

**Sustainability Appraisal of the
Local Development Framework
City Centre Action Plan**
Sustainability Appraisal
Strategic Environmental Assessment
Sustainability Report: Public Consultation Document
August 2013

Non- Technical summary

Introduction

This document is a summary of the Sustainability Report which has been produced as part of a combined Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) of Southampton's City Centre Action Plan. The Appropriate Assessment (AA) is being produced separately. A full version of the Sustainability Appraisal Report is available to download from Southampton City Council's website at <http://www.southampton.gov.uk/s-environment/policy/>

What are SA and SEA

The combined SA/SEA (referred to as SA) process aims to ensure that likely significant sustainability and environmental effects arising from the City Centre Action Plan are identified, assessed, mitigated, communicated and monitored, and that opportunities for public involvement are provided. It enables Southampton City Council to incorporate environmental considerations into decision-making throughout the production of the City Centre Action Plan in an integrated way.

The legal requirement for an SA is established through the Planning and Compulsory Purchase Act 2004. For SEA it is placed through the Strategic Environmental Assessment Directive (2001/42/EC) and the SEA Regulations 2004.

What is the City Centre Action Plan?

The Southampton City Centre Action Plan will provide a spatial vision and policies for the city centre which set out its overall form and how it will enhance its regional role and compete with surrounding centers. A major development quarter and other key sites will be identified as areas of change for which specific policies will be set relating to; urban design principles, the broad mix of uses, transportation, heritage conservation, flooding, and ecology.

The scope of the CCAP will be to; reaffirm the overall vision for the city centre and translate this into practical policies, relate these policies to principles in the Core Strategy, set out key factors to address; a general city centre approach, major development quarter, individual major sites, set out implementation issues within the control of the planning system, give illustrative examples to articulate the vision, and refer to other aspirations that will be delivered outside of the planning system.

The SA Process

Government guidance suggests that SA and SEA are carried out together using a combined methodology.

Table 1: The five stages of SA

SA stages

A	Setting the context and objectives, establishing the baseline and deciding on the scope.
B	Developing and refining options and assessing effects.
C	Preparing the Sustainability Appraisal Report.
D	Consulting on the preferred options of the plan and Sustainability Report.
E	Monitoring the significant effects of implementing the plan.

A more detailed methodology was presented in the SA Scoping Report, published in April 2007.

Outputs

The outputs of this Sustainability Appraisal consist of the following:

- SA Scoping Report;
- Sustainability Report and
- Post-adoption Statement.

Consultation

Public involvement through consultation is a key element of SA. The SEA Regulations set specific requirements for consultation with the Statutory Consultation Bodies, as well as the public and 'other interested parties'. In England, the Statutory Consultation Bodies are:

- English Heritage;
- The Environment Agency; and
- Natural England.

Southampton City Council has extended this consultation to include:

- City of Southampton Society;
- Eastleigh Borough Council;
- Hampshire and Isle of Wight Wildlife Trust;
- Hampshire County Council;
- Highways Agency;

- Isle of Wight Council;
- New Forest District Council;
- New Forest National Park Authority;
- South East England Development Agency;
- South East England Regional Assembly;
- Southampton Sustainability Forum;
- South East Climate Change Partnership; and
- Test Valley Borough Council.

The closing date for responses to the Sustainability Report is 21st October 2013.

Comments received will be fed into the SA process and are able to influence the development of the City Centre Action Plan which is expected to be submitted to Government for approval by the end of 2013. Details of how the SA process has influenced the City Centre Action Plan will be recorded in a Post-Adoption Statement which will be published alongside the adopted City Centre Action Plan in 2014.

What does the Sustainability Report Contain?

A key product of the SA process is the Sustainability Report, which contains:

- An outline of the contents, main objectives of the plan or programme and its relationship with other relevant plans and programmes;
- Baseline information about the environmental, social and economic characteristics of Southampton;
- An appraisal of strategic alternatives;
- Any relevant existing environmental and sustainability problems;
- The SA objectives, which are relevant to the plan or programme, and the way the objectives and any environmental and sustainability considerations have been taken into account;
- The likely significant effects of the strategy on the environment and sustainability;
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment and sustainability as a result of the strategy; and
- A description of the measures envisaged concerning monitoring.

Policies, Plans and Programmes Relevant to the City Centre Action Plan

The City Centre Action Plan is affected by and will itself influence a wide range of other plans and programmes at national, regional and local levels. The SA Scoping Report contained a full review of the relevant plans and programmes and details of how they interact with the development of the City Centre Action Plan. In addition, the Sustainability Report contains a comprehensive summary of this review.

Key Environmental and Sustainability Issues within Southampton

Key environmental and sustainability issues were identified during the scoping stage. More specifically this included looking at possible tensions or inconsistencies between current or future baseline conditions and proposed SA objectives. Findings included the following key issues, and opportunities for tackling them:

Air

- Areas of poor air quality
- Increased activity within the city centre is likely to impact on air quality in the declared AQMAs
- Incidents of industrial and chemical pollution occurring outside the cities boundaries.

Biodiversity, flora & fauna

- Habitat and species loss, damage, fragmentation and isolation. Include policies to promote the protection, enhancement and creation of habitats.
- Direct habitat and species loss. Avoidance of sensitive habitats and designated sites from new development schemes. Where it can be demonstrated that there is no viable alternative, appropriate mitigation and enhancement measures will be required. Policies should be aimed at ensuring that a high level of protection is provided to statutory and non-statutory designated sites. The value of non-designated sites to designated species must be acknowledged. Indirect effects from recreational pressures of new development must be accounted for and mitigated against.
- Pollution (air, water, noise, light). Ensure all forms of pollution and their impacts are considered when developing policies, including light and noise pollution.
- Climate change, particularly its effects in combination with coastal squeeze on important habitats.

Climate Change

- Increasing incidence of drought, wetter summers, colder winters. Promotion of energy efficient buildings, land use and renewable energy

- Increased flooding. Opportunities to avoid / reduce flood risks
- Water shortages. Encourage the efficient use of existing water resources and a reduction in water consumption.

Cultural Heritage

- Renovation of 'Buildings at Risk' is dependant on aid, which is expensive and buildings fall into disrepair. Recognise the importance of cultural heritage and archaeological features and the importance of regenerating and re-using important buildings, particularly those listed as 'buildings at risk'
- Within the city centre boundaries there is a high concentration of Conservation Areas, Scheduled Ancient Monuments, Listed Buildings, Locally Listed Buildings and Local Areas of Archaeological Importance.
- Recognise the importance of maintaining the character and distinctiveness of cultural heritage and the capacity of the cultural environment to accommodate regeneration and new development.

Economic Factors

- Levels of unemployment – people eventually withdraw from labour market. Employment deprivation due to factors such as high dependency and low skills and attainment.
- High number of residents in employment travelling greater distances to work. Encourage local employment and reduce the distance that people travel to work.
- Lack of accessibility in deprived areas - accessibility to community services. Ensure community services are located within easy reach of the communities they serve and that they have good public transport links.

Landscape & Townscape

- Loss of urban landscape character and features as a result of development pressures. Non-designated landscapes are not afforded protection in planning policy and may be lost or damaged by development proposals.
- Include policies which recognise the value of important urban features such as the Old Town and parks and include policies to ensure proposals for development landscape schemes reflect the urban character of the City.

Material Assets

- Burning of fossil fuel contributing to the greenhouse effect. Continue policies that promote renewable energy resources within the city.
- Waste has been growing at 3% per annum in Hampshire, Southampton and Portsmouth. Ongoing requirement to dispose of some types of waste in landfill. Landfill causes substantial social and environmental impacts e.g. groundwater and surface water pollution. Promote recycling and the reduction of waste produced. Seek alternative more sustainable methods of disposal.
- Noise Pollution. High levels of ambient noise/nuisance noise disturb residents and wildlife. Include requirements for management plans to minimise such disturbance particularly during construction and demolition activities.
- Light Pollution. High levels of ambient light pollution disturbs residents and wildlife. Promote limiting the length of time buildings, transport infrastructure, etc can be lit.
- Mineral extractions result in substantial environmental and social impacts.
- Pollution issues relating to contaminated land. Remediation of sites can result in loss of features of biodiversity, landscape and intrinsic value.
- Massive quantities of unavoidable waste. Inadequate infrastructure to avoid, minimise, recycle waste at present. Large quantities of miscellaneous waste which cannot be planned for. Promote infrastructure for recycling e.g. reuse and recycling of demolition waste in new development schemes.

Transport

- Reduce Road Congestion by increasing travel choice. Promote sustainable forms of transport, such as cycling, walking etc and ensure public transport is 'joined up'.
- Reduce Pollution levels by increasing travel choice.
- Reduce lorry traffic through alternative modes and/or routes of goods transportation.

Social Factors (including population and human health)

- Population density increase. Southampton population's density is likely to increase resulting in increased demand for infrastructure. Environmental, social and economic considerations are exacerbated.
- Ageing populations
- Increasing student population
- Crime in society
- Lack of employment opportunities, particularly in deprived areas. Encourage employment, targeted towards areas of need, to reduce the number of people on income support.

- Lack of affordable housing, requirement for substantially more housing. Support mixed use developments, with adequate services and facilities to support and sustain the local community.

Soil

- Contamination of the soil resource. Ensure the appropriate remediation and reuse of contaminated land. Waste should be dealt with in ways that minimise environmental impacts by setting up waste management systems. Ensure the hazard risk to the population and environment is minimised.

Water

- Climate Change – increased incidences of droughts and heavy rainfall events that are hard to plan for. Flooding will increase. Parts of the city centre are within the Environment Agency medium and high risk flood zones. Take opportunities to divert development away from areas at risk of flooding, using information obtained from the Strategic Flood Risk Assessment process.
- Groundwater – vulnerability to pollutants, unsustainable abstraction and flooding. Ensure development proposals do not exacerbate flooding elsewhere in the catchment. Ensure consultation with the Environment Agency with regard to siting and design of developments .
- Water Pollution – exacerbated by low flows and resulting in substantial clean up costs and effects on ecosystems. – Recognise and implement Environment Agency’s surface water protection policies. Consider overall siting of development schemes in order to minimise the potential effects on water quality, the retention of riparian zone and use of Sustainable Urban Drainage.
- Increasing water demand coupled with wastage, excessive use, unpredictable supply, unsustainable abstraction. – Ensure any required abstractions do not compromised flows and that discharges augment flows.

The detailed Sustainability assessment for the City Centre Action Plan policies can be found in Appendix B. The assessment covered the impact of the policy on the city centre only (it didn’t assume that growth would either be in the city centre or go elsewhere but noted potential impacts of concentrating development in the centre).

SA Objectives

SA can be approached by adopting an objectives-led method. Although not a legal requirement, SA objectives are a recognised way of considering the environmental and sustainability effects of a plan and comparing alternatives to it.

To ensure compatibility, the SA objectives have been checked against the City Centre Action Plan Objectives and against each other. This was explained in the Scoping Report.

Twenty SA objectives, shown in Table 2, were developed in consultation with the Statutory Consultees and relevant stakeholders, and revisited in the light of the baseline information and the key environmental and sustainability issues that arose from it. The formulation of SA objectives has taken account of the environmental components identified in the SEA Directive: ‘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’. It is possible for policies to have potentially positive and negative impacts on the same objective e.g. protecting green spaces and the historic environment.

Table 2: SA Objectives used to assess the proposals in the City Centre Action Plan

1	Ensure that everyone has the opportunity to live in a decent, well designed, sustainably constructed and affordable home.
2	Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment.
3	Improve the health and well-being of the population and reduce inequalities in health.
4	Reduce poverty and social exclusion and close the gap between the most deprived areas of the City and the rest of the region.
5	Facilitate educational achievement levels across the City. Develop opportunities for everyone to acquire the skills needed to find and remain in work, to support long-term competitiveness of the City.
6	Create and sustain vibrant communities with reduced crime and fear of crime.
7	Improve accessibility to and enhance services and facilities.
8	Encourage increased engagement in cultural activity across all sections of the City's community. Support cultural events and sporting activities in the City's parks, commons and open spaces.
9	Improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance and improvements in townscape.
10	Reduce air pollution and ensure air quality continues to improve.

11	Address the causes of climate change through reducing emissions of greenhouse gases and ensure that the City is prepared for its impacts.
12	Conserve and enhance the City's biodiversity.
13	Reduce road congestion and pollution levels by improving travel choice, promoting sustainable travel and reducing the need for travel by car/lorry.
14	Encourage sustainable consumption and production by promoting sustainably produced local products.
15	Reduce waste generation and achieve the sustainable management of waste.
16	Maintain and improve the water quality of river, estuary, coastal and groundwater, and achieve sustainable water resources management.
17	Increase energy efficiency, and the proportion of energy generated from renewable sources in the City.
18	Facilitate high and stable levels of employment so everyone can benefit from economic growth and stimulate economic revival in priority regeneration areas.
19	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.
20	Protect, enhance and make accessible for enjoyment, the City's green spaces and historic environment.

Options / Alternatives

Alternatives are a useful tool when considering different ways of achieving a plan in order that adverse effects on the environment and sustainability are avoided.

Alternatives are a statutory part of the SEA process. The SEA Directive requires that '...reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated' and 'an outline of the reasons for selecting the alternatives dealt with' is provided' (Article 5.1 and Annex I (h)).

Throughout the SA process, the assessment of alternatives has been carried out by considering the effects of each alternative on the SA Objectives using the information contained in:

- the baseline;
- the SA assessment framework;
- other published policies, plans and programmes;
- noted feedback from the Issues and Options consultation; and

- professional judgement and expert opinion.

Significance of environmental effects from policies identified as having potential adverse effects

The assessment suggests that the City Centre Action Plan presents a programme for sustainable development that will deliver required economic growth, provide improved social infrastructure and ensure that Southampton's natural environment continues to be protected and enhanced for the benefit of all.

39 of the original 147 Options (2007) were identified as having potential significant adverse environmental effects under a preliminary sustainability assessment. However only 4 of the current 37 policies were found has having potential significant adverse effects (with an additional 7 having 4 or more categories with uncertain effects). These 11 policies have been assessed in further detail (also see appendix B).

Table 3: Significance of environmental effects from policies identified as having potential adverse effects.

Policy	Assessment of effects	Suggested Mitigation
AP1. New office development	<p>There is potential for congestion and therefore air pollution.</p> <p>There is a positive effect on improving the efficiency of land through the reuse of previously developed land, however the re-use of existing buildings must also be considered.</p> <p>If leisure world were to become industrial this would change the type of employment, however it is generally assessed that the policy will have a positive impact on employment by facilitating high and stable levels of employment so everyone can benefit from economic growth and stimulate economic revival in priority generation areas and develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.</p>	<p>It is important that public transport is developed in a timely manner. This is also important to ensure improved accessibility. The policy puts office development in the city centre close to public transport so this should be positive.</p> <p>Consider the re-use of materials from buildings and encouraging urban renaissance and improvements in townscape.</p> <p>There is potential for green infrastructure on new development and this should be encouraged.</p>
AP4. Port	<p>There may be a positive effect on flooding if the Ports raise the quay walls in the future. There may be a positive effect on reducing social exclusion and closing the gap between the most deprived areas of the City and the rest of the region as more opportunities for employment will arise with expansion of the port. This could also facilitate achievement levels across the City</p>	<p>There may be a negative effect on air pollution, climate change and congestion if there is an increase in lorry and ship movements and this should be carefully considered with sustainable modes of transport encouraged and promoted. However where lorry movements are replaced by shipping as opposed to increasing lorry this could be beneficial.</p> <p>There is an uncertain effect on maintaining and improving the water quality of river, estuary, coastal and groundwater, and achieving sustainable water resources management so this should also be monitored.</p>

	<p>and develop opportunities for everyone to acquire the skills needed to find and remain in work, to support long-term competitiveness of the City. Some of the port activities could be considered to be knowledge-based.</p> <p>There is an uncertain effect on Encourage sustainable consumption and production by promoting sustainably produced local products, as internationally importing goods does not necessarily promote this.</p> <p>There may be a positive effect on energy efficiency and renewable energy as the port takes electricity from the city centre district CHP centre and future renewable energy may also be located in the Port.</p>	
AP6. Extension of the Primary Shopping Area	<p>By keeping the majority of retail within the PSA, this will ensure accessibility to services and facilities. Air pollution will be minimised by ensuring driving out of centre to retail is not encouraged. Whilst increasing the density of shops may prevent out of centre travel, this may have implications on congestion, so there are uncertain effects on sustainability objective 13.</p>	<p>It should be made sure that sustainable travel choice is improved and the need to travel by car reduced.</p> <p>Some parts of the PSA are in flood risk areas now and in the future, such as the MDA. It should be ensured that appropriate mitigation and adaptation measures are put in place.</p>
AP7. Convenience retail	<p>The policy is aimed at promoting retail in the PSA and then carefully managed expansion of the PSA – both retaining a focus on the city centre as opposed to out</p>	<p>Air pollution may be affected as there may be less travel out of the centre if superstores are located in the city centre. However lorry deliveries in combination with customer travel may lead to congestion. Sustainable modes of transport must be encouraged.</p>

	<p>of centre locations; there is a positive effect on economy/ employment.</p> <p>There is a positive effect on poverty as providing an additional superstore to the east of the city will result in access to cheaper food. This will therefore also have a positive effect on sustainability objective no. 7 improve accessibility to and enhance services and facilities.</p> <p>There is an uncertain effect on the sustainability objective to encourage sustainable consumption and production by promoting sustainably produced local products as the large superstores may compete with local markets and businesses. This is why there is also uncertain effects on the economy as there may be competition with smaller shops.</p>	
AP8. The Night time Economy	<p>There are positive effects on culture as the theatre use will be protected and other such uses encouraged. Re use of previously developed land is positive. Employment effects are uncertain as this may encourage low paid, low skill jobs to be available rather than a wider range. However the plan as a whole is promoting a wide range of employment.</p>	<p>There are uncertain effects on health (improve the health and well-being of the population and reduce inequalities in health) as there is potential for noise disturbance to residents and it should be ensured that this is kept to a minimum. In addition, crime associated with late night uses, possibly connected to the consumption of alcohol should be considered. It is felt that planning conditions may be utilised to reduce and restrict harmful effects from late night uses.</p>
AP9. Housing supply	<p>This policy will clearly have positive effects on sustainability objective 1 to ensure that</p>	<p>There are potential negative effects on flood risk as this will increase the number of homes which are a more vulnerable use, so this must be carefully</p>

	<p>everyone has the opportunity to live in a decent, well designed, sustainability constructed and affordable home. There should be positive effects on health, poverty and education as standards of housing will be higher, more affordable housing will be delivered and the construction industry will provide opportunities for apprenticeships. There will be reuse of existing land and both employment and the economy are likely to be boosted.</p>	<p>considered and mitigated for.</p>
<p>AP17. Tall buildings</p>	<p>There is a potential negative effect on flood risk, as tall buildings mean that there is a concentration of people and there may be issues with evacuation.</p> <p>There is a possible unknown effect on health as there may be issues with wind tunnelling and shading and this must be taken into account. Sufficient daylight is a health & wellbeing consideration in the BRE Environmental Assessment method.</p> <p>There is an unknown effect on the sustainability objective 9 as re-use of existing buildings may be discouraged where new tall buildings are being encouraged.</p> <p>There is also a potential negative effect on biodiversity as tall buildings may have effects on bird flight paths and there may also be issues of effects on the parks. This also gives rise to potentially unknown effects on sustainability objective 20</p>	<p>The location and design of buildings will be important. Also where they are close to listed buildings and conservation areas e.g. Chantry Hall, St. Marys Church Spire effects on the historic environment must be considered.</p> <p>There are also uncertain effects on S.O.3 (improve the health and wellbeing of the population and reduce inequalities in health), as tall building can cause problems of wind tunnel effects and shading and appropriate measures must be considered to take this into consideration.</p> <p>Tall buildings must be carefully designed to ensure they do not negatively affect green spaces and the historic environment.</p>

	<p>However there is likely to be positive effect on the economy as new buildings in attractive settings could bring prestigious businesses into the City.</p>	
AP24. Royal Pier Waterfront	<p>Intertidal habitats could be lost if reclamation is pursued and there is a risk of effects on water quality. However compensatory habitats could be provided to mitigate any effects on habitats.</p>	<p>Pursue alternative means of delivering required Royal Pier development without reclamation (e.g. buying surplus land from the Port) – provide compensatory habitat if reclamation is considered essential</p> <p>Ensure some open areas are provided offering attractive environments for jogging, cycling and water sports. Type of development needs to be appropriate to the level of flood risk (following the sequential effect of PPS25).</p>
AP25. East Street Centre and Queens Buildings	<p>There is an uncertain effect on the parks.</p>	<p>This will have to be mitigated through building design.</p> <p>Park maintenance to match any increase in use.</p>
AP27. Town Depot	<p>A more mixed development is likely to enhanced vibrant communities (S.O. 6).</p> <p>The development is close to Grade II listed buildings and American Wharf so there may be effects on the historic environment.</p> <p>There are also small areas of mudflat adjacent (but not of European designation). Higher levels of noise and activity on the waterfront so likely to have a negative effect on biodiversity (S.O. 12) unless suitable mitigation measures are put in place.</p>	<p>Avoid areas with effects on species. Strategic Flood Risk Assessment should inform the type of development needed. Preparation of a development brief to guide development along the waterfront in a way which maximises benefits to the city of this important natural asset, but also recognises the risks associated, and leads to a coherent and suitable development in some areas, the status quo in others.</p>
AP36. Ocean	<p>There is the possibility of tall buildings in</p>	<p>Require all new development to interact positively with the surrounding</p>

Village	this proposal and these may have uncertain effects on wildlife such as birds.	environment (e.g. making space for biodiversity).
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Mitigation

Recommended mitigation measures for the 11 policies which underwent detailed SA assessment are included in Table 3 above. Many of the actions will have to be delivered by, and require the support of the wider Council and in partnership with other bodies.

