across the parish, and areas with greater concentrations of assets are likely to be more sensitive to new development given the potential direct and indirect impacts to designations (and their settings). Land to the east of the village is perhaps less constrained given the distance of this location from heritage assets and areas.
- Locally important, non-designated heritage features are likely to be distributed across the parish. As such, development in the parish could present an opportunity to enhance the community's understanding of their contribution to the historic environment of Southbourne.

Housing

- The scale of development expected to come forward in the plan area presents the opportunity to provide a mix of housing types and tenures, with affordable housing provision increasing in line with housing numbers.
- There is an ageing population in Southbourne. As such, the ability for housing to cater for the changing needs of residents over their lifetime (for example, adaptable homes) is an important consideration.
- Opportunities for development to deliver housing which meets the needs of specific population groups within the plan area should be encouraged (wherever possible).
- In light of the climate emergency declaration at both the local and national level, opportunities to incorporate energy efficiency measures within new homes is a key consideration for new development areas.

¹³ Ethos (2024): [Open Space Study 2024 Update](#)

Land, Soils and Resources

- Much of the plan area is underlain with land that has the potential to support productive agricultural activity. The scale of development which is likely to come forward during the plan period, alongside the lack of suitable and available brownfield site options in Southbourne, is likely to result in the permanent loss of BMV land - which cannot be mitigated.
- If development were to come forward in the plan area, it is likely to require consultation with West Sussex County Council due to the overlap with a mineral safeguarding zone and potential proximity to the waste management site. In this regard, development to the south would likely be less constrained, given some of the land in this part of the plan area is outside of these designated areas.

Landscape

- Development in the BLD area has the potential to impact upon the setting of and views to / from the South Downs National Park, given its proximity. Growth in the southern part of the plan area past the A259 Main Road would bring forward development within the Chichester Harbour National Landscape. Avoiding impacts to these important landscape designations will be a key consideration of development going forward. It is recognised that allocation(s) within the DPD will likely be focused in the BLD area, which is outside of the National Landscape boundary (but within its setting).
- Broadly, the landscapes within Southbourne Parish have a low capacity for change. The landscape sensitivities and capacities will need to be a key consideration of development going forward to ensure that the sensitivities are appropriately safeguarded and reflected within the design of any new development areas. It is noted that land directly to the west of the Southbourne village and land to the east has a medium to high capacity for change, and as such could more readily accommodate new development.
- There are two landscape gaps to the east and west that are important contributors to character and settlement identity in the plan area. These should be retained through development as far as possible, in order to avoid coalescence between Southbourne and Hambrook and Emsworth.

Transportation and Accessibility

- Traffic congestion is a key concern, primarily associated with the A27 / A259. Highways infrastructure upgrades to the A27 is an important factor concerning the scale of growth that could come forward during the plan period, and therefore the ability for the site allocations to contribute towards those upgrades and also to facilitate active and sustainable transport opportunities will be a key issue.
- Development within Southbourne would likely increase private vehicles on the local road network, based upon current transportation trends. This would contribute to reducing the spare capacity of the local road network. As such, development will need to fully consider the impacts it will have on the local road network, and how best to mitigate traffic impacts. Development to the east and west of the Southbourne village could contribute to reducing traffic levels by being located close to existing services and facilities and the significant sustainable transport option in the form of the railway station, and easily integrating with the existing transport network.

- If growth were focused to the east or west of the Southbourne village, it would likely be intersected and / or constrained by the rail line. Crossing the line is possible at two existing locations, however these currently have a high-risk classification which could be exacerbated by further development. There are also two informal pedestrian crossings over the railway line to the west of Southbourne which are considered dangerous by Network Rail. As such, potential development to the east and west of the settlement will need to appropriately consider its impact on the Stein Road and Inlands Road crossings and could explore alternative crossing opportunities. This could include a road and/or pedestrian/cycle bridge options.

Water

- Growth anywhere in the plan area is likely to cause increased pressure on the local water network and water quality designations, due to an increase in development and the associated water usage. This includes the potential to exacerbate existing sewer issues. Increased growth in the plan area will also likely impact upon the capacity of the Thornham wastewater treatment works that serves it.
- Opportunities for the design of new development to minimise the risk to watercourses (either via the application of sustainable drainage systems or natural features to limit run-off) is a key consideration.

A.2 SA Framework

SA theme	SA objective	Supporting questions (will the option / proposal...)
Air / environmental quality	Support objectives to improve air quality within and surrounding the plan area.	<ul style="list-style-type: none"> • Implement measures (such as green infrastructure), which will help to support good air quality in the plan area? • Promote and encourage more sustainable and active transport opportunities, including walking, cycling and public transport?
	Support the reduction or mitigation of noise pollution within the plan area.	<ul style="list-style-type: none"> • Implement mitigation measures to help reduce the impact of noise pollution, including noise insulation and green infrastructure buffers?
Biodiversity	Protect and enhance biodiversity.	<ul style="list-style-type: none"> • Protect and enhance internationally, nationally, and locally designated sites within and in proximity to the plan area, including supporting habitats and species that are important to the integrity of these sites? • Protect and enhance semi-natural habitats as well as priority habitats and species – in particular, habitats and species which are the qualifying features for these designated sites? • Achieve biodiversity and environmental net gains and support the delivery of ecosystem services and multifunctional green infrastructure networks? • Increase the resilience of biodiversity in the area to the effects of climate change?
Climate change adaptation	Increase the resilience of the plan area to the potential effects of climate change, including the risk and effects of flooding – fluvial, surface water, and groundwater.	<ul style="list-style-type: none"> • Ensure that development does not come forward in areas at higher risk of flooding, considering the likely future effects of climate change? • Sustainably manage water run-off, reducing runoff where possible? • Ensure the potential risks associated with climate change are considered through new development in the plan area? • Increase the resilience of biodiversity in the area to the effects of climate change, including through enhancements to ecological networks?
Climate change mitigation	Reduce the contribution to climate change made by activities within the plan area.	<ul style="list-style-type: none"> • Promote the use of more sustainable and active travel methods, including walking, cycling, public transport, and electric vehicle (EV) infrastructure? • Increase the level of housing and commercial development meeting or exceeding sustainable design criteria? • Generate energy from low or zero carbon sources, or reduce energy consumption from non-renewable resources?
Communities and health	Ensure growth in the plan area is	<ul style="list-style-type: none"> • Meet the needs of all sectors of the community, supporting community vitality and social inclusion?

SA theme	SA objective	Supporting questions (will the option / proposal...)
	aligned with the needs of all residents and supports cohesive and inclusive communities.	<ul style="list-style-type: none"> • Improve accessibility and the availability of local services and community infrastructure? • Deliver green infrastructure enhancements, including improved access to open space? • Enhance the quality of life of existing residents?
Economy and employment	Support sustainable economic development.	<ul style="list-style-type: none"> • Improve accessibility to employment opportunities? • Support the transition to more flexible working practices observed since the pandemic?
Historic environment	Protect, conserve, and enhance the historic environment within and surrounding the plan area.	<ul style="list-style-type: none"> • Conserve and enhance buildings and structures of architectural or historic interest, both designated and non-designated, and their settings? • Conserve and enhance the special interest, character and appearance of Prinsted Conservation Area and its setting? • Support the undertaking of early archaeological investigations and, where appropriate, recommend mitigation strategies? • Support access to, interpretation and understanding of the historic evolution and character of the plan area?
Housing	Ensure growth in the plan area is aligned with the housing needs of all residents (reflected in housing types and tenures), improves accessibility, and anticipates future needs and specialist requirements.	<ul style="list-style-type: none"> • Provide everyone with the opportunity to live in good quality, affordable housing? • Support the provision of a range of house types and sizes? • Meet the housing needs of all sectors of the community? • Provide flexible and adaptable homes that meet people's needs, particularly the needs of an ageing population?
Land, soil, and resources	Ensure the efficient and effective use of land.	<ul style="list-style-type: none"> • Promote the use of previously developed land wherever possible? • Identify and avoid the development of best and most versatile agricultural land? • Protect the integrity of mineral safeguarding areas?
	Promote sustainable waste management solutions that encourage the reduction, re-use, and recycling of waste?	<ul style="list-style-type: none"> • Support the minimisation, reuse, and recycling of waste? • Encourage recycling of materials and minimise consumption of resources during construction? • Encourage development to demonstrate nutrient neutrality in line with the latest guidance?
Landscape	Protect and enhance the character and quality of the immediate and	<ul style="list-style-type: none"> • Support the objectives and policies highlighted in the Chichester Harbour National Landscape Management Plan?

SA theme	SA objective	Supporting questions (will the option / proposal...)
	surrounding landscape.	<ul style="list-style-type: none"> • Have regard to the setting of the South Downs National Park? • Identify and protect locally important landscape gaps and viewpoints which contribute to character and sense of place? • Retain and enhance landscape features that contribute to the landscape setting, local identity, and settlement character?
Transport and accessibility	Promote sustainable transport use and active travel opportunities and reduce the need to travel.	<ul style="list-style-type: none"> • Encourage a shift to more sustainable forms of travel and enable sustainable transport infrastructure enhancements? • Improve local connectivity and pedestrian and cyclist movement? • Improve road safety and reduce pollution from vehicles?
Water	Protect and enhance water quality and use water resources in a sustainable manner.	<ul style="list-style-type: none"> • Ensure appropriate drainage and mitigation is delivered within new development areas? • Protect waterbodies from pollution and support improvements to water quality? • Maximise water efficiency and opportunities for water recycling?