These, alongside other mitigation measures distilled from the assessment and the Appropriate Assessment are represented below:

Strategic

- Royal Pier development is unlikely to be possible without reclamation, therefore it is important that compensatory habitat is provided were intertidal mudflat or other habitats are lost.
- Ensure that zero extra water is abstracted from the River Itchen to supply developments supported by the City Centre Action Plan, particularly housing. Ensure all new residential development meets Code for Sustainable Homes standard as required in the Core Strategy as a minimum, including clean burning boilers.
- Retrofit existing housing stock with measures to improve energy and resource efficiency, particularly water.
- Provide the strategic direction necessary to avoid development in areas with effects on species (e.g., 500m from designated sites, the length of view line Brent geese need to settle and roost). For example, preparation of an additional SPD to guide development along the waterfront in a way that maximises benefits to the city of this important natural asset, but also recognises the associated risks.
- It is recognised that improving access to the waterfront is desirable in terms quality of life and making effective use of it as a valuable resource. However, the City Centre Action Plan needs to take due account of strategic flood risk assessment and types of development appropriate to the level of flood risk (following the sequential approach of PPS25). Ensure some open areas are provided offering attractive environments for jogging, cycling and watersports (e.g. windsurfing, sailing). The CCAP aims to fulfil these objectives,
- Require all new development to interact positively with the surrounding environment (e.g. making space for biodiversity). Ensure that all new housing includes adequate onsite provision of open space. The CCAP aims to fulfil these objectives,
- Encourage high value, low impact environmental industries through economic strategy and development of employment sites.
- Undertake study of appropriate locations for tidal power (if any) to avoid changes in turbidity / biochemical constitution and sedimentation patterns. Undertake study of appropriate locations for wind power (if any) to avoid disruption to bird navigation / roosting. Undertake study of sensitivity to shipping movements / airport landings / take-offs prior to increasing these activities. This was identified in the Core Strategy SA and is recommended to be carried forward in the CCAP given the location of the City Centre and proximity to the waterside which may be an appropriate location for tidal or wind based renewable solutions.
- Lobby for significant improvements in emissions from shipping in relation to Port of Southampton. Review dredging activities and amend as required to prevent changes in sedimentation patterns.

- Residential developments in high accessibility locations should be encouraged to minimise parking levels, in combination with car clubs, active travel plans, ample secure cycle parking provision and on street enforcement. Consider revising downwards the level of parking provision in residential areas. The CCAP aims to fulfil these objectives,
- Promote sustainable transport alternatives.
- Continue to seek alternatives to road freight haulage such as trans-shipment.
- While it is important to recognise that the Itchen and Solent are already working waterways that successfully support important habitats, pursue tighter regulations on shipping discharges and continued control over activities that could lead to pollution incidents. Review and implement safety measures to prevent pollution incidents, install interceptor devices as appropriate.
- Promote more locally based tourist destinations where sustainable.

Local

- Refuse permission to any development likely to lead to loss of view lines for protected bird species on the waterfront.
- Actively manage visitor access to sites of nature conservation importance to remove impacts on protected species.
- Pursue appropriate design measures to reduce crime.
- Provide appropriate locations for farmers markets and similar initiatives.
- Incorporate sustainable urban drainage systems into all new development and ensure continued separation of foul and surface water sewers.
- Ensure all waterfront uses are non-polluting; manage unrestricted use of motorised vehicles (e.g. for recreation).
- Employ development FRA to identify site specific mitigation (e.g., raised walkways). Ensure Environment Agency advice on development is heeded.
- Tackle poorly performing vehicles (lorries and buses) on local and strategic road networks.
- Promote the LTP3
- Provide shared bus and high occupancy vehicle lanes.
- Implement security measures in new developments and on the public transport network (design measures, lighting and if necessary CCTV) to improve usage rates.
- Improve telecommunications networks where necessary, to aid reduction in the need to travel.
- Provide and promote low/zero carbon emitting vehicles.
- EIA and project AA will require measures to mitigate site-level impacts and potential effects on bird populations and other protected species; continue to protect listed species and habitats.

Monitoring

The monitoring requirements typically associated with the SA process are recognised as placing heavy demands on authorities with SA responsibilities. For the purposes of efficiency, it is beneficial if the monitoring strategy builds on monitoring systems which are already in place. It is not just Planning that is responsible for monitoring and responding to any changes in indicators.

The monitoring proposals will also identify any gaps in monitoring undertaken at present, so that consideration might be given to how these could be addressed in the longer term. The inclusion of the initial monitoring proposals for consultation in the SA is a useful mechanism for obtaining views and feedback from a range of quarters, including those agencies who will potentially contribute to the monitoring process.

Commenting on the Sustainability Report

All comments on the Report, received before the end of the consultation period, will be reviewed and taken into account during the preparation of the Post-Adoption Statement.

Comments relating to the content of this Sustainability Report, and other queries regarding this consultation, should be sent to:

Melanie Robertson
Southampton City Council
Planning & Sustainability Division
Ground Floor Civic Centre
Civic Centre Road
Southampton
SO14 7LS

Email: melanie.robertson@southampton.gov.uk
Telephone: 023 8083 4262

All comments must be received by 21st October 2013

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Abbreviations

BAP	Biodiversity Action Plan
CCAP	City Centre Action Plan
DCLG	Department of Communities and Local Government
DEFRA	Department of Environment, Food and Rural Affairs
DETR	Department of Environment, Transport and the Regions
DTI	Department of Trade and Industry
DPD	Development Plan Document
EIA	Environmental Impact Assessment
LDF	Local Development Framework
ODPM	Office of the Deputy Prime Minister
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
RSS	Regional Spatial Strategy
SA	Sustainability Appraisal
SAC	Special Areas of Conservation, as prescribed by the EC Habitats Directive (92/43/EEC)
SAM	Schedule of Ancient Monuments
SCC	Southampton City Council
SEA	Strategic Environmental Assessment
SINC	Site of Importance to Nature Conservation
SLINC	Site of Local Importance to Nature Conservation
SMR	Sites and Monuments Record
SPD	Supplementary Planning Document
SPA	Special Protection Area as prescribed by the EC Birds Directive (79/409/EEC)
SSSI	Site of Special Scientific Interest

1. Background

1.1 The City of Southampton

Southampton is the principal city in central southern England and a regional centre for the growing Solent metropolitan area. It is a cosmopolitan city of 236,900 people who between them speak over 40 languages.

Historically the city began and grew as a port and its rich maritime heritage continues to play an important part of the life of the city. Today the Port of Southampton handles almost 10% of the UK's sea-borne trade. It is also the centre of the UK cruise industry and is home to prestigious liners such as the Queen Mary 2.

Southampton is bordered by countryside of national importance including the New Forest National Park, as well as nature conservation designations of international importance including the Solent and Southampton Water. The historic towns of Winchester and Salisbury are close by, as are the coastal resorts of Bournemouth, Poole and Brighton. London is just over an hour away by train and Southampton enjoys good access to the rest of Europe and the rest of the World with its own international airport and good access to cross channel ferries and the Eurostar rail link.

1.2 Purpose of the SA Report

This Sustainability Appraisal (SA) Report has been prepared by Southampton City Council. The SA Report is a requirement of the City Centre Action Plan SA process. The City Centre Action Plan (CCAP) is being prepared as a Development Plan Document (DPD) as part of the Local Development Framework (LDF). The role of the CCAP is to set out spatial planning policies for future development in the city centre.

In order to ensure that all Local Development Documents reflect sustainable development principles, the Planning and Compulsory Purchase Act requires that they are prepared with a view to contributing to the achievement of sustainable development. To this end Sustainability Appraisal (SA) is an integral part of the preparation of Development Plan Documents.

Sustainability Appraisal is a process that looks at the extent to which plans contribute to the achievement of a set of objectives that cover social, environmental and economic considerations.

The SA approach set out in this report complies with the provisions of the Strategic Environmental Assessment Regulations (the SEA Regulations, Statutory Instrument 2004, No 1633) which require formal assessment of plans and programmes which are likely to have significant effects on the environment.

1.3 Strategic Environmental Assessment

The SEA Regulations provide the legislative mechanism for transposing European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment' (the SEA Directive) into UK law. The objective of the SEA Directive is to:

"Provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development" (Article 1).

SEA provides plan-making authorities with a process to incorporate environmental considerations into decision-making at an early stage and in an integrated way. It allows the likely significant environmental effects of implementing the plan or programme, and reasonable alternatives, to be identified, evaluated and compared. Article 3(2) of the Directive stipulates that an environmental assessment shall be carried out for all plans and programmes:

(a) which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use and which set the framework for future development consent of projects listed in Annexes I and II to Directive 85/337/EEC [the EIA Directive, as amended] or;

(b) which, in view of the likely effect on sites, have been determined to require an assessment pursuant to Article 6 or 7 of Directive 92/43/EEC [the Habitats Directive].

1.4 Integrating SEA and SA

Government guidance advocates the combination of SA and SEA. Throughout this document, where reference is made to SA or the SA Report, it denotes SA under the Act, incorporating the requirements of the SEA Directive. Where reference is made to the SA Report, it denotes the environmental report as referred to in the SEA Directive, but also including the wider issues of sustainability in the appraisal content.

Table 1.1 Link between SEA and SA stages

	SEA Stages	SA Stages
A	Setting the context and objectives, establishing the baseline and deciding on the scope.	Setting the context and objectives, establishing the baseline and deciding on the scope.
B	Developing and refining alternatives and assessing effects.	Developing and refining options.
C	Preparing the Environmental Report.	Appraising the effects of the plan.
D	Consulting on the draft plan and the Environmental Report.	Consulting on the draft plan and the Sustainability Report.
E	Monitoring the significant effects of implementing the plan on the environment.	Monitoring implementation of the plan.

The SA process fits into the LDF process as outlined in Figure 1.

DPD process		SA process	
Pre-production		Evidence gathering	Stage A: setting the context, establishing the baseline and deciding on scope
Production	Community Involvement	Prepare issues and alternative options in consultation	Stage B: developing and refining options and assessing effects
		Public participation on preferred options	Stage D: consulting on the DPD and SA Report
		Representations on preferred options	
		Preparation of submission DPD	
		Submission of DPD	
Examination	Representations and in participation examination	Representations on submitted DPD	
		Pre-examination meeting	
		Independent examination	
		Binding report	
Adoption		Adoption and monitoring	Stage E: monitoring the effects of implementing the DPD

Figure 1 SA and the DPD preparation process

1.5 Plan objectives and outline of contents

The CCAP is a type of Area Action Plan, produced as part of the City of Southampton Local Development Framework.

The CCAP is a twenty year development framework that will; express in detail key objectives from regional plans and the LDF Core Strategy; resolve land-use conflicts for different sites and areas; facilitate the implementation of development through the planning process over the short, medium and long term; and guide more detailed SPDs and area masterplans.

The detailed Sustainability Appraisal of City Centre Action Plan policies can be found in Appendix B.

How to comment on the report

Public and stakeholder participation is an important element of the SA and plan-making process. Consultation helps to ensure that the SA Report will be robust and have due regard to the appropriate information that will support the plan in its contribution to sustainable development.

Please register your comments on the SA Report in writing with:

Melanie Robertson (Sustainable Development Officer)
Southampton City Council
Planning & Sustainability Division
Ground Floor Civic Centre
Civic Centre Road
Southampton
SO14 7LS

Email: melanie.robertson@southampton.gov.uk

Telephone: 023 8083 4262

All comments must be received by 21st October 2013

2 Relevant Plans, Programmes and Environmental Protection Objectives

Links to other plans, policies and programmes

The list of PPP's and sustainability objectives have identified policy areas of international, European, national, regional, and local importance. These have been reflected in the SA framework objectives, which ultimately act as drivers for developing more sustainable policies within the CCAP. The targets and indicators developed against the SA framework objectives enable progress against other important sustainability objectives to be monitored at the city centre level. The PPP review also enables any potential constraints to the emerging CCAP to be identified and has therefore been used to inform sustainability issues.

Box 1 Implications of the PPP review for the CCAP

Reviewing the relationship between the City Centre Action Plan and other documents helps to understand opportunities and issues, as well as potential conflicts between aims, objectives or detailed policies. Through this process it is possible to establish:

- Social, economic or environmental objectives that should be included or reflected in the sustainability appraisal framework;
- Other external factors, including sustainability issues, that can be addressed by the plan; and
- Whether policies in other plans and programmes could lead to cumulative effects in combination with City Centre Action Plan options.

There is no definitive list of documents that must be reviewed. The review does not attempt to list all the information that is relevant to the City Centre Action Plan, but to highlight relationships, potential linkages and important obligations. It is not always possible to achieve absolute consistency with the objectives or aspirations of other plans. This review seeks to clearly identify compatibility and inconsistency between these and will assist plan making teams in providing a robust justification as to why specific planning options are being promoted, and how they are addressed in the SA Report.

The following paragraphs describe the key points arising from the review. A full list of policies, plans and programmes considered is provided in table format as Appendix B to the Scoping Report, which also draws out relevant objectives of the plans and programmes, any targets, and highlights relevance to the City Centre Action Plan.

2.1 International

The Convention on Wetlands of International Importance especially as Waterfowl Habitat (the Ramsar Convention), 1971

Provides the framework for national and international co-operation for the conservation of wetlands primarily to provide a habitat for birds.

Agenda 21, 1992

A comprehensive plan of action adopted by more than 178 governments at the United Nations Conference on Environment and Development (UNCED) held in Rio de Janeiro in 1992. Agenda 21 underlines the

growing awareness of the need to adopt a balanced and integrated approach to environment and development issues.

The Kyoto Protocol to the United Nations Framework Convention on Climate Change, 1997

The Protocol entered into force in February 2005. Developed countries that have ratified the Protocol are committed to reducing their emissions of greenhouse gases with the objective of stabilizing of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system.

The Valetta Convention, 1992

The European Convention on the Protection of Archaeological Heritage sets out procedures for inventorying and protecting sites and areas. The convention recommends the creation of archaeological reserves, and requires the conservation of excavated sites and the safe-keeping of finds.

2.2 European

The Waste Framework Directive (75/442/EEC)

Along with subsequent Directives, this Directive aims to create an integrated approach to waste management in order to reduce waste production.

The Birds Directive (79/409/EEC)

Identifies 181 endangered species and makes provision for Special Protection Areas (SPAs) to shelter them.

The Habitats Directive (92/43/EEC)

Aims to promote biodiversity through the conservation of natural habitats and wild flora and fauna through a series of Special Areas of Conservation (SACs). SPAs and SACs together make up the Natura 2000 network of high conservation value designated areas.

UNECE Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters (The Aarhus convention), 1998

Acknowledges the need for public participation in environmental issues and guarantees the public rights to access to justice and information on the environment.

The Lisbon Agenda, 2000

A ten year programme designed to promote economic growth throughout Europe. It identified the main steps necessary to achieve this in a sustainable way and while enhancing social inclusion.

The Water Framework Directive (2000/60/EC)

Establishes a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater. It aims to address issues of water quality, resource use and aquatic ecosystems through river basin management planning and programmes of measures.

The Strategic Environmental Assessment (SEA) Directive (2001/42/EC)

Aims to identify and mitigate significant environment effects arising from certain plans and programmes. The Directive requires that an SEA be carried out on the Core Strategy and an Environment Report produced.

The Environmental Noise Directive (2002/49/EC)

Provides a strategic approach to controlling environmental noise. It requires Strategic Noise Maps to be drawn up along major roads, major railways and major airports. Action plans also have to be prepared to manage noise issues.

EC DIRECTIVE 2003/4/EC on public access to environmental information

Enforces the right of the public to view environmental information held by public authorities. This right extends to the Core Strategy.

2.3 National

Legislation

Wildlife and Countryside Act (as amended), 1981

Principal legislative mechanism for the protection of wildlife in Great Britain. Requires any land that is identified as being of special interest by reason of any of its flora, fauna, geological or physiographical features to be classified as a Site of Special Scientific Interest (SSSI) and afforded certain protection against damaging measures.

Warm Homes and Energy Conservation Act, 2000

Requires the Secretary of State to publish and implement a strategy for reducing fuel poverty.

Sustainable Energy Act, 2003

Makes provision about the development and promotion of a sustainable energy policy.

Traffic Management Act, 2004

Intended to provide the basis for better conditions for all road users through the proactive management of the national and local road network.

Secure and Sustainable Buildings Act, 2004

Affords powers to address the sustainability of buildings. The Act ensures sustainability standards are incorporated into renovation work and seeks to improve crime resistance measures that are built into buildings.

The Housing Act, 2004

A major piece of legislation that is designed to create a better and fairer housing market. Measures are included to improve the condition of properties, police landlords and change tenancy laws to tackle anti-social behaviour.

The Climate Change Act, 2008

UK passes legislation which introduces the world's first long term legally binding framework to tackle the dangers of climate change.

The Energy Act, 2008

The Act updates the legislative framework, to support the long term delivery of energy and climate change strategy.

The Planning Act, 2008

The Act is intended to create a more integrated, efficient planning system for major infrastructure, and produce a more transparent process

The Planning and Energy Act, 2008

The Act allows local councils in England and Wales to include in their local development plan policies setting out reasonable requirements for renewable and low carbon energy

The Flood and Water Management Act, 2010

The Act places new responsibilities on the Environment Agency, local authorities and property developers (among others) to manage flood risk

The Localism Act, 2011

This abolished the South East Plan, introduced neighbourhood plans, and a duty to cooperate with surrounding Councils and bodies such as the Environment Agency, Natural England and English Heritage.

Plans and policy documents

The UK Government Sustainable Development Strategy: *Securing the Future*, 2005

Outlines the Government's strategy to enable the UK to work towards the goal of achieving sustainable development. In this aim, the strategy outlines five key principles:

- Living within environmental limits;
- Ensuring a strong, healthy and just society;
- Achieving a sustainable economy;
- Promoting good governance; and
- Using sound science responsibly.

UK Biodiversity Action Plan, 1994

Outlines the UK Government's approach to biodiversity conservation in response to the 1992 Rio Convention. It involves the development of action plans to manage ecologically important species and habitats.

The Transport White Paper: *A New Deal for Transport*, 1998

Outlines the Government's strategy to develop an integrated transport system that tackles the problems of pollution and congestion. The Government is committed to making it easier to walk and cycle as well as improving bus and train services.

The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, 2000

Aims to improve and protect ambient air quality in the UK by setting national objectives for major air pollutants.

The Urban White Paper: *Our Towns and Cities: the Future-Delivering an Urban Renaissance*, 2000

Aims to arrest urban decline with an appreciation of a holistic approach to policy that recognises the need to link together a range of initiatives on housing, planning, education, transport and law and order issues.

The Waste Strategy for England and Wales, 2000

Describes the Government's vision for improved waste management and decoupling the link between economic growth and increased waste.

Game Plan: A Strategy For Delivering Government's Sport and Physical Activity Objectives, 2002

Details the government's vision for sport from both a mass participation and performance perspective up until 2020.

Working with the grain of nature: a biodiversity strategy for England, 2002

Seeks to ensure biodiversity considerations become embedded in all main sectors of public policy and sets out a programme over five years to make the changes necessary to conserve and enhance natural systems.

The Energy White Paper- *Our Energy Future, 2003*

Defines a long-term strategic vision for energy policy combining environmental, security of supply, competitiveness and social goals. It sets out an ambitious target of 60% reduction in carbon emissions by 2050 by creating a local carbon economy.

The Aviation White Paper: *The Future of Air Transport, 2003*

Sets out the policy framework for the development of airport capacity in the UK over the next 25-30 years.

Sustainable Communities: *Building for the Future, 2003*

Outlines a programme of action for the next 15-20 years to reverse damaging housing trends and strive to provide decent homes and a good quality local environment in all regions.

Barker Review of Housing Supply: *Delivering Stability- Securing Our Future Housing Needs, 2004*

Considered the underlying lack of supply and poor responsiveness of the housing market in the UK. Recommends that more land should be allocated for housing and that the planning system should make better use of information regarding price and preferences.

Barker Review of Land Use Planning: *Final Report - Recommendations, 2006*

Considered the need to improve efficiency and responsiveness of the system planning. Recommends making planning for economic development a higher priority, a review of green belt policies to make more land available for development, widening of permitted development rights, and establishing a new independent planning commission to take decisions on major infrastructure applications.

The Public Health White Paper: *Choosing Health- Making Health Choices Easier, 2004*

Sets out the key principles for supporting the public to make better and more informed choices with regards to their health.

The Future of Transport White Paper: *A network for 2030, 2004*

Describes the Government's plans to manage the growing demand for transport over the next 20-30 years

UK National Action Plan for Employment, 2004

Drawing on the Lisbon Agenda, this plan outlines the Government's policies to promote sustainable, long term economic growth whilst promoting decent minimum working standards in order to build an inclusive society where the benefits of prosperity are shared.

Code for Sustainable Homes, 2006

Outlines a voluntary national standard to guide industry in the design and construction of sustainable homes.

The UK Climate Change Programme, 2006

Outlines the Government's policies to address the issue of climate change at a national and international level.

National Planning Policy Statement for Ports, 2011

National Planning Policy Framework, 2012

All of the PPGs/PPS below were replaced with this more concise planning framework, except for Planning Policy Statement 10: Planning for Sustainable Waste Management

Planning Policy Guidance/Planning Policy Statements

Planning Policy Statement 1: Delivering Sustainable Development

Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1

Planning Policy Statement 3: Housing

Planning Policy Statement 4: Planning for Sustainable Economic Growth

Planning Policy Statement 5: Planning for the Historic Environment

Planning Policy Statement 9: Biodiversity and Geological Conservation

Planning Policy Statement 10: Planning for Sustainable Waste Management

Planning Policy Statement 12: Local Spatial Planning

Planning Policy Guidance 13: Transport

Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation

Planning Policy Guidance 18: Enforcing Planning Control

Planning Policy Guidance 19: Outdoor Advertisement Control

Planning Policy Guidance 20: Coastal Planning

Planning Policy Statement 22: Renewable Energy

Planning Policy Statement 23: Planning and Pollution Control

Planning Policy Guidance 24: Planning and Noise

Planning Policy Statement 25: Development and Flood Risk

Planning Policy Statement 25 Supplement: Development and Coastal Change

2.4 Regional

A Better Quality of Life in the South East – Integrated Regional Framework (2004) Describes the key issues that South East England needs to address. It sets out our vision for sustainable development in the South East, highlights the objectives to help achieve the Vision, and points to the way forward.

The Regional Economic Strategy (RES) for South East England SEEDA (the South East of England Development Agency) in 2002

A ten-year strategy covering the period to 2012 and it sets out how the economic performance of the South East can be improved.

Regional Minerals Strategy 2009-2010

Sets out a regional framework up to 2016 for the development of minerals such as chalk, clay, sand and gravel; raw materials which are important for both the manufacturing and construction industry.

Hampshire Local Transport Plan 3

The overarching transport strategy is based on a concept of reduce, manage and invest, which aims to tackle transport problems by the most cost-effective means.

Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan, December 1998 (saved policies 19, 21, 38, 43) and Minerals and Waste Plan Consultation Stage, submitted to secretary of state Fen 2012

Policies for dealing with planning applications for minerals and waste development.

<http://www3.hants.gov.uk/planning/mineralsandwaste.htm>

Hampshire (including Southampton, Portsmouth, New Forest) Minerals and Waste Core Strategy, 2007

Sets out the strategic framework for minerals extraction and waste transfer, treatment and disposal across the county, and sets out a methodology for development site selection.

Hampshire Landscape Strategy

Hampshire has a rich, diverse and beautiful landscape whose character should be maintained. A balance must be struck between conserving and enhancing the environment, and providing for the economic and social needs of the population.

Hampshire Water Strategy

To ensure the long-term future of Hampshire's remarkable rivers, wetlands and aquifers, by partnership working, promoting cultural change in the supply and use of water, disseminating information and advice on water issues and providing a discussion forum.

Hampshire Biodiversity Action Plan

Strategic framework to advance the conservation and enhancement of biodiversity in Hampshire, by identifying priority habitats and species and preparing action plans.

PUSH policies

Includes proposals submitted to the South East England Regional Assembly (SEERA) for the delivery of the sub-regional strategy and all sub-regional policy frameworks and strategy documents.

<http://www.push.gov.uk/work/publications/policy-and-strategy.htm>

South Hampshire Strategy, 2012

http://www.push.gov.uk/south_hampshire_strategy_-_oct_2012-2.pdf

Solent Local Enterprise Partnership

The Solent Local Enterprise Partnership (Solent LEP) is led by the business community and supported by four university partners, the further education sector, three unitary authorities, eight district councils, one county council and the voluntary and community sector, all of whom are actively working together to secure a more prosperous and sustainable future for the Solent area.

<http://www.solentlep.org.uk/>

2.5 Local

Southampton Local Neighbourhood Renewal Strategy, 2006-2010

A strategy to enable the residents of the more disadvantaged neighbourhoods in the city to achieve a sustainable improvement to their quality of life through tackling deprivation.

City of Southampton Local Plan Review, Adopted March 2006 (in part - strategic policies and some Development Control policies replaced in Core Strategy)

The Local Plan must address the needs of different parts of the city, by promoting sustainable mixed use development to ensure that attractive urban areas are created with a good mix of local facilities for jobs, homes, shopping, recreation and social activities.

Core Strategy: Planning Southampton to 2026 Adopted 2010

The Core Strategy sets out a spatial vision and development framework for the city, and will replace the Local Plan upon adoption. Policies within the Core Strategy must be reflected within all other local development documents.

Local Transport Plan 3: Consultation on a draft Strategy for South Hampshire

Contains strategies to ensure that high quality links to the regional and national networks are provided from both the Port and the Airport to enable them to fulfil the roles identified.

Southampton Connect Plan, 2012 - 2015

Long term plan with the aim to improve quality of life for all Southampton's citizens, and those who work in and visit the city. Considers neighbourhoods, economic, social and environment challenges, and community involvement.

Supplementary Planning Documents / Guidance

Cultural Strategy (2003) Aims to express a cultural vision for the city in the future.

Southampton Housing Strategy Sets out the council's priorities to meet the city's housing needs and aspirations.

Southampton City Centre Urban Design Strategy, November 2000 Provides a framework and design guidance for future development within the central part of the city.

Residential Design Guide SPG (Supplementary Planning Guidance) 2006 Sets out key design principles for the development of new homes and the spaces that surround them.

Public Art Strategy SPG - Revised Version, 2004 aims to deliver outstanding contemporary art, architecture, landscape architecture and urban design practice, through the planning and development control process.

Old Town Development Strategy A vision to guide the future development of the Old Town over the next ten years, which is a high priority area due to the high level of developer interest.

Development Design Guide 2004 Aims to promote higher design standards in the development and renaissance of Southampton City Centre.

North/south Spine Strategy, 2004 Draws on objectives of the Local Plan and Local Transport Plan, and with its own specific objectives relating to North/South spine area of city.

Low Carbon City Strategy (2011)

Sets out the actions the council intends to deliver to adapt to and mitigate against climate change.

Economic Development Action Plan 2010

Sets out Southampton's vision for the development of a dynamic local economy that brings opportunities and benefits to the people who live, work and do business in Southampton.

Community Safety Plan (2010-2011)

Plan sets out how Southampton will be the safest of cities and lead the way in tackling anti-social behaviour.

Health and Wellbeing Strategy (2009-2012)

The strategy takes forward elements of the City's Community Strategy and provides a bridge between plans produced by the local health and social care system and other plans developed elsewhere that impact on the City's health and wellbeing.

Solent Coastal Habitat Management Plan (2003)

Plan aims to investigate long-term change to designated coastal habitats and features, and to assess likely future losses / gains.

North Solent Shoreline Management Plan (2010)

The Shoreline Management Plan (SMP) is a non-statutory document that provides a broad assessment of the long-term risks associated with coastal processes.

River Itchen, Western Shore, Netley and Hamble Coastal Technical Study, 2011

Provides technical support for any future coastal projects and schemes

Southampton Surface Water Management Plan (SWMP), 2011

The Surface Water Management Plan maps the areas within Southampton where risk of surface water flooding exists, determining the potential extent and consequences in order to establish priority areas.

Southampton Coastal Flood and Erosion Risk Management Strategy, 2012

Non-statutory document providing a high level basis for decision making and action related to the long term management of the coastline. The strategy appraises a range of coastal defence options to determine the most beneficial and cost effective method of managing risks such as flooding, erosion and sea level rise. It focuses on a smaller geographical area within the overarching Shoreline Management Plan, therefore provides a more detailed assessment of the risks affecting the coastline.

Draft CIL levy and Planning Obligations SPD, 2012

Guidance document to supplement Local Plan Review on the Council's approach to securing Contributions from developers.

Draft Streets and Spaces Framework, 2012

Sets out the steps the Council will undertake to improve the quality of streets, parks and open spaces within the City of Southampton.

Draft City Centre Masterplan, 2012

Design Guidance for the City Centre

3. Baseline

The information within this section is a summary of the findings of the CCAP SA Scoping Report, with additional information included where necessary.

3.1 Baseline Collection

Baseline data provides the context for the assessment of sustainability and the basis for identifying trends and monitoring outcomes. The SEA Directive requires that information should be provided on:

“Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” and “the environmental characteristics of the areas likely to be significantly affected” (Annex 1 (b), (c)), and;

“any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC” (Annex 1 (c)).

A comprehensive set of baseline data has been collected, which has provided trends in Southampton and for the city centre and its surroundings. The baseline has been collected and measured against the criteria contained within Annex I of the SEA Directive (which have been widened beyond just environmental concerns to also include social and economic criteria) and used to inform sustainability issues for Southampton and the city centre.

3.2 Sustainability issues

The SEA Directive requires consideration of “the likely evolution [of the baseline environment] without implementation of the plan”. Due to the wider policy framework within which the CCAP is part of, it is unlikely that development in the city centre would not continue apace. However, meeting the requirements of the SEA Directive in this particular area can help to ensure that the CCAP sets down appropriate guidance for the type, rate, and style of development and associated issues in the city centre. **Table 3.4** outlines some of the problem issues associated with the baseline, and the trends likely to occur without implementation of the CCAP.

3.3 Limitations of the data

Baseline data collection is focused on the requirements of the SA and the topics as set out in the SEA Directive. The scope of the baseline data is to identify both the spatial and temporal trends of particular issues. Whilst these features of the baseline data are important, collection of the data was largely determined by what was available at the time. At a local level, data collection was often limited by the information available from the local authority. Some indicators were therefore removed from the SA framework, or changed to reflect data that was more readily available. Identifying gaps is a feature of collating baseline data. Where new data is required recommendations have been made as to how this could benefit future SA work.

3.4 Baseline Summary

Maps are available in the Core Strategy Sustainability Appraisal.

Air

Air quality and emissions measures provide a range of sustainability indicators for different sectors in terms of climate change, transport, power generation and energy use.

Section 80 of the Environment Act 1995 and The Air Quality (England) Regulations 2000 places a duty on local authorities to review and assess air quality for seven pollutants and ensure that standards and objectives laid down for each will be met.

Pollutants monitored are:

- ☞ Benzene, 1,3 Butadiene, PM10 – particulates, Carbon monoxide (CO), Sulphur dioxide (SO₂), Nitrogen dioxide (NO₂), Lead (Pb).

Air pollution has been monitored in Southampton since 1994. There are currently three monitoring stations and a further one is planned. Diffusion tubes have also been deployed at various locations around the City to monitor nitrogen dioxide (NO₂). Results indicate that the City meets National Air Quality Standards and Objectives, except for NO₂.

Southampton has designated ten Air Quality Management Areas (AQMAs) for the City. Six were declared in July 2005 where the quality objectives were not met. [Following a further assessment of air quality in July 2008, changes were made to the boundaries of two of these AQMAs and two additional AQMAs were declared.](#) Three further AQMAs were added in November 2012 along with a number of amendments to existing AQMA boundaries (including [two existing AQMAs conjoined into one continuous AQMA](#)). The declarations were made due to an exceedance of the national target for the pollutant nitrogen dioxide derived from traffic emissions. Each of the AQMAs are found at the following locations:

<http://www.southampton.gov.uk/s-environment/pollution/AQ/AQManagement/aqmas.aspx>

- ☞ Bitterne Road/Northam Road, Town Quay, Bevois Valley Road, Redbridge Road and Millbrook Road, the junction of Romsey Road and Winchester Road, along Winchester Road near to The Avenue, Commercial Road, Burgess Road, New Road and Victoria Road.

Of these Commercial Road, New Road and Town Quay lie within the city centre boundary. However all of the AQMAs are located on strategic routes into the city.

Issues for air quality also lie outside the City boundary with the industrial and petrochemical plants along Southampton Water.

The City published an Air Quality Action Plan in 2008 which sets out a strategic approach to improving air quality in Southampton and includes the national measures for particulates, urban and rural ozone levels, CO₂, NO_x, SO₂ and PM10 emissions. The document can be found at:
http://www.southampton.gov.uk/Images/Air%20Quality%20Action%20Plan%202009_tcm46-258022.pdf

Information Sources:

Local Air Quality Website (includes details of AQMAs)

http://www.airquality.co.uk/archive/laqm/laqm.php?action=submit&map_name=wilts&la_id=95

Air quality Archive website

http://www.airquality.co.uk/archive/data_and_statistics.php

National Atmospheric Emissions Inventory <http://www.naei.org.uk/> the UK Greenhouse Gas (GHG) inventory presents emission estimates from 1990 onwards and postcode level 2001 emissions and major point sources (regulated industrial processes)

Annual air quality reports are created by the City: <http://www.southampton.gov.uk/s-environment/pollution/AQ/AQManagment/reports.aspx>

Biodiversity, flora and fauna

Southampton has three areas designated as sites of European importance:

River Itchen Special Area of Conservation (SAC)

Solent Maritime SAC

Solent & Southampton Water Special Protection Areas (SPA) (also an internationally designated Ramsar site)

These three sites are also Sites of Special Scientific Interest (SSSI) under national legislation. A fourth SSSI is designated on Southampton Common.

Southampton has 42 Sites of Interest for Nature Conservation (SINCs), which are designated by local planning policy.

The condition of the SSSIs appears to have declined since the Core Strategy was produced with 48.7% (105.18 ha) now in unfavourable condition.

(Unfavourable recovering - 34.2%, unfavourable no change - 2.2% and unfavourable declining - 12.3%)

Although none of these designations are within the city centre boundary, development activities (particularly at the waterfront) can potentially have a significant impact on their status.

Southampton's Biodiversity Action Plan was adopted in 2006. The city has examples of the following Biodiversity Priority Habitats: Lowland Meadows, Purple Moor Grass and Rush Pastures, Lowland Heathland, Lowland Mixed Deciduous Woodland, Wet Woodland, Wood-Pasture and Parkland, Rivers, Coastal and Floodplain Grazing Marsh, Lowland Fens, Reedbeds, Coastal Saltmarsh, Coastal Vegetated Shingle, Intertidal Mudflats and Saline Lagoons. The Southampton BAP also incorporates the following habitats of county importance listed in the Hampshire BAP: ancient semi-natural woodland; fen, carr, marsh, swamp, reedbeds; heathland, acid

grassland, bog, lowland wet grassland, neutral, grassland and open standing water.

Outside statutory sites 73 council owned sites with biodiversity interest underwent conservation management as part of the Local Area Agreement. This management work resulted in an improvement in condition from 18 sites that were stable or improving to 48 sites stable or improving.

Green Open Space Audit has been undertaken within the City (2005).

Information Sources:

Joint Nature Conservation Committee <http://www.jncc.gov.uk>

Monitoring Change in Priority Habitats, Priority Species and Designated Areas For Local Development Framework Annual Monitoring Reports 2009/10 (including breakdown by district)
Hampshire Biodiversity Information Centre October 2010

Southampton City Council's Biodiversity Action Plan: an update of the 1992 Nature Conservation Strategy (adopted version 2006, Southampton City Council).
<http://www.southampton.gov.uk/s-environment/Biodiversity/action.aspx>

<http://www.southampton.gov.uk/environment/conservation/sustainability-indicators.asp>

Climate

Climate and anthropogenic-induced climate change are particular sustainability concerns. Locally defined levels of emissions are seen as contributing to national and international changes in climate with implications for sea-levels, water resources, biodiversity and socio-economics. Risks include changes to the flooding regime, impacts on coastal wetlands and saline intrusion and species distributions.

The major surveys by the UK Climate Impacts Programme (UKCIP) attempt to provide estimates of the changes under differing scenarios. These include estimates of the temperature and seasonal rainfall at a regional (SE) level.

Predicted changes include: increased temperature extremes and increased storminess. Sea levels, which are also rising through natural forces, are projected to rise by 56cm by 2080 (UKCP09 using the 95 percentile under a medium emissions scenario).

Greenhouse gas emissions, in particular carbon dioxide emissions are decreasing. Estimates of Southampton production of CO₂ is 1175 ktCO₂ per year (2010). CO₂ is not one of the standards measured within the air quality sampling within the City. The City has also published an Low Carbon City Strategy (2011)

Information Sources:

UK Climate Impacts Programme (UKCIP)

<http://www.ukcip.org.uk/>

Low Carbon City Strategy (2011) (Southampton City Council)

<http://www.southampton.gov.uk/s-environment/climatechange/>

Cultural Heritage (including architectural and archaeological heritage)

The cultural heritage of Southampton is described by its scheduled sites (SAMs) and listed and locally listed buildings. The city has a total of 38 SAMs, over 450 listed buildings and 100 locally listed buildings. Of these, 33 SAMs, 274 listed buildings and a further 10 locally-listed buildings are within the city centre boundary. The city centre also contains 6 Conservation Areas and 2 local areas of archaeological importance. Southampton has 3 buildings on the Buildings at Risk Register, all of which are within the city centre.

There are also three Historic Parks and Gardens on the English Heritage maintained register.

A number of the Registered Commons are also of specific historic and cultural significance, with statutory access, and long histories of management.

Information sources:

Data derived from GIS layers supplied by SCC.

Economic Considerations

Income

Economic prosperity within the City may be indicated by the Gross Value Added (GVA), which indicates a value of around £4,610 million in 2011 (provisional figures) and growth over the period since 2001 of 30%. This was a considerably lower growth rate than that for the South East region (30%) or the UK as a whole (48%). Between 2001 and 2006 Southampton exhibited growth rates just short of the regional and national levels, but there was virtually no growth between 2006 and 2011 whereas the two comparator areas recorded growth rates of 14% and 12% respectively.

Full time workers median earnings for workers within the City at 2012 were £27,472 for all employees. However, the comparable figure for residents in employment was £24,248.

Employment and Skills

Employment rates within Southampton (October 2011-September 2012) (68.1% of those of working age) are below the national average (74.6%). The December 2012 unemployment rate of 3.2% is above the South East average (2.4%). Service sector activity dominates the employment with 91.4% of employees in employment engaged in this sector in 2008 (latest available)

Of the working age population 11.2% report no formal qualifications (January-December 2012). This is slightly above the national level (10.6%)

Of the working age population 25.5% are economically inactive (annual population

survey (October 2011-September 2012)) with 12,300 wanting a job and 31,900 not wanting employment. 3.2% of those seeking a job are on Job Seekers Allowance (NOMIS April 2011) with 37.9% of these claiming over 6 months.

In the Bargate Ward (representative of city centre population), 65% of the working age population were economically active at the time of the 2011 Census. 5.3% of the economically active described themselves as unemployed. 2.5% of the population aged 16 years and over were seeking employment. 11.3% of the population aged 16 and over described themselves as having no qualifications.

House prices

Over the last 5 years (December 2007-December 2012) the average prices of residential property in Southampton fell from £160,567 to £139,276 (-13.25%) more quickly than the average decline in England and Wales as a whole (10.79%).

Information sources:

www.nomisweb.co.uk

www.landregistry.gov.uk

Economic data can be found on <http://www.invest-in-southampton.co.uk/> and if not available here the Economic Development team can provide tailored reports

Landscape and townscape

Land use in Southampton is predominantly urban, on what is described as the South Hampshire Lowlands character area. Only around 16% of the area of Southampton is open space, which comprises of 61 separate significant areas of open space, as well as a number of playing fields (42) and allotment areas (22). These sites are distributed through the city and contribute to the character of the town.

Five specific local landscape character zones are recognised by the local plan. Northern Approaches, River Test, Rail Corridor, Strategic Gaps between Southampton and adjacent built areas, Greenways (important open spaces along the stream valleys) and the commons and parks.

The city centre contains a diversity of urban grain and form that relate to both the historic and current activities and roles of the city. The tightest grain is found within the historic core of the city known as the Old Town. The remaining part of the central core of the city centre has buildings of larger scale with a focus on retail activity. The western and eastern peripheral areas are the most recent areas of city centre development and have the coarsest urban grain. The Central Parks comprise the largest area of contiguous open space covering some 21 hectares of Grade II listed parkland. The city centre also has a number of significant buildings that provide an historic or landmark point of reference.

The City has developed The street scene: A Strategy for streets, parks and open spaces 2005-08, that sets the objectives for 'smarter, safer, cleaner' streets and environment. The extent of open space, Rights of Way and access routes are

shown in Map 7.

Information sources:

Southampton City Centre Urban Design Strategy Final Report, March 2001, EDAW

Southampton City Council GIS

Open Space Audit 2004/05

SCC (2005) The street scene: A Strategy for streets, parks and open spaces 2005-08.

Material Assets

Transport

Carbon dioxide estimates based on pro-rated London Research Centre (LRC) baseline inventory data (1997) and updated for 2002 suggests figures of 1117.95 Ktonnes of CO₂ emissions, of which 24% is attributed to road transport and 6% to other ship related sources.

Transport within the City is served by 7 bus companies and 1 national coach operator, 18 million bus trips covering 8million km are undertaken every year within the City. City Council contracted bus services provide 829,935km p.a; 8 passenger rail stations, served by 4 passenger train operators; 6.2 million passenger rail journeys per annum in 2010 and increasing rapidly.

Two ferry operators Red Funnel and White Horse Ferries carry 3.4 million passengers per annum from Southampton. Southampton International Airport is located to the north of the city boundary. Serving over 1.8 million passengers per annum it is one of the fastest growing regional airports in the country.

Nationally, traffic continues to grows at around 2% per annum. However annual surveys carried out in the city have shown that the overall traffic flow levels have remained virtually unchanged over the past ten years, both in terms of the level of congestion and volume of traffic, despite major developments such as West Quay shopping centre that attract increased numbers of visitors.

Cycling figures for the city have increased by 20-30% in the last three years.

The 2001 census showed that the number of private vehicles in the city was 63,598, but level of non car ownership in the city was around 30%; significantly higher than the national and regional averages.

Over 99% of the cities residents live within 400 metres of a bus stop or train station.

Energy

There are currently five District Energy schemes in the City, which include; the City Centre, Centenary Quay, Holyrood Estate, the University of Southampton campus, and the University Hospital of Southampton. These schemes reduce Southampton CO₂ emissions by around 20,000 tonnes per annum, 2% of the total for the City, which equates to a £4 million saving in annual energy costs.

Development

Census data from 2011 show that there are 100,596 houses in the City, with 662 dwelling completions in 2011/12 (153/ 23% in the city centre). Completions from 2011/12 are below the annual target but high completions from 2006-09 mean that cumulative completions since 2006 still exceed the cumulative target for these 6 years. Revised annualised target (taking into account past completions) is 795. 99% of completions were on Brownfield land (information from HLAS monitoring 2011/12).

The City Council seeks a minimum density of 100 dwellings per hectare for housing development within the city centre, with the exception of areas where planning constraints prevent this (for example Conservation Areas). 40% of the total Southampton stock are flats/maisonettes.

Southampton Empty houses are brought back into occupation at a rate of c 100 / yr.

Waste

City waste recycling is c. 26% in 2012 with over 99% of the population served by kerbside recycling collection. The percentage of waste sent to landfill continues to fall with only 16.5% sent to landfill in 2012. Southampton is a partner in the Hampshire Minerals and Waste Plan 2012.

Information Sources:

Transport + Energy consumption

SCC Climate Change and Air Quality Strategy 2004, estimates based on London Research Centre baseline.

Southampton City Council Local Transport Plan 2005

Housing statistics

<http://neighbourhood.statistics.gov.uk/>

Urban Capacity Study 2005 (updated)

Strategic Housing Land Availability Assessment (SHLAA) March, 2009 SHLAA update, June 2011

Waste

City Performance Plan 2005-06

<http://www.integra.org.uk/facts/index.html>

Hampshire Minerals and Waste Plan 2012

<http://www3.hants.gov.uk/planning/mineralsandwaste.htm>

Social Considerations (including population and human health)

Population

Population estimates of 236,900 at 2011, with the number of people living in the city centre at 14,400.

- 98,300 households;
- 82.5 per cent of residents describing their health as 'good' or 'very good'
- 21 per cent of 16-74 year olds having no qualifications; and
- An unemployment rate of 3.2 per cent of all economically active people aged 16-74.

In the Bargate Ward (representative of the city centre), population estimates of 18,762 at 2011 Census. The Census 2011 reported:

- 7948 households;
- 86.8 per cent of residents describing their health as 'good' or 'very good';
- 11.29 per cent of 16-74 year olds having no qualifications; and
- An unemployment rate of 5.3 per cent of all economically active people aged 16-74.

Age

Of all residents at 2011 the total of 236,900 is estimated as 17.3% children, 66.7% working age (16-64) and 16.0% are older people. In the Bargate Ward (representative of the city centre), of all residents at 2011 the total of 18,762 is estimated as 9.6% children, 73.8% working age (16-64) and 16.6% are older people.

Households

The number of households on the housing register have increased to 15,500 in 2011/12. The numbers of homeless have however declined from 1003 to 700 over the period. 4.5 % of households are classed as overcrowded, with 1939 (2.2%) of household spaces vacant.

Households linking in fuel poverty have implications for premature death, ill health (circulatory and cardiac disease), mobility and mental and social health. Southampton Warmth for All Partnership has produced a Fuel Poverty and Health Strategy (2004).

Crime

Indices of crime are provided by the ODPM index of deprivation that sums incidence of recorded crime for four major crime themes (burglary, theft, criminal damage and violence). New measures may be available, such as numbers of ASBOs, with 41 recorded up to Sept 2005 for Southampton.

Notifiable crimes (2004/05) Source: NESS

	Burglary	Theft (from vehicle)	Violence
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Southampton	829	2552	7274
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Education

Education levels within Southampton have been provided by 2011 census.

	NVQ4 +	NVQ1-3 and other	No qualifications
Southampton	24.6	54.4	21.0

Education levels within the Bargate Ward (representative of the city centre) have been provided by the 2001 Census

	NVQ4 +	NVQ1-3 and other	No qualifications
Bargate	28.6%	60.2%	11.29%

Deprivation

The Office for the Deputy Prime Minister (ODPM) has created indices of deprivation of communities. Indicators of Deprivation 2004 provides a series of measures that are presented at Super Output Areas that seek to measure specific issues for Income, Employment, Health & Disability, Education, Skills & Training, Barriers to Housing & Services, Living Environment, Crime. There are a series of sub-domain indicators and an overall, index that weights the separate domain indices to create an Index of Multiple Deprivation. Additional indicators have been developed for Children and Older People.

Southampton City Council (Social Cohesion Team) has identified 11 Priority Neighbourhoods as the most deprived and form part of the Local Neighbourhood Renewal Strategy. 2 of these areas (Bevois & Bargate and Freemantle & Polygon) are within the city centre.

Southampton is ranked 96th most deprived on the summary Index of Multiple Deprivation 2004, out of the 354 Local Authorities in England.

Local statistics on the ODPM Indices of Deprivation are resented on the Neighbourhood Statistics website.

Mode of Travel

Travel to work may be seen as an indicator of health, with those walking or cycling having a positive health benefit. In 2011, 2.9% (5,243 people) of Southampton's working population cycle to work and 10.3% (18,536 people) walk. In the city centre (Bargate Ward) 2.4% (394 people) travelled to work by bicycle and 20.9% (3,435 people) walked (2011 Census).

Noise

National Ambient Noise Strategies are being developed for Defra and the plan is for a computer-modelled noise map to be produced for Southampton. There is little

other distributed information on noise levels in Southampton.

Information Sources:

Census (2011)

Housing Register and Property Transfer List - SCC Private Sector Housing Strategy 2004/05

Housing strategy for older people (SCC 2003).

<http://www.southampton.gov.uk/housing/housingpolicies/housingstrategyolderpeople/default.asp>

Southampton Homelessness Strategy 2003.

<http://www.southampton.gov.uk/housing/housingpolicies/homelessnessstrategy/default.asp#0>

Local profiles of most derived areas

<http://www.southampton.gov.uk/council/statistics/localprofiles.asp#0>

Neighbourhood Statistics provide profiles of local authorities and wards, including information collected from the Census 2001 with Population, Housing, Health. Office for National Statistics

Local Transport Plan 3 2011 (SCC).

Fuel Poverty. Southampton Warmth for All Partnership has produced a Fuel Poverty and Health Strategy (2004).

<http://www.southamptonhealth.nhs.uk/publichealth/plans/fuelpoverty>

Health

Health Poverty Index have been developed for the South East at a regional level, and using a series of indicators based on root causes, intervening factors and health situation. These indicators are based on the multiple factors affect health at regional, local and at the individual scale and the response and service levels. People living in poorer areas have a 30% higher death rate overall, and a 36% higher death rate due to heart disease, than people in the rest of the City.

Life expectancy within Southampton varies for males and females with values at birth 2012 of 78.4 for males and 82.6 for females, which is similar to the national average.

Age standardised rates (per 100,000 people) for mortality from Coronary Heart Disease is 82.1 (2007-2009), equating to 788 deaths and these are slightly lower than the national average (83.7). The figures for all circulatory disease within Southampton is 81.2 (2007-2009), equating to 477. These are higher than the national average (70.49).

Age standardised rates (per 100,000 people) for mortality from all cancers is 417.3 (2007-2009), and these are higher than the national average (374).

Accidents with mortality are 2.84 % of the resident deaths in 2009.

Deprivation is a significant issue in Southampton it is ranked 81st on the overall IMD 2010 out of the 326 Local Authorities in England, (where 1 equals the most deprived) a drop of 10 places from 2007 when the ranking was 91st out of 354 Local Authorities. The reduction in the number of local authorities since 2007 may have marginally contributed to this decline Census information on the long term illness, and care (NESS 2001).

Health measures of all people	Southampton	England and Wales
Limiting long-term illness	17.4%	18.2%
General health 'not good	8.6%	9.2%
People providing unpaid care	8.3%	10.0%

The recent draft Health and Wellbeing in Southampton strategy provides a wide range of Southampton and comparator statistics for health issues within Southampton, including details of healthcare provision and preventative measures and targets.

Information Sources:

Life Expectancy (ONS Census 2011).

Southampton Primary Care Trust Local Health Comparison 2005 (Binstead and Wilkinson 2005)

South East Public Health Observatory (SEPHO) provides detailed information on health statistics for the Region. <http://www.sepho.org.uk/> (SEPHO 2006) Health Poverty Index: an atlas of indicators for the South East 2006.

Southampton Joint Health and Wellbeing Strategy (draft 2012) (Southampton City Clinical Commissioning Group and SCC)

Health in Southampton 2011 (NHS Southampton City)
www.southamptonhealth.nhs.uk/publichealth

Soil and Land Contamination

Soils are not well mapped or described in Southampton, because the area is urban, and considerable areas are on made ground and sites adjacent to the estuary and dock area are extensively reclaimed (especially within the Docks).

Part IIA of the Environmental Protection Act 1990 (Part IIA) requires Local Authorities to publish a Contaminated Land Inspection Strategy demonstrating how it will identify land in its area that is causing unacceptable risks to human health or the wider environment. As part of its strategy SCC has assessed historical mapping and

council records to identify 1608 sites of potential concern (SPC). These are land parcels associated with historical land uses that have the potential to cause land contamination. The actual presence of contaminants or the existence of a risk to human health or the wider environment may only be determined through investigations and assessment. In some cases all or, parts of the SPC may have been assessed voluntarily, to support redevelopment or through Part IIA.

Information Sources:

Contaminated Land - An Inspection Strategy for Southampton (2001) (Southampton City Council,

<http://www.southampton.gov.uk/s-environment/pollution/contaminatedland/contaminatedland.aspx>

Audit of Hampshire Soils, A Summary. Hampshire County Council, February 2004.

Hampshire, Portsmouth and Southampton Minerals and Waste Local Plan (adopted December 1998, Hampshire County Council
www.hants.gov.uk/environment/mineralsandwastelocalplan/plan/).

Water

River and estuarine water quality is monitored by the Environment Agency. Of the seven watercourses within Southampton six are regularly monitored (River Itchen, River Test, Weston Stream, Westwood Stream, Monks Brook and Tanners Brook). Both the River Itchen and the Test are designated as SSSIs.

The freshwater courses are classified as very good to fair in 2005. Estuarine waters are Class A, good, in the upper reaches and Class B in the lower reaches. Southampton Water is listed as Shell Fish Water under 'The Surface Waters (Shellfish) (Classification) Regulations 1997'.

The City is susceptible to flooding from tidal and riverine sources. The City is also at flood risk from surface water and groundwater sources. Approximately 10% of the city is at risk from tidal & fluvial flooding (Flood Zone 2 & 3).

Licensed abstractions are relatively few within the City (2), whilst discharges are many, with 188 discharge points principally along Southampton Water and the Itchen shoreline. Water demand is predicted to increase by more than 10 per cent (2005 with projection to 2030) between 2004/2005 and 2030 (EA 2004).

Information Sources:

Information available on flood zones (2011).

<http://www.southampton.gov.uk/s-environment/climatechange/sfra.aspx>

Pollution Incident and General Quality Assessment information provided by the Environment Agency dated 27 January 2005.

Hampshire Water Strategy (2003).

Regional data on Environment Quality (Environment Agency State of Environment 2004).

4 Sustainability Appraisal Framework

4.1 Approach adopted to the SA

The SA Report has been produced using guidance set out in “Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents” (ODPM, November 2005), hereafter referred to as ‘the guidance’.

As recommended by the guidance, SEA and SA should be integrated into a single process – referred to as SA but incorporating the requirements of the SEA Directive. SA involves a series of specific stages and tasks. Table 4.1 outlines the standard tasks in an SA, each of which have been addressed in the appropriate order in this SA report.

Table 4.1 Detailed list of SA tasks

Report	SA stage	
SA Scoping Report	Stage A: setting the context and objectives, establishing the baseline and deciding on the scope of the SA	
	A1	Identifying other relevant policies, plans and programmes, and sustainability objectives.
	A2	Collecting baseline information.
	A3	Identifying sustainability issues and problems.
	A4	Developing the SA framework.
	A5	Consulting on the scope of the SA.
SA Report	Stage B: developing and refining options and assessing effects	
	B1	Testing the DPD objectives against the SA framework.
	B2	Developing the DPD options.
	B3	Predicting the effects of the DPD.
	B4	Evaluating the effects of the DPD.
	B5	Considering ways of mitigating adverse effects and maximising beneficial effects.
	B6	Proposing measures to monitor the significant effects of implementing the DPD.
	Stage C: preparing the SA report	
	Stage D: consulting on the SA report	
	D1	Public participation on the SA report.
	D2	Appraising significant changes.
	D3	Making decisions and providing information.
	Build into existing monitoring frameworks	Stage E: monitoring the significant effects of implementing the DPD
E1		Finalising aims and methods for monitoring.
E2		Responding to adverse effects.

It is a requirement of the SEA Directive (Article 5.2) that the SA Report includes information that may reasonably be required taking into account; current knowledge and methods of assessment, the contents and level of detail in the plan, its stage in the decision-making process and the extent to which certain matters are more appropriately addressed at different levels in that process to avoid duplication of the assessment. In order to avoid duplication of effort in terms of assessment, this report

builds on information obtained during the CCAP SA Scoping Report process. It is also a recommendation of the SA guidance that the outcomes of completed SA work within the LDF hierarchy of documents be used to influence the SA of future DPDs and SPDs. This SA Report therefore takes into consideration findings of the Southampton LDF Core Strategy SA Report (October 2006).

The CCAP SA process was begun in October 2006. The Scoping Report was completed and consulted on in April. The CCAP SA has been carried out by the Southampton City Council Sustainable Development Officer, with expert advice supplied by a range of other internal officers and external validation provided by a group of Sustainability and Planning Policy officers from surrounding local authorities.

Both the initial options (appendix C) and alternative options to the submission policies (appendix D) have been assessed to ensure a robust assessment process.

4.2 Consultation process

The SEA Directive states that:

“The authorities [with relevant environmental responsibilities] and the public...shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme” (Article 6(2)).

In England, the environmental consultation bodies are:

- English Heritage
- Natural England
- Environment Agency

The SA Report has been issued with the DPD during the pre-submission public participation stage on the preferred options under Regulation 25 of the Local Development Regulations. The consultation period on the SA will last for six weeks, and will be conducted in accordance with the guidance set out in the City of Southampton Statement of Community Involvement (SCI).

The list of consultees is divided up into those to whom the full SA Report was sent (in hard copy or electronically), those to whom a leaflet was sent accompanying the CCAP with details of how to view the SA Report on-line, and public offices/libraries to which a hard copy of the full SA Report was sent to be made available to members of the public. The SA process was also integrated into all of the CCAP consultation events, as detailed in the plan document.

4.3 Reporting on the SA process

Table 4.3 provides a written commentary on the SA methodology, highlighting any difficulties encountered during the process.

Table 4.2 SA commentary

SA stage/task	Who was involved?	When was the work undertaken?	Difficulties/issues encountered
A1 identifying other plans, policies and programmes, and sustainability objectives	Helen Krzanowski – Sustainability team	October 2006-February 2007	
A2 collecting baseline information	Helen Krzanowski – Sustainability team	October 2006-February 2007	
A3 identifying sustainability issues and problems	Helen Krzanowski – Sustainability team	October 2006-February 2007	
A4 developing the SA framework	Helen Krzanowski – Sustainability team	October 2006-February 2007	
A5 consulting on the scope of the SA	Helen Krzanowski – Sustainability team	April 2007	
B1 testing the DPD objectives against the SA framework	Melanie Robertson – Sustainability team	2009-2012	
B2 developing the DPD options	Policy team taking into consideration outcomes of the SA so far	2009-2012	
B3 predicting the effects of the DPD	Melanie Robertson – Sustainability team in consultation with other departments, including policy, flood risk, ecology, environmental health, transport, regeneration & communities and Natural England, the EA and English Heritage	2009-2012	
B4 evaluating the effects of the DPD	Melanie Robertson – Sustainability team in consultation with other	2009-2012	

	departments, including policy, flood risk, ecology, environmental health, transport, regeneration & communities and Natural England, the EA and English Heritage		
B5 considering ways of mitigating adverse effects and maximising beneficial effects	Melanie Robertson – Sustainability team in consultation with other departments, including policy, flood risk, ecology, environmental health, transport, regeneration & communities and Natural England, the EA and English Heritage	2009-2012	
B6 proposing measures to monitor significant effects	Melanie Robertson – Sustainability team	2009-2012	
C1 preparing the SA Report	Melanie Robertson – Sustainability team	2010-2012	
D1 public participation on the preferred options of the DPD and the SA Report	Policy team alongside consultation on the CCAP.	2010-2012	
D2 appraising significant changes	Melanie Robertson – Sustainability team in consultation with other departments, including policy, flood risk, ecology, environmental health, transport, regeneration & communities and Natural England, the EA and English Heritage	2013	

	Heritage		
D3 making decisions and providing information		2013	
E1 finalising aims and methods for monitoring		2013	
E2 responding to adverse effects		2013	

4.4 The SA framework

The SA framework consists of a series of objectives, indicators and targets against which to assess the options of the CCAP (see Table 4.3). The objectives have been derived from those set out in the South East Regional Sustainability Framework. The objectives are also consistent with the themes set out in Annex I of the SEA Directive that the SA should seek to address in terms of the impact upon them from implementation of the plan. The indicators (which have been selected from a variety of sources) enable complex and varied information to be aggregated to provide a clear indication of the changes achieved. Targets are included where appropriate.

Table 4.3 SA framework

Objective	Indicator	Target
1. Ensure that everyone has the opportunity to live in a decent, well designed, sustainably constructed and affordable home.	Indices of Deprivation: Barriers to Housing & Services	
	Number of people accepted as eligible, unintentionally homeless and in priority need	
	Number of households in temporary accommodation	
	Number of people living in decent homes (as defined and measured by Government house condition survey)	
	Number of affordable homes built annually	325 per year
	% of new homes reaching level 4 of the Code for Sustainable Homes	95%
2. Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment.	% of City within flood risk Zone 2	below 7.5%
	Number of flooding events per year	
	Number of planning applications granted in the flood plain	2% by total land area granted
3. Improve the health and well-being of the population and reduce inequalities in health.	Indices of Deprivation: Health & Disability	
	Life expectancy at birth in years (disaggregated by age, gender, ethnicity & income)	
	Teenage pregnancy rates per 1000 women 15-17	
	Mortality rate from suicide per 100,000 population	
	Premature mortality rate from coronary heart disease per 100,000 population	
	Premature mortality rate from circulatory disease per 100,000 population	

Objective	Indicator	Target
	Premature mortality rate from cancer per 100,000 population	
4. Reduce poverty and social exclusion and close the gap between the most deprived areas of the City and the rest of the region.	Indices of Deprivation: Multiple; Living & Environment	
	Children living in low-income families	
	Proportion of economically active people unemployed	
	Fuel poverty and % homes without central heating	
5. Facilitate educational achievement levels across the City. Develop opportunities for everyone to acquire the skills needed to find and remain in work, to support long-term competitive-ness of the City	Indices of Deprivation: Education; Skills & Training	
	Proportion of economically active population by education attainment level	
	Adults with basic literacy and numeracy skills	
	Retention of young people in education beyond minimum leaving age	
	Number of adults taking part in some kind of further education / training	
6. Create and sustain vibrant communities with reduced crime and fear of crime	Indices of Deprivation: Crime	
	Violent crimes (per 100,000 population) (BVPI 127)	
	Theft of or from a vehicle (per 100,000) (BVPI 128a)	
	Burglary (per 100,00 population) (BVPI 126)	
	Crime perception – fear of crime	
7. Improve accessibility to and enhance services and facilities	% population with access to key services by public transport	
	% population within 400m of public transport node	Above 95%

Objective	Indicator	Target
	Number of visits to museums (BVPI 170a)	
	Number of visits to sports and recreational venues	
	Number of library visits per capita	
8. Encourage increased engagement in cultural activity across all sections of the City's community. Support cultural events and sporting activities in the City's parks, commons and open spaces.	Number of community activities involving local people initiated by the City Council'	
	Number of visitors to the city (and breakdown of top ten tourist attraction visits)	
	% areas with fly posting, tipping, graffiti, litter (BVPI 199)	
	% population satisfied with condition of parks / open spaces (BVPI 119)	
9. Improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance and improvements in townscape	No of sites for which there is sufficient info to decide whether remediation is necessary (BVPI 216b)	
	% of development on previously developed land	Above 95%
	% of vacant dwellings	
	% of non residential premises applying assessed by BREEAM as good to excellent	
10. Reduce air pollution and ensure air quality continues to improve.	Number of properties within AQMAs	
	Number of days where air pollution is moderate or high	
11. Address the causes of climate change through reducing emissions of greenhouse gases and ensure that the City is prepared for its impacts	Carbon emissions per capita	
	Actual changes in climate conditions	
12. Conserve and enhance the City's biodiversity	Number of nature conservation sites with management plans	100%

Objective	Indicator	Target
	% of SSSI in favourable condition	95%
	Estimated population size for key BAP species	
13. Reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car/lorry	Travel to work mode by type	Targets as per LTP2
	Number of bus passenger journeys per year (BVPI 102)	Targets as per LTP2
	Length and condition of cycle network.	Targets as per LTP2
	Congestion levels	Targets as per LTP2
	Pollution levels from road traffic	Targets as per LTP2 / AQAP / National Strategy
14. Encourage sustainable consumption and production by promoting sustainably produced local products	Production of primary land-won aggregates (tonnes)	
	Number of local farmers markets or similar initiatives	
	Ecological Footprint	
15. Reduce waste generation and achieve the sustainable management of waste	Total tonnage of household waste arisings and % by management type (BVPI 82a, b, c & d)	Subregional / National targets
	Production of secondary/ recycled aggregates (tonnes)	M&W target
	Domestic waste produced per head of population (BVPI 84a)	
	Industrial waste produced	
16. Maintain and improve the quality of river, estuary, coast and groundwater, and achieve sustainable water resources management	Compliance with Water Framework Directive monitoring requirements	'Good ecological status'
	Proportion of water supplied from groundwater	
	% of rivers of good or fair quality – chemical and biological	
	Domestic consumption – litres per head	

Objective	Indicator	Target
	per day	
	Abstraction rates (vs recharge rates)	
17. Increase energy efficiency, and the proportion of energy generated from renewable sources in the City	% energy generated from renewable resources	Regional target
	Uptake of energy efficiency measures	
	Emissions from industrial processes and consumption	
18. Facilitate high and stable levels of employment so everyone can benefit from economic growth and stimulate economic revival in priority regeneration areas	Indices of Deprivation: Income; Employment	
	Employment rate – data disaggregated by age, gender, ethnicity	
	Percentage change in house prices	
	Business de-registrations per 10,000 adults	
19. Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Business registrations per 10,000 adults	
	Expenditure by businesses on R&D as percentage of GVA	
	Labour productivity (GVA per employee) for economy, industry and services	
20. Protect, enhance and make accessible for enjoyment, the City's green spaces and historic environment	% Conservation Areas with published character appraisals and mgt plans (BVPI 219)	100%
	Amount of green space available for public access	Meet ANGSt levels
	Quality of open spaces (%)	
	Number and % of Grade I & II Listed buildings at risk of decay	
	Number of footpaths open and in good condition	

5. SIGNIFICANT EFFECTS ASSESSMENT

5.1 Assessment Methodology and Alternatives

What are alternatives?

Alternatives are a useful tool when considering different ways of achieving a plan in order that adverse environmental effects are avoided. Alternatives are a statutory part of the SEA process. The SEA requires that 'reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated' and 'an outline for the reasons for selecting the alternatives dealt with' is provided (Article 5.1 and Annex I (h)).

Guidance on the identification of alternatives is available from ODPM and others, for example Therivel (2004).

Alternatives must be reasonable and can only be prepared within the legal scope of responsibilities and powers of the plan that the relevant authority is preparing. Full recognition of geographic, technological and financial constraints must also be taken into account.

Identification of alternatives

SCC published preferred options in 2012. The Preliminary Assessment Table (see Appendix C) appraises the sustainability of the policies laid out therein and alternative options. These initial options were set out in the Issues and Options paper, April 2007. Please see the separate document "LDF City Centre Action Plan Preferred Options Considered & Rejected" (Jan 2012) for explanations on how the Policy team considered the SA when shaping the final policies.

In order to fully consider new options which have emerged since that time and the impact of the loss of Local Plan Review policies, the final policies were also appraised against further alternative options, including 'business as usual' options, that is, the likely progression of the local economy, society and environment under existing policies (Appendix D)

Following this preliminary assessment stage, any policies identified as leading to potential adverse environmental effects, or several unknown environmental effects were assessed in more detail with a view to specific mitigation to reduce or remove the identified adverse effect (see below and Appendix B).

The assessment covered the impact of the policy on the city centre only (it didn't assume that growth would either be in the city centre or go elsewhere but noted potential positive impacts of concentrating development in the centre). It is possible for policies to have potentially positive and negative impacts on the same objective e.g. protecting green spaces and the historic environment.

39 of the original 147 Options (2009) were identified as having potential significant adverse environmental effects. However only 3 of the final 36 policies were found to have potential significant adverse effects (with an additional 7 having 4 or more categories with uncertain effects). These 101 policies have been assessed in further detail:

Significance of environmental effects from policies identified as having potential adverse effects.

Policy	Assessment of effects	Suggested Mitigation
AP1. New office development	<p>There is potential for congestion and therefore air pollution therefore it is important that public transport is developed in a timely manner. This is also important to ensure improved accessibility. The policy puts office development in the city centre close to public transport so this should be positive.</p> <p>There is a positive effect on improving the efficiency of land through the reuse of previously developed land, however the re-use of existing buildings must also be considered and the re-use of materials from buildings and encouraging urban renaissance and improvements in townscape.</p>	<p>If leisure world were to become industrial this would change the type of employment, however it is generally assessed that the policy will have a positive impact on employment by facilitating high and stable levels of employment so everyone can benefit from economic growth and stimulate economic revival in priority generation areas and develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.</p> <p>There is potential for green infrastructure on new office development and this should be encouraged.</p>
AP4. Port	<p>There may be a positive effect on flooding if the Ports raise the quay walls in the future. There may be a positive effect on reducing social exclusion and closing the gap between the most deprived areas of the City and the rest of the region as more opportunities for employment will arise with expansion of the port. This could also facilitate achievement levels across the City and develop opportunities for everyone to acquire the skills needed to find and remain in work, to support long-term competitiveness of the City. Some of the port activities could be considered to be knowledge-based.</p> <p>There is an uncertain effect on Encourage sustainable consumption and production by promoting sustainably produced local products, as internationally importing goods does not necessarily promote this.</p> <p>There may be a positive effect on energy efficiency and renewable energy as the port takes electricity from the city centre district CHP centre and future renewable energy may also be located in the Port.</p>	<p>There may be a negative effect on air pollution, climate change and congestion if there is an increase in lorry and ship movements and this should be carefully considered with sustainable modes of transport encouraged and promoted. However where lorry movements are replaced by shipping as opposed to increasing lorry this could be beneficial.</p> <p>There is an uncertain effect on maintaining and improving the water quality of river, estuary, coastal and groundwater, and achieving sustainable water resources management so this should also be monitored.</p>
AP6.	By keeping the majority of retail within the	Some parts of the are in flood risk

<p>Extension to Primary Shopping Area</p>	<p>PSA, this will ensure accessibility to services and facilities. Air pollution will be minimised by ensuring driving out of centre to retail is not encouraged. Whilst increasing the density of shops may prevent out of centre travel, this may have implications on congestion, so there are uncertain effects on sustainability objective 13 so it should be made sure that sustainable travel choice is improved and the need to travel by car reduced.</p>	<p>areas now and in the future, such as the MDA therefore it should be ensured that appropriate mitigation and adaptation measures are put in place.</p>
<p>AP7. Convenience retail</p>	<p>The policy is aimed at promoting retail in the PSA and then carefully managed expansion of the PSA – both retaining a focus on the city centre as opposed to out of centre locations; there is a positive effect on economy/ employment.</p> <p>There is a positive effect on poverty as providing an additional superstore to the east of the city will result in access to cheaper food. This will therefore also have a positive effect on sustainability objective no. 7 improve accessibility to and enhance services and facilities.</p> <p>Air pollution may be affected as there may be less travel out of the centre if superstores are located in the city centre. However lorry deliveries in combination with customer travel may lead to congestion unless sustainable modes of transport are encouraged.</p>	<p>There is an uncertain effect on the sustainability objective to encourage sustainable consumption and production by promoting sustainably produced local products as the large superstores may compete with local markets and businesses. This is why there is also uncertain effects on the economy as there may be competition with smaller shops.</p>
<p>AP8. The Night time Economy</p>	<p>There are positive effects on culture as the theatre use will be protected and other such uses encouraged. Re use of previously developed land is positive. Employment effects are uncertain as this may encourage low paid, low skill jobs to be available rather than a wider range.</p>	<p>There are uncertain effects on health (improve the health and well-being of the population and reduce inequalities in health) as there is potential for noise disturbance to residents and it should be ensured that this is kept to a minimum. In addition, crime associated with late night uses, possibly connected to the consumption of alcohol should be considered. It is felt that planning conditions may be utilised to reduce and restrict harmful effects from late night uses.</p>
<p>AP9. Housing supply</p>	<p>This policy will clearly have positive effects on sustainability objective 1 to ensure that</p>	<p>There are potential negative effects on flood risk as this will</p>

	<p>everyone has the opportunity to live in a decent, well designed, sustainability constructed and affordable home. There should be positive effects on health, poverty and education as standards of housing will be higher, more affordable housing will be delivered and the construction industry will provide opportunities for apprenticeships. There will be reuse of existing land and both employment and the economy are likely to be boosted.</p>	<p>increase the number of homes which are a more vulnerable use, so this must be carefully considered and mitigated for.</p>
<p>AP17. Tall buildings</p>	<p>There is a potential negative effect on flood risk, as tall buildings mean that there is a concentration of people and there may be issues with evacuation. There is a possible unknown effect on health as there may be issues with wind tunnelling and shading and this must be taken into account. Sufficient daylight is a health & wellbeing consideration in the BRE Environmental Assessment method. There is an unknown effect on the sustainability objective 9 as reuse of existing buildings may be discouraged where new tall buildings are being encouraged. There is also a potential negative effect on biodiversity as tall buildings may have effects on bird flight paths and there may also be issues of effects on the parks. This also gives rise to potentially unknown effects on sustainability objective 20 as tall buildings must be carefully designed to ensure they do not negatively affect green spaces and the historic environment. However there is likely to be positive effect on the economy as new buildings in attractive settings could bring prestigious businesses into the City.</p>	<p>The location and design of buildings will be important. Also where they are close to listed buildings and conservation areas e.g. Chantry Hall, St. Marys Church Spire effects on the historic environment must be considered.</p> <p>There are also uncertain effects on S.O.3 (improve the health and wellbeing of the population and reduce inequalities in health), as tall building can cause problems of wind tunnel effects and shading and appropriate measures must be considered to take this into consideration.</p>
<p>AP24. Royal Pier Waterfront</p>	<p>Intertidal habitats could be lost if reclamation is pursued and there is a risk of effects on water quality. However compensatory habitats could be provided to mitigate effects.</p>	<p>Pursue alternative means of delivering required Royal Pier development without reclamation (e.g. buying surplus land from the Port) – provide compensatory habitat if reclamation is considered essential</p> <p>Ensure some open areas are provided offering attractive environments for jogging, cycling and water sports. Type of development needs to be appropriate to the level of flood risk (following the sequential effect of PPS25).</p>

AP25. East Street Centre and Queens Buildings	There is an uncertain effect on the parks.	This will have to be mitigated through building design. Park maintenance to match any increase in use.
AP27. Town Depot	A more mixed development is likely to enhanced vibrant communities (S.O. 6). The development is close to Grade II listed buildings and American Wharf so there may be effects on the historic environment. There are also small areas of mudflat adjacent (but not of European designation). Higher levels of noise and activity on the waterfront so likely to have a negative effect on biodiversity (S.O. 12) unless suitable mitigation measures are put in place.	Avoid areas with effects on species. Strategic Flood Risk Assessment should inform the type of development needed. Preparation of a development brief to guide development along the waterfront in a way which maximises benefits to the city of this important natural asset, but also recognises the risks associated, and leads to a coherent and suitable development in some areas, the status quo in others.
AP36. Ocean Village	There is the possibility of tall buildings in this proposal and these may have uncertain effects on wildlife such as birds.	Require all new development to interact positively with the surrounding environment (e.g. making space for biodiversity).

Comments on other non-site specific policies without significant adverse effects

AP2. Existing offices

Reuse would be positive. Effects on the economy would be positive. As loss of office floorspace is permitted under some circumstances in intermediate areas and elsewhere outside prime office areas, the effects on employment are uncertain.

AP3. Safeguarding industrial sites

CO2 emissions could be an issue, however the industry being brought forward could be green technologies or sustainable produce therefore the effect on the climate change sustainability objective is uncertain. Industries that produce sustainable products should be encouraged. There are likely to be positive effects on the reuse, employment and the economy.

AP5. Safeguarding existing retail areas

By safeguarding groundfloor retail use of existing areas this will ensure accessibility to services and facilities. There are uncertain effects on housing provision as upper floors may be allowed to be developed as housing where they help to maintain or enhance the character or vitality of the centre. It must be made sure that these homes are decent, well designed, sustainably constructed and affordable where proposals come forward.

There will be re-use of existing land, and buildings and materials should also be re-used where viable. The economy and employment are likely to benefit from this policy.

AP10 and AP11. Supporting primary and secondary education facilities and supporting higher and further education facilities.

This was found to have a positive effect on sustainability objectives.

AP12. Green Infrastructure and Open Space

This policy will have many positive benefits. It will reduce the risk of flooding through safeguarding these natural sustainable drainage systems, improve the health and wellbeing of the population and has the potential to assist in reducing inequalities in health where improvements encourage people to enjoy open spaces for exercise and relaxation.

Open spaces and green infrastructure can provide an educational resource and therefore contribute towards facilitating educational achievements across the city in accordance with sustainability objective 5. In addition they can develop opportunities for everyone to acquire the skills needed to find and remain in work, to support long term competitiveness of the City through opportunities for horticulture and land management.

Research shows that improved open spaces have the potential to reduce crime and the fear of crime and therefore help create and sustain vibrant communities in accordance with sustainability objective 6. There will be improved access with better integration of parks and open spaces within the town centre through the creation of high quality pedestrian links, wildlife corridors with tree planting to form a network of green streets. Cultural activity across the city will be encouraged through the support of cultural activities and sporting activities in the City's parks, commons and open spaces.

There will be positive effects on air pollution, climate change mitigation and adaptation, biodiversity and congestion (through encouraging walking and cycling). Open spaces and green infrastructure will help maintain and improve water quality and well as proving the possibility of encouraging sustainable consumption and production through locally produced coppice and timber.

Green roofs will open up a new industry providing employment and there will be positive effects on the economy. The policy will obviously have a positive effect on sustainability objective 20 to protect, enhance and make accessible for enjoyment the City's green spaces.

AP13 Public open Space in new developments

The open space policy for new developments will have similar benefits to the policy on the protection and enhancement of existing open space and green infrastructure. However there may be uncertain effects on proving an affordable home as the standards may make homes more expensive, however it will increase the likelihood that the homes are decent, well designed and sustainable.

AP14. Renewable or low carbon energy plants

Flooding should be considered where plants are to be sited in an area of risk. There will be positive effects on the health and wellbeing of the population and inequalities in health will be reduced as there will be improved home temperature regulation and in addition there should be positive effects on poverty and deprived areas as renewable and low energy plants should provide energy security and more affordable bills to overcome issues of fuel poverty.

There will be re-use of land and the policy requires that the proposal does not prejudice the development of the site allocated for other uses. Whilst the policy also requires that the transport, air quality, noise and environmental effects are acceptable, it should be ensured that vehicles, such as lorries transporting biomass are carefully considered and monitored to ensure air pollution does not become a problem.

Another aspect to consider is the effect on biodiversity, for example with large scale photovoltaics, invertebrates can get attracted to the reflections which may appear to them to be water, and then they perish on the hot surface. It should therefore be carefully considered in areas of ecological protection. The quality of river, estuary, coastal and groundwater should be maintained and improved and water resources managed sustainably. Therefore if water is used for cooling purposes this may affect the quality and temperature of the water and this should not occur to an adverse degree.

This policy will have positive effect on employment and the economy, stimulating a knowledge based economy of higher value and lower impact whilst providing a range of job skill levels from research and development, management and manufacturing.

The policy states there is to be no adverse impact on the historic and natural environments and this supports sustainability objective 20 to protect, enhance and make accessible for enjoyment, the city's green spaces and historic environment.

AP15. Flood Resilience

A policy to ensure protection from flood risk will be positive on providing decent, well designed and sustainably constructed homes. This will also help with them being affordable as flood insurance premiums would not be adversely affected. The policy would evidently have a positive effect on sustainability objective 2 by reducing the risk of flooding and resulting detriment to public wellbeing, the economy and the environment. There would be a positive effect on health and wellbeing and poverty as deprived communities would find it difficult to recover from a flooding event if protection was not in place.

Access would be improved as the main routes to the city would be protected and there would be improved access to water, walking routes and provision of recreation resources where the most vulnerable areas are left as open space. Adaptation to flood risk would have a positive effect on sustainability objective 11 by ensuring that the city is prepared for the effects of climate change.

The policy is likely to have a positive effect on biodiversity through the provision of green infrastructure as sustainable drainage systems and stepping to create mudflat habitats. There is also likely to be protection of water quality as freshwater supplies are less likely to be contaminated from tidal flood or sewer overflow. There will be a positive effect on the economy as costly damage will be prevented, uncertainty will be reduced and

investment encouraged. There will also be a positive effect on protecting, enhancing and making accessible for enjoyment the City's green spaces and historic environment. In particular, the Old Town will be protected.

AP16. Design

The policy will have a positive effect on ensuring everyone has a well designed home in accordance with sustainability objective 1. It will also have a positive effect on encouraging urban renaissance and improvements in townscape in accordance with sustainability objective 9. Climate change adaptation (11) and green infrastructure benefits (12) should be a part of good design, and also water resources management (15) and increasing energy efficiency (17).

AP18 and AP19. Transport and Movement and Strategic Links

The tree lined streets in the policy will contribute towards flood risk management through providing sustainable drainage system benefits. This will also have an effect on water quality (sustainability objective 16). Improvements in sustainable transport facilities will encourage people to cycle and walk and therefore have positive benefits on health and poverty. The effects on accessibility will obviously be positive, as will be effects on air pollution, climate change, biodiversity and congestion. There will be positive impacts on employment and the economy as an improved rail network will bring better access and encourage investment.

6 Mitigation

Preliminary assessment suggests that the City Centre Action Plan Options present a programme for sustainable development that will deliver required economic growth, provide improved social infrastructure and ensure that Southampton's natural environment continues to be protected and enhanced for the benefit of all.

The Options are not without impact however. 39 of the 147 options are identified as having potential significant adverse environmental effects as a result of the SA process, and several others could be implemented in such a way as they lead to environmental improvements. A key advantage of SA is that it enables plan-makers to contemplate a large amount of information when making decisions on whether and how to provide for a perceived need. In this respect, the assessment indicates that certain recommendations should be made on how to implement the policies. Strategic actions go beyond planning and need wider council support. Some of the actions are also beyond Planning's remit.

7.1 Best Practice Recommendations

Best practice recommendations have been suggested as part of the SA process.

7.1.1 Strategic

- Royal Pier development is unlikely to be possible without reclamation, therefore it is important that compensatory habitat is provided were intertidal mudflat or other habitats are lost.
- Ensure that zero extra water is abstracted from the River Itchen to supply developments supported by the City Centre Action Plan, particularly housing. Ensure all new residential development meets Code for Sustainable Homes standard as required in the Core Strategy as a minimum, including clean burning boilers.
- Retrofit existing housing stock with measures to improve energy and resource efficiency, particularly water.
- Provide the strategic direction necessary to avoid development in areas with effects on species (e.g., 500m from designated sites, the length of view line Brent geese need to settle and roost). For example, preparation of an additional SPD to guide development along the waterfront in a way that maximises benefits to the city of this important natural asset, but also recognises the associated risks.
- It is recognised that improving access to the waterfront is desirable in terms quality of life and making effective use of it as a valuable resource. However, the City Centre Action Plan needs to take due account of strategic flood risk assessment and types of development appropriate to the level of flood risk (following the sequential approach of PPS25). Ensure some open areas are provided offering attractive environments for jogging, cycling and watersports (e.g. windsurfing, sailing). The CCAP aims to fulfil these objectives,

- Require all new development to interact positively with the surrounding environment (e.g. making space for biodiversity). Ensure that all new housing includes adequate onsite provision of open space. The CCAP aims to fulfil these objectives,
- Encourage high value, low impact environmental industries through economic strategy and development of employment sites.
- Undertake study of appropriate locations for tidal power (if any) to avoid changes in turbidity / biochemical constitution and sedimentation patterns. Undertake study of appropriate locations for wind power (if any) to avoid disruption to bird navigation / roosting. Undertake study of sensitivity to shipping movements / airport landings / take-offs prior to increasing these activities. This was identified in the Core Strategy SA and is recommended to be carried forward in the CCAP given the location of the City Centre and proximity to the waterside which may be an appropriate location for tidal or wind based renewable solutions.
- Lobby for significant improvements in emissions from shipping in relation to Port of Southampton. Review dredging activities and amend as required to prevent changes in sedimentation patterns.
- Residential developments in high accessibility locations should be encouraged to minimise parking levels, in combination with car clubs, active travel plans, ample secure cycle parking provision and on street enforcement. Consider revising downwards the level of parking provision in residential areas. The CCAP aims to fulfil these objectives,
- Promote sustainable transport alternatives.
- Continue to seek alternatives to road freight haulage such as trans-shipment. While it is important to recognise that the Itchen and Solent are already working waterways that successfully support important habitats, pursue tighter regulations on shipping discharges and continued control over activities that could lead to pollution incidents. Review and implement safety measures to prevent pollution incidents, install interceptor

7.1.2 Local

- Refuse permission to any development likely to lead to loss of view lines for protected bird species on the waterfront.
- Actively manage visitor access to sites of nature conservation importance to remove impacts on protected species.
- Pursue appropriate design measures to reduce crime.
- Provide appropriate locations for farmers markets and similar initiatives.

- Incorporate sustainable urban drainage systems into all new development and ensure continued separation of foul and surface water sewers.
- Ensure all waterfront uses are non-polluting; manage unrestricted use of motorised vehicles (e.g., for recreation).
- Employ development FRA to identify site-specific mitigation (e.g., raised walkways). Ensure Environment Agency advice on development is heeded.
- Tackle poorly performing vehicles (lorries and buses) on local and strategic road networks.
- Promote the LTP3
- Provide shared bus and high occupancy vehicle lanes.
- Implement security measures in new developments and on the public transport network (design measures, lighting and if necessary CCTV) to improve usage rates.
- Improve telecommunications networks where necessary, to aid reduction in the need to travel.
- Provide and promote low/zero carbon emitting vehicles.
- EIA and project AA will require measures to mitigate site-level impacts and potential effects on bird populations and other protected species; continue to protect listed species and habitats.

7 Monitoring

The monitoring requirements typically associated with the SA process are recognised as placing heavy demands on authorities with SA responsibilities. For this reason, the proposed monitoring framework should focus on those aspects of the environment that are likely to be negatively impacted upon, or where the impact is uncertain. The proposed monitoring programme aims to give a flavour of progress against each objective. It will be possible (and may be necessary) to amend the proposed framework in accordance with, for example, the information requirements of Environmental Impact Assessments related to implementation of the City Centre Action Plan or unanticipated negative effects. Monitoring is particularly useful in answering the following questions:

- Were the assessment's predictions of environmental effects accurate?
- Is the plan contributing to the achievement of desired sustainability objectives?
- Are mitigation measures performing as well as expected?
- Are there any unforeseen adverse effects? Are these within acceptable limits, or is remedial action required?

The purpose of monitoring is to measure the environmental effects of a plan, as well as to measure success against the plan's objectives. It is therefore beneficial if the monitoring strategy builds on monitoring systems which are already in place, such as the Annual Monitoring Report. To this end, many of the indicators of progress chosen for the SA require data that is already being routinely collected by the city council or other organisations. It should also be noted that monitoring can provide useful information for future plans and programmes.

The city council will need to ensure that monitoring information is appropriate to their needs and is up to date and reliable, and that sources of information are referenced. Moreover, they will need to decide in advance any action that is required to correct unforeseen effects that are highlighted by monitoring results, i.e. what will trigger an alternative course of action or new mitigating measure.

The monitoring proposals will also identify any gaps in monitoring undertaken at present so that consideration might be given to how these could be addressed in the longer term. The inclusion of the initial monitoring proposals for consultation in the SA is a useful mechanism for obtaining views and feedback from a range of quarters, including those agencies who will potentially contribute to the monitoring process. Several other indicators could be used and may be added before monitoring commences. Monitoring reports should be published periodically as new information becomes available. It is not just Planning that is responsible for monitoring and responding to any changes in indicators.

The suggested monitoring framework:

Objective	Indicator	Data Source	Repetition	Target/Trigger	SCC Action
1. Ensure that everyone has the opportunity to live in a decent, well designed, sustainably constructed and affordable home.	Indices of Deprivation: Barriers to Housing & Services	ONS	Annual	Trigger: situation worsens	Review affordable housing mix; quicken pace of stock refurbishment
	Number of households in temporary accommodation	SCC	Annual	Trigger: situation worsens	Review affordable housing mix; quicken pace of stock refurbishment
	Number of people living in decent homes (as defined and measured by Government house condition survey)	SCC	Annual	Trigger: situation worsens	Review affordable housing mix; quicken pace of stock refurbishment
	Number of affordable homes built annually	SCC	Annual	Target: 325 per year	Review affordable housing mix
	% of new homes reaching level 4 of the Code for Sustainable Homes	SCC (number of planning applications with approval)	Annual	Target: 95%	Strengthen planning conditions
2. Reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment.	% of City within flood risk Zone 2	Environment Agency	Annual	Trigger: exceeds 7.5%	Review SMP and CFMP
	Number of flooding events per year	SCC / Env't Agency / MET Office	Annual	None: tracking	Feed into future plan-making
	Number of planning applications granted in the flood plain	SCC	Annual	Target: 2% by total land area granted	Review Strategy, Allocations and DC policies
3. Improve the health and well-being of the population and reduce inequalities in health.	Indices of Deprivation: Health & Disability	ONS / SCC	Annual	Trigger: situation worsens	Work with PCT to improve access to facilities
	Life expectancy at birth in years (disaggregated)	ONS / SCC	Annual	Trigger: situation worsens	Raise awareness of issues

	by age, gender, ethnicity & income)				
	Teenage pregnancy rates per 1000 women 15-17	ONS / SCC	Annual	Trigger: situation worsens	Raise awareness; work with schools
	Mortality rate from suicide per 100,000 population	ONS / SCC	Annual	Trigger: situation worsens	Work with local charities
	Premature mortality rate from coronary heart disease per 100,000 population	ONS / SCC	Annual	Trigger: situation worsens	Work with Sport England and local facilities
	Premature mortality rate from circulatory disease per 100,000 population	ONS / SCC	Annual	Trigger: situation worsens	Work with Sport England and local facilities
	Premature mortality rate from cancer per 100,000 population	ONS / SCC	Annual	Trigger: situation worsens	Work with PCT to improve access to facilities
4. Reduce poverty and social exclusion and close the gap between the most deprived areas of the City and the rest of the region.	Indices of Deprivation: Multiple; Living & Environment	ONS	Annual	Trigger: situation worsens	Review Priority Neighbourhood scheme
	Children living in low-income families	ONS / SCC	Annual	Trigger: situation worsens	Review economic strategy
	Proportion of economically active people unemployed	ONS / SCC	Annual	Trigger: situation worsens	Review economic strategy
	Fuel poverty and % homes without central heating	ONS / SCC	Annual	Trigger: situation worsens	Review Warmth for All scheme
5. Facilitate educational achievement levels across the City. Develop opportunities for everyone to acquire the	Indices of Deprivation: Education; Skills & Training	ONS	Annual	Trigger: situation worsens	Review Education Strategy
	Proportion of economically active	ONS / SCC	Annual	Trigger: situation worsens	Work with schools, employers and

skills needed to find and remain in work, to support long-term competitiveness of the City	population by education attainment level				training establishments
	Adults with basic literacy and numeracy skills	ONS / SCC	Annual	Trigger: situation worsens	Review Education Strategy
	Retention of young people in education beyond minimum leaving age	ONS / SCC	Annual	Trigger: situation worsens	Work with schools and raise awareness
	Number of adults taking part in some kind of further education / training	ONS / SCC	Annual	Trigger: situation worsens	Work with schools, employers and training establishments
6. Create and sustain vibrant communities with reduced crime and fear of crime	Indices of Deprivation: Crime	ONS	Annual	Trigger: situation worsens	Work with police authority
	Violent crimes (per 100,000 population) (BVPI 127)	ONS / SCC	Annual	Trigger: situation worsens	Work with police authority, raise awareness
	Theft of or from a vehicle (per 100,000) (BVPI 128a)	ONS / SCC	Annual	Trigger: situation worsens	Work with police authority, raise awareness
	Burglary (per 100,00 population) (BVPI 126)	ONS / SCC	Annual	Trigger: situation worsens	Work with police authority, raise awareness
	Crime perception – fear of crime	ONS / SCC	Annual	Trigger: situation worsens	Improve urban design and policing visibility
7. Improve accessibility to and enhance services and facilities	% population with access to key services by public transport	SCC	Annual	Misses target	Work with service operators
	% population within 400m of public transport node	SCC	Annual	Falls below 95%	Review LTP
	Number of visits to museums (BVPI 170a)	SCC	Annual	Misses target	Review provision levels and locations

	Number of visits to sports and recreational venues	SCC	Annual	Misses target	Review provision levels and locations
	Number of library visits per capita	SCC	Annual	Misses target	Review provision levels and locations
8. Encourage increased engagement in cultural activity across all sections of the City's community. Support cultural events and sporting activities in the City's parks, commons and open spaces.	Number of community activities involving local people initiated by the City Council'	SCC	Annual	Misses target	Review events schedule, raise awareness
	Number of visitors to the city (and breakdown of top ten tourist attraction visits)	SCC	Annual	Falls below current levels	Raise awareness
	% areas with fly posting, tipping, graffiti, litter (BVPI 199)	SCC	Annual	Misses target	Increase staffing
	% population satisfied with condition of parks / open spaces (BVPI 119)	SCC	Annual	Misses target	Increase investment
9. Improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance and improvements in townscape	No of sites for which there is sufficient info to decide whether remediation is necessary (BVPI 216b)	SCC / Env't Agency	Annual	Trigger: Less than 80% of total number of brownfield sites	Increase rate of investigation
	% of development on previously developed land	SCC	Annual	Trigger: Less than 95%	Review DC policies
	% of vacant dwellings	SCC	Annual	Trigger: situation worsens	Improve rate of refurbishment
	% of non residential premises applying assessed by	SCC (number of planning applications with	Annual	Trigger: Less than 75%	Review planning conditions and DC policies

	BREEAM as good to excellent	approval)			
10. Reduce air pollution and ensure air quality continues to improve.	Number of properties within AQMAs	SCC	Annual	Trigger: situation worsens	Review AQAP and traffic management
	Number of days where air pollution is moderate or high	SCC	Annual	Trigger: situation worsens	Tighten congestion controls
11. Address the causes of climate change through reducing emissions of greenhouse gases and ensure that the City is prepared for its impacts	Carbon emissions per capita	SCC / DTI	Annual	Trigger: situation worsens	Seek tighter controls over transport, industry and housing
	Actual changes in climate conditions	SCC / Env Agency / MET Office	Annual	None: tracking	Feed into future plan-making
12. Conserve and enhance the City's biodiversity	Number of nature conservation sites with management plans	Natural England / SCC	Annual	Target: 100%	Improve rate and survey and planning
	% of SSSI in favourable condition	Natural England	Annual	Target: 95%	Review factors affecting sites
	Estimated population size for key BAP species	Natural England / SCC / Wildlife Trust	Annual	Target as per BAP (pending)	Review BAP
13. Reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car/lorry	Travel to work mode by type	SCC / Census	Annual	Targets as per LTP2	Review LTP and land use location
	Number of bus passenger journeys per year (BVPI 102)	SCC / Service Operators	Annual	Targets as per LTP2	Review LTP and Operator licences
	Length and condition of cycle network.	SCC / SusTrans	Annual	Targets as per LTP2	Review LTP, increase investment
	Congestion levels	SCC / Highways Agency	Annual	Targets as per LTP2	Review LTP, consider road user priority / charging

	Pollution levels from road traffic	SCC / NAQS	Annual	Targets as per LTP2 / AQAP / National Strategy	Review AQAP
14. Encourage sustainable consumption and production by promoting sustainably produced local products	Production of primary land-won aggregates (tonnes)	HCC / Minerals & Waste Devt Framework	Annual	None: tracking	Feed into future plan-making
	Number of local farmers markets or similar initiatives	SCC / Natural England (RDS)	Annual	Trigger: Does not increase	Review DC policies
	Ecological Footprint	WWF / EcoBudget	Biannual	Increases above current levels	Raise awareness
15. Reduce waste generation and achieve the sustainable management of waste	Total tonnage of household waste arisings and % by management type (BVPI 82a, b, c & d)	SCC / HCC	Annual	Misses Subregional / National targets	Review strategy
	Production of secondary/ recycled aggregates (tonnes)	HCC / Minerals & Waste Devt Framework	Annual	Misses M&W target	Review planning consents to stimulate demand
	Domestic waste produced per head of population (BVPI 84a)	SCC	Annual	Does not decrease by <5% per year	Review strategy
	Industrial waste produced	SCC / HCC	Annual	Does not decrease by <10% per year	Review strategy
16. Maintain and improve the quality of river, estuary, coast and groundwater, and achieve sustainable water resources management	Compliance with Water Framework Directive monitoring requirements	Environment Agency	Ongoing	Misses 'Good ecological status'	Review River Basin Plan
	Proportion of water supplied from groundwater	Environment Agency	Annual	Situation worsens	Review development plan, increase water efficiency
	% of rivers of good or fair quality –	Environment Agency	Annual	Misses objective	Tighten pollution controls

	chemical and biological				
	Domestic consumption – litres per head per day	Environment Agency	Annual	Does not decrease to 120 or less	Raise awareness, review development plan, increase water efficiency
	Abstraction rates (vs recharge rates)	Environment Agency	Annual	None: tracking	Feed into future plan-making
17. Increase energy efficiency, and the proportion of energy generated from renewable sources in the City	% energy generated from renewable resources	SCC / DTI	Annual	Misses regional target	Review strategy, tighten regulation and DC policies
	Uptake of energy efficiency measures	SCC	Annual	Does not improve	Review strategy, tighten regulation and DC policies
	Emissions from industrial processes and consumption	Environment Agency	Annual	Situation worsens	Tighten regulation
18. Facilitate high and stable levels of employment so everyone can benefit from economic growth and stimulate economic revival in priority regeneration areas	Indices of Deprivation: Income; Employment	ONS	Annual	Situation worsens	Review economic strategy
	Employment rate – data disaggregated by age, gender, ethnicity	SCC / DWP	Annual	Situation worsens	Review economic strategy
	Percentage change in house prices	SCC	Annual	None: tracking	Feed into future plan-making
	Business de-registrations per 10,000 adults	SCC / DTI	Annual	None: tracking	Feed into future plan-making
19. Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value,	Business registrations per 10,000 adults	SCC / DTI	Annual	Missed target	Review economic strategy
	Expenditure by businesses on R&D as percentage of GVA	SCC / DTI	Annual	None: tracking	Feed into future plan-making

lower impact activities	Labour productivity (GVA per employee) for economy, industry and services	SCC/DTI	Annual	Missed target	Review economic strategy
20. Protect, enhance and make accessible for enjoyment, the City's green spaces and historic environment	% Conservation Areas with published character appraisals and mgt plans (BVPI 219)	SCC	Annual	Target: 100%	Increase rate of appraisal
	Amount of green space available for public access	SCC	Annual	Does not meet ANGSt levels	Review strategy and DC policies
	Quality of open spaces (%)	SCC	Annual	Misses target	Increase investment
	Number and % of Grade I & II Listed buildings at risk of decay	SCC / English Heritage	Annual	Situation worsens	Review strategy and DC policies
	Number of footpaths open and in good condition	SCC	Annual	Misses target	Increase investment

INFORMATION CONTACTS

SCC Planning (AMR)	Graham Tuck
Indices of Multiple Deprivation (ONS website)	http://neighbourhood.statistics.gov.uk/dissemination/
SCC Health & Well Being	John Wyllie (Principal Planning Officer Health & Well Being)
Natural England	Graham Bryant (Hampshire area) 02380 286418 Graham.bryant@naturalengland.org.uk
Environment Agency	Paul Batty (Planning & Corporate Services Manager Hampshire area) 01962 764844 paul.batty@environment-agency.gov.uk
SCC Waste division	Mike Thomas (Recycling & Disposal Team Leader)

BVPs and local indicators	Corporate Improvement Plan http://www.southampton.gov.uk/thecouncil/thecouncil/councilperformance/corpimprove.asp#0 Or performance officer of relevant division for PICS commitments
SCC Environmental Health	Simon Hartill (Scientific Officer)
HCC	Adrian Flavell (Minerals & Waste Policy Team Manager)
SCC (statistics)	Simon Winkworth (Research & Information Manager)
SCC Sustainability	Melanie Robertson (Sustainable Development Officer)
SCC Tourism	Mike Harris (Tourism Manager)
Economic Development	Jeff Walters
Other external	

Appendix A – SCHEDULE 2 OF THE UK SEA REGULATIONS

Statutory Instrument 2004 No. 1633

The Environmental Assessment of Plans and Programmes Regulations 2004

INFORMATION FOR ENVIRONMENTAL REPORTS

1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.

2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.

3. The environmental characteristics of areas likely to be significantly affected.

4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds and the Habitats Directive.

5. The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.

6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as –

- | | |
|-------------------|---|
| (a) biodiversity; | (h) air |
| (b) population | (i) climatic factors |
| (c) human health; | (j) material assets |
| (d) fauna; | (k) cultural heritage, including architectural and archaeological heritage |
| (e) flora; | (l) landscape |
| (f) soil; | (m) the inter-relationship between the issues referred to in sub-paragraphs |
| (g) water; | |

The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.

9. A description of the measures envisaged concerning monitoring in accordance with regulation 17.

10. A non-technical summary of the information provided under paragraphs 1 to 9

Appendix B – SA of the Policies Appendix B is an assessment of policies which have emerged since the initial assessment (Appendix D incorporates alternatives to these)

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic
AP1	New Office development							Yellow		Green	Yellow		Yellow	Yellow					Green	Green	
AP2	Existing offices									Green									Yellow	Green	
AP3	Safeguarding industrial sites									Green		Yellow			Yellow				Green	Green	
AP4.	The Port		Green		Green	Green					Red	Red		Red	Yellow		Yellow	Green	Green	Yellow	
AP5	Supporting existing retail areas	Yellow						Green		Green									Green	Green	
AP6	Extension of the Primary Shopping Area		Yellow					Green		Green	Green			Yellow					Yellow	Yellow	
AP7	Convenience retail				Green			Green		Green	Yellow			Yellow	Yellow				Green	Yellow	
AP8	The Night time economy			Yellow			Yellow		Green	Green									Yellow	Green	
AP9	Housing supply	Green	Red	Green	Green	Green				Green									Green	Green	
AP10	Supporting primary and secondary educational facilities					Green															
AP11	Supporting higher and further educational facilities					Green															

AP12	Green Infrastructure and open space																				
AP13	Open Space in new developments																				
AP14	Renewable or low carbon energy plants																				
AP15	Flood Resilience	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
AP16	Design																				
AP17	Tall buildings																				
AP18	Transport																				
AP19	Strategic Links																				
AP20	MDQ – overall approach																				
AP21	MDQ – other issues																				
AP22	MDQ – Station Quarter																				
AP23	MDQ - Western Gateway																				
AP24	Royal Pier Waterfront																				
AP25	East Street Centre and Queens Buildings																				
AP26	MDQ - North of West Quay Road																				
AP27	Town Depot																				

Detailed assessment of policies with predicted significant effects (any possible negative or 4 or more sustainability objective categories with unknown effects)

AP1. New Office Development						
SA objective	short term	medium term	long term	likelihood	scale	performance
7	?	?	?			
9	✓	✓	✓	medium	local	permanent
10	?	?	?			
12	?	?	?			
13	?	?	?			
18	✓	✓✓	✓✓	medium	local	permanent
19	✓	✓✓	✓✓	medium	local	permanent
AP4. The port						
SA objective	short term	medium term	long term	likelihood	scale	performance
2	✓	✓	✓	medium	local	permanent
4	✓	✓	✓	medium	local	permanent
5	✓	✓	✓	medium	local	permanent
10	✗	✗	✗	medium	local	permanent
11	✗	✗	✗	medium	local	permanent
13	✗	✗	✗	medium	local	permanent
14	?	?	?			
16	?	?	?			
17	✓	✓	✓	medium	local	permanent
18	✓	✓	✓	medium	local	permanent
19	?	?	?			

AP9. Housing Supply						
SA objective	short term	medium term	long term	likelihood	scale	performance
1	✓	✓✓	✓✓	medium	local	permanent
2	×	×	×	medium	local	permanent
3	✓	✓✓	✓✓	medium	local	permanent
4	✓	✓✓	✓✓	medium	local	permanent
5	✓	✓	✓	medium	local	permanent
9	✓	✓	✓	high	local	permanent
18	✓	✓✓	✓✓	medium	local	permanent
19	✓	✓✓	✓✓	medium	local	permanent
AP6. Extension of Primary Shopping Areas						
SA objective	short term	medium term	long term	likelihood	scale	performance
2	?	?	?			
7	✓	✓✓	✓✓	high	local	permanent
9	✓	✓✓	✓✓	high	local	permanent
10	✓	✓✓	✓✓	medium	local	permanent
13	?	?	?			
18	?	?	?			
19	?	?	?			
AP7. Convenience retail						
SA objective	short term	medium term	long term	likelihood	scale	performance

4	✓	✓	✓	medium	local	permanent
7	✓	✓	✓	high	local	permanent
9	✓	✓	✓	high	local	permanent
10	?	?	?			
13	?	?	?			
14	?	?	?			
18	✓	✓	✓	medium	local	permanent
19	?	?	?			
AP14. Renewable or low carbon energy plants						
SA objective	short term	medium term	long term	likelihood	scale	performance
2	?	?	?			
3	✓	✓✓	✓✓	medium	local	permanent
4	✓	✓✓	✓✓	medium	local	permanent
9	✓	✓	✓	medium	local	permanent
10	?	?	?			
11	✓	✓✓	✓✓	medium	local	permanent
12	?	?	?			
16	?	?	?			
17	✓	✓	✓	medium	local	permanent
19	✓	✓✓	✓✓	medium	local	permanent
20	✓	✓	✓	medium	local	permanent
AP17. Tall Buildings						
SA objective	short term	medium term	long term	likelihood	scale	performance

2	x	xx	xx	medium	local	permanent
3	?	?	?			
9	?	?	?			
12	x	xx	xx	medium	international	permanent
19	✓	✓	✓	medium	local	permanent
20	?	?	?			
AP25. East Street Centre and Queens Buildings						
SA objective	short term	medium term	long term	likelihood	scale	performance
1	✓	✓	✓	medium	local	permanent
2	?	?	?			
3	?	?	?			
4	✓	✓	✓	medium	local	permanent
7	✓	✓	✓	medium	local	permanent
9	?	?	?			
12	?	?	?			
18	✓	✓	✓	medium	local	permanent
19	✓	✓	✓	medium	local	permanent
20	?	?	?			
AP24. Royal Pier Waterfront						
SA objective	short term	medium term	long term	likelihood	scale	performance
1	✓	✓	✓	medium	local	permanent
2	?	?	?			
3	?	?	?			

9	?	?	?			
10	?	?	?			
11	?	?	?			
12	?	?	?			
16	?	?	?			
19	✓	✓	✓	medium	local	permanent
20	✓	✓	✓	medium	local	permanent
AP36. Ocean Village						
SA objective	short term	medium term	long term	likelihood	scale	performance
1	✓	✓	✓	medium	local	permanent
2	x	xx	xx	medium	local	permanent
3	?	?	?			
6	✓	✓	✓	medium	local	permanent
7	✓	✓	✓	medium	local	permanent
8	✓	✓	✓	medium	local	permanent
9	✓	✓	✓	medium	local	permanent
12	?	?	?			
18	✓	✓	✓	medium	local	permanent
19	✓	✓	✓	medium	local	permanent
AP27. Town Depot						
SA objective	short term	medium term	long term	likelihood	scale	performance
1	✓	✓	✓	medium	local	permanent
2	?	?	?			

3	?	?	?			
6	✓	✓	✓	medium	local	permanent
7	?	?	?			
8	✓	✓	✓	medium	local	permanent
11	?	?	?			
12	?	?	?			
16	?	?	?			
18	✓	✓	✓	medium	local	permanent
20	?	?	?			

Appendix C - SA of the Initial Options

Key:

Potentially negative effects	
Uncertain effects	
Positive effects	
No links	

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic
1 City Centre Boundary																					
1.1	Extend the boundary to include one of the following areas: Eastern Regeneration Quarter (St Marys) (Option 5) City Cruise Terminal (Option 6) Oceanography Centre & Port land surrounds (Option 7)																				
1.2	Extend the boundary to include a combination of these areas (Options 2, 3 and 4)																				
1.3	Extend the boundary to include all the above areas (Option 1)																				
1.4	Do not extend the boundary / or other suggestions to extend the boundary (Option 8)																				
2 Skyline Strategy																					
2.1	Not to include specific policies or guidance for the management of the city skyline (Option 1)																				
2.2	To develop citywide skyline strategy so that views, vista, landmarks and tall																				

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	buildings are developed in line with the broad strategy (Option 2)																					
3 Tall Buildings																						
3.1	To assess planning applications for tall buildings on their individual merits without an overall managed approach or strategy. (Option 1)																					
3.2	To allow tall buildings in areas identified on the map (development sites including Central Station, Royal Pier, Ocean Village and East Street Centre) and, in addition, where suitable justification is given on other sites. (Option 2)																					
3.3	To only allow tall buildings in the positions identified on the map (Option 3)																					
4 Transport (Public Transport)																						
4.1	Implement Bus, Rail, Ferry and Coach Measures broadly in line with the suggestions illustrated including new transport interchanges, bus routes and redevelopment of the Central Station (part financed by public funding and private developments) (Option 1)																					
4.2	Any other suggestions raised (Option 2)																					
5 Transport (Highways)																						
5.1	Modest place making initiatives, no new bus schemes and no new pedestrian priority schemes. All present car parks to remain. (Option 1)																					
5.2	Large scale place-making public realm alterations including:																					

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	new bus only routes on Civic Centre Road, New Road, Portland Terrace & Palmerston Road. New pedestrian priority schemes on East Street / part of the High Street, around Queens Park and on Western Esplanade. Options to close or scale back overall long stay car parking beginning with 'on street' and then exploring options for 'off street' redevelopments. (Option 2)																					
5.3	A mix of the above options with any other selected interventions suggested (Option 3)																					
6 CHP																						
6.1	Require all City Centre development to connect to the CHP network and in some cases install an on-site Boiler House(s) or, alternatively development should include higher CO ² reductions than delivered with a CHP connection (Option 1)																					
6.2	Do not impose renewables / CHP requirements but still expect developments to demonstrate CO ² reductions in line with wider requirements. (Option 2)																					
7 Renewable Energy																						
7.1	Develop Permitted Development rights for micro generation and on-site renewables in the city centre and include a proactive policy for larger renewable																					

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic
	energy generation projects. (Option 1)																				
7.2	Do not develop any further policy mechanisms (beyond the Core Strategy) to further enhance carbon emission reductions from city centre development. (Option 2)																				
8 Culture, Leisure, Tourism and Night-time Economy																					
8.1	Implement a broad range of measures to create great places to attract people to the city centre and deliver cultural, leisure and tourism facilities and attractions on sites, create a more 24 hour economy and promote tourism. (Option 1)																				
8.2	Focus on one particular area; culture, leisure, tourism or the night-time economy in order to create great places to attract people to the city centre. (Option 2)																				
8.3	A mix of the above options with any other selected interventions suggested (Option 3)																				
9 Key Areas, Quarters & Objectives																					
9.1	Follow the approach to different areas or quarters as per the character areas identified in City Centre Urban Design Strategy (CCUDS)– 2001 (Option 1)																				
9.2	Adopt a new strategy to areas for the City Centre Action Plan e.g. including secondary retail core and the St Mary's area (Option 2)																				

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
9.3	Any other suggestions raised (Option 3)																					
RETAIL CORE																						
10 Bargate																						
10.1	Medium rise development (e.g. around 4 storeys), with the lower floors in retail use, and the upper storeys in residential or mixed use. (Option 1)	Green			Green			Green		Yellow										Green		
10.2	As per option above, but with more upper storeys, particularly in the north east corner overlooking the park (away from the city walls). (Option 2)	Green		Yellow	Green			Green		Yellow			Yellow							Green		Yellow
11 Debenhams																						
11.1	No specific policy (Option 1)	Green	Red	Yellow								Yellow										Yellow
11.2	Policy promoting the retention of retail uses and allowing retail-led redevelopment with residential or mixed use on upper floors (Option 2)	Green	Red	Yellow	Green			Green		Green		Yellow								Green		Yellow
12 East Street Shopping Centre																						
12.1	Retain in Primary Shopping Area (the focus for retail in the city). Promote redevelopment with retail on ground floor (for example focusing on a convenience store and local / specialist trade) and mixed use above. (Option 1)	Green	Green		Green			Green		Yellow										Yellow	Yellow	
12.2	Remove from Primary Shopping Area and allow mixed use redevelopment of: retail, hotel, office, residential. (Option 2)	Green	Red	Yellow	Green			Green		Green		Yellow								Green	Green	Red
13 Marlands Shopping Centre and Above Bar Street																						
13.1	Permit a four storey development only –	Green			Green			Green		Yellow										Green		

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	retail on lower floors (Option 1)	Green			Green			Green		Yellow										Green		
13.2	Permit a higher number of storeys on all or part of the two Above Bar blocks with retail on lower floors (Option 2)	Green		Yellow	Green			Green		Green			Yellow							Green	Yellow	Yellow
MDQ																						
14 Major Development Quarter - Location of Uses																						
14.1	Set general principles for the location of uses i.e. any further retailing should be closest to the primary shopping area. (Option 1)		Red	Yellow						Green			Yellow							Green		
14.2	Identify specific quarters for a particular mix of uses, including a specific area for potential retail expansion. (Option 2)		Red	Yellow						Green			Yellow							Green		
14.3	Identify specific directions / routes uses should take e.g. retailing towards station, or towards West Quay Road (Option 3)		Red	Yellow						Green			Yellow							Green		
15 Major Development Quarter - Key Routes																						
15.1	Specify the general areas between which new / enhanced routes need to be created e.g. between the existing Primary Shopping Area; south of West Quay Road; the waterfront; or Central Station (Option 1)		Red	Yellow	Green						Red		Red	Yellow				Red		Green		
15.2	Specify specific locations between which new / enhanced routes need to be created e.g. Civic Centre Road / Marlands; West Quay shopping centre; West Quay 3 City Plaza; Leisure World; towards City Cruise terminal; Mayflower park / Royal Pier / Town Quay; Central Station). (Option 2)		Yellow	Yellow	Green			Green			Red		Red	Yellow				Red		Green		

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic
16 Major Development Quarter - Public Spaces																					
16.1	Include a list of the sites where there will be opportunities to create public spaces. (Option 1)			Green					Green	Green		Green	Green				Yellow				Green
16.2	Include a list of the public space requirements which must be created somewhere in the development (Option 2)		Yellow	Green					Green	Green		Green	Green				Green				Green
16.3	State where public space will be required within the MDQ (Option 3)		Green	Green					Green	Green		Green	Green				Green				Green
17 Major Development Quarter - Visual Links																					
17.1	Identify the key opportunities to create or maintain visual links to be considered in drawing up specific designs for development. (Option 1)										Green										Green
17.2	Identify specific views which must be retained or established. (Option 2)										Green										Green
18 Major Development Quarter - Community Uses																					
18.1	Identify a specific area where the community use should be provided as part of a mixed use scheme (Option 1)		Green	Green	Green		Green	Green	Green												
18.2	Specify that a community use should be considered in the detailed master planning for the Major Development Quarter. (Option 2)		Red	Green	Green		Green	Green	Green			Yellow									
19 MDQ South of the West Quay shopping centre - East of High Street.																					
19.1	Permit A1 retail (shops) only on the ground floor, with residential / mixed use above (Option 1)	Green		Yellow	Yellow															Green	
19.2	Permit most or all A class retail (e.g. shops, cafes, restaurants, possibly				Green															Green	

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	excluding financial services / hot food takeaways) on the ground floor (Option 2)																					
20 MDQ West Quay retail park; Asda / Car Parks – Linkages																						
20.1	Identify where new links to the Primary Shopping Area should be created, e.g. at West Quay shopping centre and / or Portland Terrace by Marlands. (Option 1)																					
20.2	Include the principle that new development must create good pedestrian links with the Primary Shopping Area with active frontages (i.e. maximising doors and windows, avoiding blank walls and creating space for informal activities) and create a series of east – west linkages. Retain flexibility about how this is achieved. (Option 2)																					
21 MDQ West Quay retail park; Asda / Car Parks – Land-use																						
21.1	Development should be entirely retail led. (Option 1)																					
21.2	Development should be retail led, but include a mix of other uses (e.g. housing, offices, and / or community uses). (Option 2)																					
22 MDQ Northern Fringes																						
22.1	Redevelop to continue to provide bulky goods retail units, though to a far more attractive design. Retain as single storey retail use. (Option 1)																					
22.2	Redevelop as above but with residential and / or office uses on upper storeys. (Option 2)																					

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
22.3	Redevelop to provide non bulky goods retailing, subject to the sequential approach, and potentially including a major convenience store (Option 3)																					
22.4	Redevelop to provide a residential and / or office led scheme. (Option 4)																					
23 MDQ South of West Quay Road																						
23.1	Promote a redevelopment of the two industrial areas to provide: a. an office quarter b. an office led scheme with some mix of uses (e.g. housing or leisure) c. a mixed use scheme with some offices, some residential and some leisure uses (Option 1)																					
23.2	Promote a comprehensive redevelopment of the whole area, including the Leisure World complex and / or Holiday Inn area. (Option 2)																					
23.3	Promote a mixed-use office or leisure scheme. (Option 3)																					
23.4	Retain for industrial use, or include an element of light industry in a mixed use scheme (Option 4)																					
ENHANCED TRANSPORT INTERCHANGE																						
24 Central Station – Design of the Development																						
24.1	Create a major plaza / passenger concourse over the railway station.																					

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	(Option 1)																					
24.2	Create a smaller passenger concourse over the railway station (Option 2)																					
24.3	Enhance passenger concourses / facilities at ground level on either side of the railway station. (Option 3)																					
25 Central Station – Mix of Development																						
25.1	Permit any mix of office and hotel use, with retailing limited in scale and type to that ancillary to the transport interchange. (Option 1)																					
25.2	Permit any mix of office and hotel use with a smaller element of residential and/or retail use. (Option 2)																					
25.3	As option 2 above, still led by a mixed use office / hotel scheme, though with a larger element of residential use if required to help deliver Central Station improvements (Option 3)																					
26 Mayflower Plaza – Permission granted for scheme																						
26.1	Promote a scheme with active / public ground floor uses. (Option 1)																					
26.2	Promote an office led scheme, with limited residential development. (Option 2)																					
26.3	Promote a mixed use scheme, with a significant office element, with up to 50% residential allowed. (Option 3)																					
OLD TOWN																						
27 High Street																						

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
27.1	Redevelop the site as a whole for a mix of uses incorporating residential, commercial, creative industries and with a range of cultural and leisure uses on the ground floors. (Option 1)																					
27.2	Redevelop to create individual development sites, incorporating a larger range of uses and architectural styles than above. (Option 2)																					
27.3	Retain as existing with retail on ground floor. (Option 3)																					
28 Fruit & Veg' Market																						
28.1	Allocate the site only for residential purposes. (Option 1)																					
28.2	Require a mix of uses, predominately residential-led including student accommodation with active frontages on the ground floor; small scale convenience retailing; leisure and sport. Accommodate CHP facilities to serve the surrounding district. (Option 2)																					
28.3	Allocate the site for employment generating uses including light industry, offices, creative industries and leisure uses. (Option 3)																					
28.4	Apply a flexible approach to the site with both a mix of uses (as in option 2 above) and employment generating uses (as in option 3 above) with connections to the broader CHP network. (Option 4)																					
28.5	Retain as existing as a whole or in part (with uses intensified) and incorporate																					

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	any other suggestions raised. (Option 5)																					
29 Lower High Street																						
29.1	Safeguard the school site and promote tourist / cultural based uses which seek to make the best of the maritime and other heritage factors and also open space. (Option 1)		Green		Green	Green			Green	Green			Green									Green
29.2	Promote a residential-led mixed use scheme, retaining the school, open space and existing heritage aspects. (Option 2)	Green			Green	Green	Green			Green			Green									Green
29.3	Leave the site as is presently and allocate partly as open space. (Option 3)		Green		Yellow	Green							Green									Green
WATERFRONT DESTINATIONS																						
30 Royal Pier / Town Quay / Mayflower Park																						
30.1	Relocation of Red Funnel ferry terminals if possible and redevelopment of ferry terminal site. Improvements to enable the re-opening of Royal Pier. No further development over the water. Improvements to Mayflower Park. (Option 1)		Red	Yellow								Yellow	Yellow				Red		Green			
30.2	Comprehensive redevelopment including the re-provision on site of the ferry terminal. Development over the water covering the whole basin between Royal Pier and Town Quay. Improvements to enable the re-opening of Royal Pier. Improvements and extension to Mayflower Park. (Option 2)		Yellow	Yellow								Yellow	Red				Red		Green			Green
30.3	Comprehensive redevelopment as above, but with development over the water		Red	Yellow								Yellow	Red				Red		Green			

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic
	covering only half the basin between Royal Pier and Town Quay. (Option 3)		Red	Yellow								Yellow	Red				Red		Green		
30.4	Rebuilding of Town Quay on existing footprint to enable more intensive development on that pier. (This could be incorporated within other options). (Option 4)		Red	Yellow								Yellow					Red		Green		
30.5	If the options above cannot be delivered; no extension to Mayflower Park, seek public funding from national / regional bodies to enhance Royal Pier and/or Mayflower Park. Town Quay / ferry terminal remains as present. (Option 5)		Yellow										Yellow								
30.6	Any other suggestions raised (Option 6)		Yellow																		
31 Royal Pier / Town Quay / Mayflower Park – Mix of uses																					
31.1	Redevelopment incorporating the following uses: Leisure, Casino, Cafes, Bars, Restaurants and / or offices. (Option 1)		Yellow				Yellow				Red		Yellow	Red						Green	
31.2	Redevelopment incorporating the uses above plus retail. (Option 2)		Yellow				Yellow				Red		Yellow	Red						Green	
31.3	Redevelopment incorporating above plus retail and some residential. (Option 3)	Green	Red	Yellow							Yellow	Yellow	Yellow	Yellow							
31.4	Redevelopment incorporating above plus retail and significant residential. (Option 4)	Green	Red	Yellow							Yellow	Yellow	Yellow	Yellow							
32 Ocean Village																					
32.1	Adopt a future presumption against redevelopment in the area and consolidating existing development with public realm and transport						Yellow	Green													

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	enhancements; (Option 1)																					
32.2	Encourage intensification with a mix of residential, cultural, leisure, tourist, small-scale retail and office uses in the area with appropriate infrastructure. (Option 2)	Green	Red	Red			Yellow	Green	Green	Green	Red	Red	Yellow				Yellow		Green			
33 Town Depot / Cross House																						
33.1	Redevelopment which is entirely housing led. (Option 1)	Green	Red	Red								Yellow	Yellow					Yellow				Yellow
33.2	Redevelopment which is housing led with cafes / bars fronting waterfront. (Option 2)	Green	Red	Yellow				Yellow				Yellow	Red					Yellow		Green		Yellow
33.3	Redevelopment which is housing led with cafes / bars, and some small scale business uses (offices and or light industry), and a community use. (Option 3)	Green	Red	Yellow			Green	Yellow	Green			Red	Red					Yellow		Green		Yellow
33.4	Redevelopment which is housing led with a wider mix of uses e.g. office, hotel (Option 4)	Green	Red	Yellow			Green	Yellow	Green			Red	Red					Yellow		Green		Red
SOUTH EAST/ OXFORD STREET																						
34 Brunswick Square																						
34.1	Allocate the site only for residential purposes. (Option 1)	Green								Yellow												
34.2	Require a mix of uses, predominately residential-led including student accommodation with active frontages on the ground floor; small scale convenience retailing; leisure and sport. Accommodate CHP facilities to serve the surrounding district. (Option 2)	Green					Green		Green	Yellow		Green							Green	Green		
34.3	Allocate the site for employment generating uses including light industry,								Green	Yellow										Green	Green	

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	offices, creative industries and leisure uses. (Option 3)																					
34.4	Apply a flexible approach to the site with both a mix of uses (as in option 2 above) and employment generating uses (as in option 3 above) with connections to the broader CHP network. (Option 4)																					
34.5	Retain as existing as a whole or in part (with uses intensified) and incorporate any other suggestions raised. (Option 5)																					
35 College Street																						
35.1	Allocate the site for a mixture of commercial, leisure and residential uses also incorporating smaller creative industries; (Option 1)																					
35.2	Allocate the site for development as above but retain an element of public car parking (controlled by the City Council); (Option 2)																					
35.3	Leave the site as a car park. (Option 3)																					
CENTRAL / CULTURAL QUARTER																						
36 Northern Above Bar – Ground floor																						
36.1	Allow any mix of “A-class” uses: shops; financial services; restaurants / cafes; fast food takeaways. (Option 1)																					

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
36.2	Impose limits on the amount of retail as the site is outside (though well connected to) the Primary Shopping Area. (Option 2)																					
36.3	Prevent, or impose limits on, the amounts of financial services in this site in order to promote active frontages. (Option 3)																					
36.4	Prevent fast food takeaways to preserve the amenity of the area. (Option 4)																					
37 Northern Above Bar – Upper floors																						
37.1	Allow residential or office uses, or any mix of the two. (Option 1)																					
37.2	Set out a mix office and residential uses e.g. at least 30% in office use to ensure a genuine mix. (Option 2)																					
38 Northern Above Bar - General																						
38.1	Promote further cultural / leisure uses (Option 1)																					
38.1	Other uses as suggested. (Option 2)																					
39 Southampton Solent University																						
39.1	Safeguard the land for academic purposes and ensure that any new development contributes positively to the Central Parks and seeks to create a landmark gateway on the eastern edge fronting Six Dials. (Option 1)																					
39.2	Seek strategies that safeguard the existing site with no redevelopment proposals. (Option 2)																					
40 Kings Park Road Car Park																						

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic		
40.1	Allocate the site for a mixture of commercial, leisure and residential uses also incorporating smaller creative industries. (Option 1)																						
40.2	Allocate the site for development as above but retain an element of public car parking (controlled by the City Council). (Option 2)																						
40.3	Leave the site as a car park. (Option 3)																						
EASTERN REGENERATION QUARTER																							
41 Eastern Regeneration Quarter - General options																							
41.1	Residential-led regeneration - seek to regenerate the area through predominantly residential redevelopment, with some sites as part of mixed use developments including retail, community uses, restaurants and cafes. (Option 1)																						
41.2	Employment-led regeneration - retain some of the existing industrial uses in the area and existing employment uses but seek to diversify by encouraging business start-up units and redevelopment of some areas with mixed use redevelopment including some residential, retail, community uses, restaurants and cafes. (Option 2)																						
41.3	Cultural and leisure-led regeneration - diversify the employment uses to encourage cultural clusters and creative industries, expand the offer of cultural, leisure and community use facilities in the																						

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	area including restaurants, bars and cafes. Redevelopment of some sites to include cultural uses as part of mixed use schemes with residential uses on upper floors. (Option 3)																					
42 St. Mary's Redevelopment Area – St. Mary Street																						
42.1	Flexible approach to redevelopment – bring activity to the street through the re-use of empty buildings and redevelopment of buildings only where re-use is not viable. Mixed use development of commercial uses on the lower and ground floors (to include cafés, restaurants, small offices, some creative industries and business start-up units, community uses and shops) and residential uses on the upper floors (Option 1)																					
42.2	Constrained approach to redevelopment – bring activity to the street through the re-use of empty buildings and redevelopment of buildings only where re-use is not viable. Mixed use development of certain types of commercial uses on the lower and ground floors (to include, some small offices, start-up business units, and shops) and residential on the upper floors. (Option 2)																					
43 St. Mary's Redevelopment Area – Old Northam Road																						
43.1	Flexible approach to redevelopment – bring activity to the street through re-use																					

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic
	of empty buildings, redevelopment of void sites and buildings only where re-use is not viable. Mixed use development of commercial uses on the lower and ground floors (to include cafés, restaurants, small offices, some creative industries and business start-up units, community uses and shops) and residential on the upper floors (Option 1)																				
43.2	Constrained approached to redevelopment - bring activity to the street through re-use of empty buildings and redevelopment of buildings only where re-use is not viable. Mixed use development of certain types of commercial uses on the lower and ground floors (to include small offices, start-up business units, and shops) and residential on the upper floors. (Option 2)																				
44 Golden Grove Estate																					
44.1	Improve the local living environment with better landscaping, legibility (with landmarks, clear routes and character), street lighting and security for the walk up blocks. (Option 1)																				
44.2	Refurbish all blocks on the estate to improve the external appearance and improve the landscaping, legibility, street lighting and security for the walk up blocks. (Option 2)																				
44.3	Redevelop some blocks and develop new residential units with investment being																				

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	used to stimulate regeneration. Re-clad existing buildings. (Option 3)	Green			Green		Green	Green														
45 Deanery North – Permission granted for scheme																						
45.1	Allocate the site only for residential purposes. (Option 1)																					
45.2	Require a mix of uses which are residential-led incorporating CHP facilities for the surrounding district and also transport facilities. (Option 2)																					
46 Paget Street / Chapel – Incorporating the Industrial Site																						
46.1	Adopt a flexible approach to the site incorporating mixed uses that may bring forward the southern part for residential uses and northern part for employment uses. (Option 1)	Yellow			Yellow															Yellow		
46.2	Retain and intensify industrial and employment uses across the whole site, continuing to safeguard for B1 (b,c) uses. (Option 2)				Yellow																Green	
47 Britannia Road development area (Gas Holders)																						
47.1	Redevelop the site to accommodate an expansion of uses complementary to St. Mary's Stadium (Option 1)									Green										Green		Red
47.2	Preserve the tanks' operational life. (Option 2)									Yellow										Yellow		Green
47.3	Diversify employment uses as part of a mixed use redevelopment of the site (safeguarding the site for B1 (b,c), B2 and B8 uses). (Option 3)									Green										Green		Green

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic
48 South Part of Northam Industrial Estate																					
48.1	Redevelop the site to accommodate an expansion of uses complementary to St. Mary's Stadium alongside an intensification of employment generating uses. (Option 1)																				
48.2	Retain and intensify industrial and employment uses (continued safeguarding for B1 (b,c), B2 and B8 uses). (Option 2)																				
49 City Commerce Centre – Marsh Lane / Terminus Terrace																					
49.1	Retain and intensify industrial and employment uses with continued safeguarding for B1 (b,c), B2 and B8 uses. (Option 1)																				
49.2	Diversify employment uses incorporating other commercial uses such as smaller start up units and modern light industry. (Option 2)																				
49.3	Redevelop the site for residential uses and creative industries. (Option 3)																				
PARKS AND COMMON LAND																					
50 Adjacent to Central Parks																					
50.1	Ensure that new development makes a positive contribution to the maintenance and appearance of the parks, is of an appropriate scale and massing facing onto the parks and sufficient height to form a visual boundary and sense of enclosure. Utilise areas for events and also play space. (Option 1)																				

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
50.2	Leave the Central Parks in their present form and ensure that new development has minimal impact. (Option 2)																					
51 Hoglands Park Buildings																						
51.1	Demolish and redevelop the existing buildings on Hoglands Park for sporting, cultural and leisure uses incorporating changing facilities, café and other sporting uses. (Option 1)																					
51.2	Demolish the existing buildings and return the space to parks and gardens. (Option 2)																					
51.3	Leave the buildings as existing with possible renovation / conversion to the uses as listed above. (Option 3)																					
52 Queens Park																						
52.1	Dependent on the outcome of the transport highways options – extend the park and encourage a mix of uses along Orchard Place and Queens Terrace in order to create an enhanced public space and useable park. Maintain Common land on the park. (Option 1)																					
52.2	Leave the park and immediate surrounds as it is presently. (Option 2)																					
53 City Cruise Terminal																						
53.1	Proactively engage with partners such as ABP to create a longer term development framework that includes design-led linkages between a more accessible waterfront, the City Cruise Terminal and																					

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	the City Centre. (Option 1)																					
53.2	Ensure that development within the Major Development Quarter does not prejudice any potential linkages with the waterfront and the Terminal. (Option 2)																					

Appendix D – SA of alternative options to the Polices and includes an assessment of the impact of the loss of Local Plan Review policies which are either replaced in full or no longer applied to the city centre. This was undertaken in order to fully consider the sustainability of all potential options.

Key:

Potentially negative effects	
Uncertain effects	
Positive effects	
No links	

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic
Office target (same as CSPR)	1																				
	2																				
Retail target (same as CSPR)	1																				
	2																				
New office development	1																				
	2																				

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic
Existing offices	1	Green	Yellow				Green							Green			Red		Red	Red	
	2	Red	Yellow				Red							Red			Green		Green	Green	
Safeguarding industrial sites	1	Red	Yellow								Yellow		Yellow			Yellow	Yellow	Yellow	Green	Green	
	2	Green	Yellow								Yellow	Yellow	Yellow		Red	Yellow	Yellow	Yellow	Red	Red	
The Port	1	Red	Yellow					Red	Red	Yellow	Red	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Red
	2	Green	Yellow					Green	Green		Green	Yellow	Yellow	Green	Yellow	Yellow	Yellow	Yellow	Red	Red	Green
Supporting existing retail areas	1	Green					Red			Green									Yellow	Red	
	2	Red					Green			Red									Yellow	Green	
	3	Green					Red			Green									Yellow	Red	
	4	Red					Green			Red									Yellow	Green	
Extension of the Primary Shopping Area	1	Red						Yellow		Red									Yellow	Yellow	

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic	
	2	Green						Yellow		Green										Yellow	Yellow	
Convenience retail	1	Red				Yellow					Red				Red					Yellow	Red	
	2	Yellow				Yellow					Red				Red					Yellow	Red	
The Night Time Economy	1			Red			Red									Red				Yellow	Yellow	
	2			Green			Green									Green				Yellow	Yellow	
Housing supply	1	Green	Yellow	Yellow			Yellow	Green		Yellow	Green	Yellow	Red	Green						Red	Yellow	Red
	2	Red	Yellow	Yellow			Yellow	Red		Yellow	Red	Yellow	Green	Red						Green	Yellow	Green
	3	Yellow	Yellow	Yellow			Yellow	Yellow		Yellow	Yellow	Yellow	Yellow	Yellow						Yellow	Yellow	Yellow
Supporting primary and secondary education facilities	1							Green		Red			Green					Green	Red		Green	
	2					Red				Green												
Green Infrastructure and open space	1	Yellow	Red	Red			Red		Red		Red	Red	Red				Red			Yellow	Yellow	Red

		1 Home	2 Flood	3 Health	4 Poverty	5 Education	6 Crime	7 Access	8 Culture	9 Re-use	10 Air Pollution	11 Climate Change	12 Biodiversity	13 Congestion	14 Sust. Produce	15 Waste	16 Water	17 Energy	18 Employment	19 Economy	20 Green & Historic
	2	Yellow	Green	Green			Green		Green	Red	Green	Green	Green				Green		Yellow	Red	Green
Public open space in new developments	1	Red	Green	Green			Green		Green	Red	Green	Green	Green				Green		Yellow	Red	Green
	2	Yellow	Red	Red			Red		Red		Red	Red	Red				Red		Yellow	Yellow	Red
Renewable or low carbon energy plants	1										Red								Yellow		
Tall buildings	1	Green	Yellow	Yellow									Red							Green	Red
	2								Green		Green		Green						Green	Yellow	Green
Strategic Links	1								Green			Yellow								Yellow	Red
	2							Yellow					Yellow							Green	Green
Lower High Street	1	Green								Green											Yellow
	2	Red								Red											Yellow

Detailed assessment

Policy	Alternative option		Comments
Office target (same as CSPR)	1	Decrease the target for office floorspace from the Core Strategy to 181,000 sq m gross in accordance with the office figure for Southampton in the South Hampshire Strategy, October 2012 (a smaller reduction than proposed in the Partial Review)	Having more office floorspace may mean less homes are built but may mean more apprenticeships are available. This is uncertain however. There may be less re-use of existing buildings. There may be increased greenhouse gas emissions and air pollution from increased construction and use once the offices are built. There may be increased congestion from car travel at peak times. However this may not be the case as the offices are being concentrated in a more sustainable accessible location. Waste production may increase. There are likely to be positive effects on employment and the economy. There are likely to be positive effects on energy resources as a critical mass of city centre offices will be able to utilise renewable energy schemes such as connecting to the city centre district energy scheme.
	2	Decrease the target for office floorspace in the city by 25% to 82,500 sq m gross (a greater reduction than proposed in the Partial Review)	Less office floorspace may mean more homes are built but may mean fewer apprenticeships are available. Whether this would happen is uncertain. This policy could encourage more reuse of existing buildings and therefore have a positive effect on sustainability objective 9 (improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance and improvements in townscape. If less office buildings are built this is likely to have a positive effect on climate change and air pollution, unless new offices were to be built to be carbon neutral or carbon negative. However alternative development may have a negative effect. Congestion is likely to be less with more mixed use scheme rather than promoting a higher amount of office use as traffic will be spread at different times during the day. Less waste may be produced. If alternative uses include residential there may be increased pressure on water resources but other alternative uses could have lower water usage so this is uncertain. There may be a negative effect on employment and the economy if there is a lower office target.
Retail target	1	Retain the Core Strategy target of 130,000 sq m comparison retail	This will have a positive effect on the employment and economy and likely to

Policy	Alternative option		Comments
(same as CSPR)		floorspace	have a positive effect on energy if retail is concentrated in the city centre. However this may have a negative effect on congestion, and therefore climate change and pollution. Encouragement of retail over, for example, domestic use (which will have higher water usage) may mean that there is a effect on sustainability objective 16 (maintain and improve the water quality of river, estuary, coastal and groundwater, and achieve sustainable water resources management) but the effects are uncertain.
	2	Decrease the target for comparison retail floorspace to 70,000 sq m (a greater reduction than proposed in the Partial Review)	Less retail may mean less congestion and therefore may be positive for climate change and air pollution. However there is likely to be a negative effect on employment and the economy.
New office development	1	Increasing flexibility by replacing the requirement for a significant proportion of office floorspace within identified areas to the encouragement of office development in these areas (Station Quarter south of Western Esplanade; Western Gateway City Industrial Estate and West Quay Industrial Estate; West Quay site B and East Park Terrace)	This may result in an increase in residential uses in these areas which could be positive for sustainability objective 1 (ensure that everyone has the opportunity to live in a decent, well designed, sustainably constructed and affordable home). However some of these identified areas are in flood risk and therefore having more residential which is a more vulnerable use could have a negative effect on sustainability objective 2 (reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment). However this residential is likely to be required to be on higher floors and have flood resilience measures in place so this has been assessed as uncertain. An encouragement of a greater mix of uses could result in a positive effect on sustainability objective 6 (create and sustain vibrant communities with reduced crime and fear of crime) and congestion (sustainability objective 13) as trips will be more dispersed. However there could be a negative effect on water resources with more water intensive residential development (sustainability objective 16), and employment and the economy (sustainability objectives 18 and 19).
	2	Reducing flexibility by setting a fixed percentage of office floorspace required in identified locations (Station Quarter south of Western Esplanade; Western	Having more offices in these areas could reduce the provision of homes (sustainability objective 1) and creating vibrant communities (sustainability objective 6), as well as increasing congestion (sustainability objective 13) as more travel will occur at similar times of day. However there is likely to be a positive effect on employment and the economy (18 and 19) and water

Policy	Alternative option		Comments
		Gateway City Industrial Estate and West Quay Industrial Estate; West Quay site B and East Park Terrace)	resources (16) as offices generally have less intensive water use.
Existing offices	1	Increasing flexibility on proportion of offices within existing office areas by encouraging office development but removing the requirement for offices	This may result in an increase in residential uses in these areas which could be positive for sustainability objective 1 (ensure that everyone has the opportunity to live in a decent, well designed, sustainably constructed and affordable home). However some of these identified areas are in flood risk and therefore having more residential which is a more vulnerable use could have a negative effect on sustainability objective 2 (reduce the risk of flooding and the resulting detriment to public well-being, the economy and the environment). However this residential is likely to be required to be on higher floors and have flood resilience measures in place so this has been assessed as uncertain. An encouragement of a greater mix of uses could result in a positive effect on sustainability objective 6 (create and sustain vibrant communities with reduced crime and fear of crime) and congestion (sustainability objective 13) as trips will be more dispersed. However there could be a negative effect on water resources with more water intensive residential development (sustainability objective 16), and employment and the economy (sustainability objectives 18 and 19).
	2	Reducing flexibility by setting a fixed percentage of office floorspace required in existing office areas	Having more offices in these areas could reduce the provision of homes (sustainability objective 1) and creating vibrant communities (sustainability objective 6), as well as increasing congestion (sustainability objective 13) as more travel will occur at similar times of day. However there is likely to be a positive effect on employment and the economy (18 and 19) and water resources (16) as offices generally have less intensive water use.
Safeguarding industrial sites	1	Identify more sites to be safeguarded, e.g. Brunswick Sq, North of College St, Crosshouse Hard, City Industrial Estate, West Quay Rd	There may be a negative effect on provision of homes (sustainability objective 1), positive effects on employment on the economy (sustainability objectives 18 and 19). There are many uncertain effects, the effect on sustainability objective 16 will depend on the water usage and treatment of the particular type of industry.
	2	Safeguard fewer or no industrial sites	There may be a positive effect on housing provision (sustainability objective 1). There may be a negative effect on sustainability objective 14 (encourage

Policy	Alternative option		Comments
			sustainable consumption and production by promoting sustainably produced local products), as local sustainable production will not be safeguarded. There may be negative effects on employment and the economy.
The Port	1	State that supporting port growth should always take precedence over city centre growth	This may have negative effects on the provision of homes (sustainability objective 1). Effects on flooding are uncertain as it depends what standards of flood defence are utilised. There may be a negative effect on sustainability objective 7 (improve accessibility to and enhance services and facilities) and 8 (Encourage increased engagement in cultural activity across all sections of the City's community. Support cultural events and sporting activities in the City's parks, commons and open spaces). As rail capacity has been increased port growth always taking precedence over city centre growth may have effects on road congestion, and has lorry energy efficiency standards will not be improved in the medium term, this may result in a negative effect on air pollution. Diversity of city centre activity may be affected having potential impacts on the economy. There may be risk to sustainability objective 20 (protect, enhance and make accessible for enjoyment, the City's green spaces and historic environment) as if Port Growth were to take precedence over all, Mayflower Park and the surrounding areas could be affected.
	2	State that supporting city centre growth should always take precedence over port growth	This could have positive effects on the provision of homes (sustainability objective 1), access (7), culture (8), congestion (13), air pollution (10) and protecting and enhancing green spaces (20). However it is likely that there could be a negative effect on employment and the economy if port growth were restricted.
Supporting existing retail areas	1	In primary retail frontages – introduce more flexibility to allow non A1 (shop) uses without having to meet set criteria	There would be a positive effect on the provision of homes (sustainability objective 1 although the provision of homes in existing retail areas are only above ground floor) and 9 (improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance and improvements in townscape). However there is likely to be a negative effect on the access to services (7) and on the economy (19). These effects will have a higher likelihood.
	2	In primary retail frontages –	This could have a negative effect on the provision of homes (sustainability

Policy	Alternative option		Comments
		remove flexibility and do not allow any non A1 (shop) uses	objective 1 - although the provision of homes in existing retail areas are only above ground floor) and 9 (because less flexibility may result in vacant units). There is likely to be a positive effect on access to services (7) and on the economy (19). These effects will have a higher likelihood.
	3	In secondary retail frontages – introduce more flexibility for other uses including residential uses	There would be a positive effect on the provision of homes (sustainability objective 1- although the provision of homes in existing retail areas are only above ground floor) and 9 (improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance and improvements in townscape). However there is likely to be a negative effect on the access to services (7) and on the economy (19). These effects will have a medium likelihood.
	4	In secondary retail frontages – remove flexibility between commercial uses	This could have a negative effect on the provision of homes (sustainability objective 1- although the provision of homes in existing retail areas are only above ground floor) and 9 (because less flexibility may result in vacant units). There is likely to be a positive effect on access to services (7) and on the economy (19). These effects will have a medium likelihood.
Extension of the Primary Shopping Area	1	Introduce more flexibility by reducing controls on the expansion of the Primary Shopping Area	This may have a negative effect on sustainability objective 9 (improve efficiency in land use through the re-use of previously developed land and existing buildings, including re-use of materials from buildings, and encourage urban renaissance and improvements in townscape), as this could encourage the development of new buildings rather than occupying existing. This could have a negative effect on the provision of housing (sustainability objective 1).
	2	Reduce flexibility by increasing controls on expansion of the Primary Shopping Area (whilst still meeting the requirement of Core Strategy policy CS 2)	This could have a positive effect on sustainability objective 1 (ensure that everyone has the opportunity to live in a decent, well designed, sustainably constructed and affordable home) and 9 (re-use of existing buildings).
Convenience retail	1	Introduce more flexibility and permit superstores anywhere across the city centre	This could result in less diversity of use, a loss of jobs in smaller independent retailers having a negative effect on the economy (sustainability objective 19). This could have a negative effect on sustainability objective 14 (encourage sustainable consumption and production by promoting sustainably produced

Policy	Alternative option		Comments
			local products). However, more flexibility could have economic advantages (by encouraging superstores in) The likelihood of these effects is high.
	2	Reduce flexibility by identifying specific sites for new superstores	This could result in less diversity of use, a loss of jobs in smaller independent retailers having a negative effect on the economy (sustainability objective 19). This could have a negative effect on sustainability objective 14 (encourage sustainable consumption and production by promoting sustainably produced local products). A more planned approach could direct superstores to specific sites with the least negative impacts. The likelihood of these effects is medium.
The Night Time Economy	1	Introduce more flexibility to include later opening hours, identify more late night hubs and a criteria based approach rather than area based	This could have a negative effect on sustainability objective 3 (improve the health and well-being of the population and reduce inequalities in health) as it could result in late night disturbance of residents and increased alcohol consumption. There could be a negative effect on sustainability objective 6 (create and sustain vibrant communities with reduced crime and fear of crime) as crime levels could increase. This could also result in an increase in waste (sustainability objective 15 - reduce waste generation and achieve the sustainable management of waste). It could have a positive effect on the economy and employment.
	2	Reduce flexibility to include permitting earlier opening hours, tighter late night zones	This could have positive effects on health (sustainability objective 3), crime (6) and waste (15).
Housing supply	1	Introduce a higher target for residential development, 25% higher than the Core Strategy target to reflect the opportunities for higher density in the city centre	Whether there will be significant effects on flood risk will depend on whether the increase in residential development will fall in areas of high flood risk, therefore this is uncertain. If services provided correspond with increased residential density in the city centre this would have a positive effect on access to services and facilities. Air pollution could be reduced as there may be less car use for getting to shops, work and leisure from the centrally located residential development (although more development may displace facilities). There will be more pressure on biodiverse sites, but this could be mitigated. There could be short term construction gains in employment but residential development may displace other types of development such as offices which might provide employment. More central housing could attract people with knowledge based skills therefore have an effect on sustainability objective 18. More people could

Policy	Alternative option		Comments
			have a negative effect on protecting and enhancing green spaces as their will be more pressure and disturbance and potentially land take.
	2	Reduce the housing target, 25% lower than the Core Strategy target	Reducing the housing target is likely to have the opposite effect on the sustainability objectives to increasing the housing target (see above).
	3	Amend the policies for key development sites to change the amount of housing on key sites	The effects of this alternative policy are uncertain as it would depend on the exact nature of the changes.
Supporting primary and secondary education facilities	1	Identify a specific site for a secondary and/or primary school(s)	Identifying a site could have positive effects by choosing a site which would be best for biodiversity, energy and other sustainability objectives. It could have a negative effect on the re-use of previously developed land and encouraging urban renaissance improvements in townscape, and employment as identifying a specific site could result in the site not being used for other uses if school, development does not come forward.
	2	Do not include a policy on school sites and assess each proposals on its own merits	This could have a negative effect on education as different uses sites are allowed instead of a school coming forward.
Green Infrastructure and open space	1	Reduce the number and quantum of protected open spaces and allow limited areas to be redeveloped in other uses	This would have lots of negative effects on the sustainability objectives as this would reduce the ecosystems services and other health and wellbeing benefits that open spaces provide.
	2	Increase the number and quantum of protected open spaces and do not allow the reconfiguration of spaces such as Mayflower Park	This would have lots of positive effects because of the increased benefits (ecosystem services) that green infrastructure provides, however there could be a negative effect on the economy and on encouraging urban renaissance.
Public open space in new developments	1	Introduce more stringent standards for open space quanta in new developments	This would have lots of positive effects because of the increased benefits (ecosystem services) that green infrastructure provides, however there could be a negative effect on the economy and on encouraging urban renaissance, and also the provision of homes as the requirements may be less dwellings can be provided on sites.
	2	Reduce the standards for open space quanta in new	This would have lots of negative effects on the sustainability objectives as this would reduce the ecosystems services and other health and wellbeing benefits

Policy	Alternative option		Comments
		developments to reflect difficulties delivering open space in the city centre and the high level of existing park provision	that open spaces provide. However there are uncertain effects on the provision of homes (may be more, but may be of less quality with reduced open space), employment and the economy (more development but less ecosystems services could have a negative effect on the economy).
Renewable or low carbon energy plants	1	Identify specific sites for renewable or low carbon energy plants	This could have a negative effect on the reuse of land and (sustainability objective 9) if no appropriate development comes forward. It has an uncertain effect on increasing the proportion of energy generated from renewable sources as although it may encourage plants in the identified area, it reduces flexibility of plants being located in other areas.
Tall buildings	1	Increase the areas and circumstances where tall buildings will be permitted	This may be a greater provision of homes which may reduce flood risk by encouraging more development at higher levels than lower storey developments, but this could increase pressure of water resources. It could have a negative effect on protecting and enhancing green and historic spaces as tall buildings are not always appropriate in historic areas. Edge of the water tall developments could have a negative effect on biodiversity by increasing collision risk. Lack of daylight caused by tall buildings can have a detrimental effect on health and wellbeing but this depends on specific locations. There could be a positive effect on the economy from increased density of development.
	2	Restrict the locations where tall buildings will be permitted	This could have a positive effect on access to services with clusters of tall buildings and biodiversity if appropriate sites are selected. It could have a positive effect on renewable energy generation as clusters of tall buildings are better placed to utilise shared systems.
Strategic Links	1	Identify and protect more strategic links in the city centre	There are uncertain effects on the economy as this approach may distribute funds and reduce the quality of the links. The effect on air pollution will depend on the mode of transport encouraged by the links.
	2	Focus on fewer strategic links and provide more detailed guidance on their implementation	The links are likely to be better quality with funds not so diluted which may mean more consideration to biodiversity etc but less links could have an effect on access (sustainability objective 7).
Lower High Street	1	Retain policy to deliver enabling development to bring the vaults back into use	This would protect and enhance and make accessible the historic environment, but not green spaces. There would be reuse and townscape enhancement and may be more homes.

Policy	Alternative option		Comments
	2	Delete allocation as site is protected open space	This would protect and enhance and make accessible green spaces, but not the historic environment. There would not be provision of homes.

Local Plan Review policies

Policies to be assessed to determine the impact of their loss (either completely or which no longer apply to the city centre):

***specific SA comments in bold**

Existing policy	Replaced by CCAP policy:	Extent of change
CLT 14 City Centre Night Time Zones and Hubs	8 The Night Time Economy	Some changes to designations and boundaries including the addition of a late night hub on Royal Pier and the Bargate and Below Bar late night hub changing to become an early evening zone. Ocean Village is also added as an early evening zone Approach of designating late night hubs and early evening zones continued.
L 6 Southampton Solent University	11 Supporting higher and further education facilities	No change – policy continues to safeguard Southampton Solent University sites in the city centre
REI 15 Office Development Areas	1 New office development	Some change as approach developed to distinguish between key office areas where a significant proportion of office floorspace (at least half) is required and identified areas where offices are supported. More areas are identified where new office development will be supported including Western Gateway and Town Depot.
REI 16 Identified office sites	1 New office development	Some change as approach developed to identify prime office areas where no net loss of office floorspace will be supported and additional intermediate office areas where a significant proportion of office floorspace should be retained. More areas are identified and the north of the parks area has considerably narrowed.
TI 1 Safeguarding for Transport Improvements	18 Transport and movement	More areas identified for improvements including the Central Station and East-West spine. (NB. CCAP policy covers more transport issues)
MSA 1 City Centre Design	16 Design	No change (NB. CCAP policy covers more aspects of design)
MSA 2 Southampton	22 Station Quarter	Some change as wider range of uses now appropriate including residential

Existing policy	Replaced by CCAP policy:	Extent of change
Central Station		and leisure uses
MSA 3 Charlotte Place	AP34 East Park Terrace, 35 St Mary's Road <i>Charlotte Place roundabout site completed – this part of policy is no longer required</i>	Some change as the healthy living centre requirement in the LPR is no longer identified (this was reliant on funding which is no longer available)
MSA 4 Royal Pier and Town Quay	AP24 Royal Pier Waterfront	Minor changes in text
MSA 5 Civic Centre and Guildhall Square	AP32 Northern Above Bar	Minor changes in text
MSA 6 West Quay Phase 3	AP26 MDQ - North of West Quay Road	Minor changes in text
MSA 7 144-164 High Street	AP31 144 – 164 High Street	Minor changes in text
MSA 9 Lower High Street	N/A	Site allocation deleted
MSA 11 Land at Ocean Way, Maritime Walk and Fronting Alexandra Docks	AP36 Ocean Village <i>Marine Innovation Centre completed – this part of policy is no longer required</i>	Minor changes in text
MSA 12 St Mary's Area	AP37 St Mary Street and Northam Road	Minor changes in text

The following policies no longer apply to the city centre but will continue to be used outside the city centre:

Existing policy	Replaced in the city centre by CCAP policy:	Extent of change
SDP6 Urban Design Principles	16 Design	More detail provided on design issues. These include identifying strategic views, reference to sustainable design and integrating later phases of development. Specific reference added to the design principles in the quarters and key sites elsewhere in the action plan.

Existing policy	Replaced in the city centre by CCAP policy:	Extent of change
SDP7 Context	16 Design	More detail provided (see above)
SDP8 Urban Form and Public Space	16 Design	More detail provided (see above) and reference to a hierarchy of streets and spaces, the adoption of a perimeter block form and active frontages.
SDP9 Scale, Massing and Appearance	17 Tall buildings	More detail on the design of tall buildings and how they should respond to their setting
SDP14 Renewable Energy	14 Renewable or low carbon energy plants	More detail on the requirements for energy plants including reference to scale, impact on historic environment and development on the rest of the site. Specific requirement added to consider connection to the district energy network.
SDP20 Flood Risk and Coastal Protection	15 Flood resilience	More detail added on the implementation of flood defences and design of development. The policy provides guidance for development within the flood defence search zone (as shown on the Policies Map) and for other proposals in a flood risk zone.
CLT 3 Protection of Open Spaces <i>Part replaced by Core Strategy policy CS 21</i>	12 Green Infrastructure and open space	Some change with reassessment of existing and proposed open spaces in the city centre.
CLT 5 Open space in new residential developments	13 Open Space in new developments	Some change with the residential development standard reduced (applying to amenity open space) and a new standard introduced for office development. Policy includes specific requirement for green roofs and green walls (where practical). * there would be greater pressure on existing open space so mitigation for this should be considered.
L 1 School Development	10 Supporting primary and secondary education facilities	Minor change with more flexibility in the policy to deliver new schools in city centre subject to meeting criteria on their suitable size, access, transport and sport facilities.

Existing policy	Replaced in the city centre by CCAP policy:	Extent of change
L 7 The University of Southampton	11 Supporting higher and further education facilities	No change – policy continues to safeguard the University of Southampton site in the city centre.
H 1 Housing Supply (List in appendix)	9 Housing supply	List of housing sites updated
REI 3 Primary Retail Frontages	5 Supporting existing retail areas	Minor change to introduce requirement for active frontage
REI 4 Secondary Retail Frontages	5 Supporting existing retail areas	Minor change to introduce requirement for active frontage
REI 10 Industry and Warehousing	3 Safeguarding industrial sites	Significant change for the industrial areas removed from safeguarding; Crosshouse Road, City Industrial Park and West Quay Road.
REI 11 Light Industry	3 Safeguarding industrial sites	Significant change for the industrial areas removed from safeguarding; Brunswick Square and North of College Street.
REI 12 Industry Reliant Upon Wharfage and Port-related Uses	<i>Replaced in Minerals Plan</i>	Some change with more flexibility about change of use

Appendix E

SEA Directive requirement (the 'environmental report' must include...)		Where in the plan and SA documentation can this be found?
The plan's objectives and the content of the plan	<i>“an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes”</i> (Annex I(a))	Chapter 1 of the SA
The SA methodology, including in relation to consultation	<i>“an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information”</i> (Annex I(h)) <i>“the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation”</i> (Annex I(e)) <i>“The [environmental] authorities... shall be consulted when deciding on the scope and level of detail of the information which must be included in the environmental report”</i> (Article 5(4)) <i>“The [environmental] authorities... and the public... shall be given</i>	Chapter 4 and Chapter 5 of the SA

	<p><i>an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme or its submission to the legislative procedure”</i> (Article 6(2))</p>	
<p>The policy context in which the plan is being prepared</p>	<p><i>“an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes”</i> (Annex I(a))</p>	<p>Chapter 2 of the SA</p>
<p>The sustainability objectives relevant to the plan</p>	<p><i>“the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation”</i> (Annex I(e))</p>	<p>Chapter 4 of the SA</p>

<p>The current baseline situation</p>	<p><i>“the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme”</i> (Annex I(b)) <i>“the environmental characteristics of areas likely to be significantly affected”</i> (Annex I(c))</p>	<p>Chapter 3 of the SA</p>
<p>The likely situation without the plan (the ‘business-as-usual’ scenario)</p>	<p><i>“the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme”</i> (Annex I(b))</p>	<p>Chapter 5 and Appendix D</p>
<p>Key issues for the plan</p>	<p><i>“any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC [Special Protection Areas under the Birds Directive] and 92/43/EEC [Special Areas of Conservation under the Habitats</i></p>	<p>Chapter 3 of the SA</p>

	<i>Directive]”</i>	
Key issues relating to European sites	<i>“any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC [Special Protection Areas under the Birds Directive] and 92/43/EEC [Special Areas of Conservation under the Habitats Directive]”</i>	The Habitats Regulations Assessment

<p>The alternatives considered and the rationale behind them</p>	<p><i>“Where an environmental assessment is required ... an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated”</i> (Article 5(1)) <i>“an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information”</i> (Annex I(h))</p>	<p>Chapter 5 and appendix C and D</p>
<p>The likely significant effects of the plan including the alternatives considered</p>	<p><i>“the likely significant effects () 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”</i> (Annex I(f)) ¹ <i>() These effects should include secondary, cumulative, synergistic, short, medium and long-</i></p>	<p>Chapter 5 and Appendices B-D</p>

	<i>term permanent and temporary, positive and negative effects.</i>	
Mitigation and enhancement measures	<i>“the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme”</i> (Annex I(g))	Chapter 6 of the SA
Monitoring arrangements	<i>“a description of the measures envisaged concerning monitoring...”</i> (Annex I(i))	Chapter 7 of the SA

<p>How the SA findings were taken into account</p>	<p><i>“The environmental report... [and] the opinions expressed [through the consultation] shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure”</i></p>	<p>Chapter 5 of the SA</p>
<p>Non-technical summary</p>	<p><i>“a non-technical summary of the information provided...”</i> (Annex I(j))</p>	<p>SA report summary</p>