

# Havant Borough Core Strategy

REGULATION 25  
REGULATION 27  
SUBMISSION  
ADOPTION



## Sustainability Appraisal **Post Adoption** **Sustainability Statement**

March 2011

Cleaner, Safer,  
More Prosperous



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## **1.0 Introduction**

Havant Borough Council adopted the Local Development Framework (LDF) Core Strategy Development Plan Document (DPD) on the 1 March 2011. This statement has been prepared in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 16 (3) and (4), which requires a statement to be produced on adoption of a plan or programme addressing the following:

1. How environmental considerations have been integrated into the plan or programme;
2. How the Environmental Report has been taken into account;
3. How opinions expressed through public consultation have been taken into account;
4. The reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and
5. The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.

Planning Policy Statement 12 (PPS12) sets out government policy on Local Development Frameworks and states that in addition to environmental considerations spatial planning should promote sustainability through the economic and social wellbeing of an area. This post-adoption statement provides information on Havant's wider sustainability appraisal process, which incorporated the strategic environmental assessment, and examines each of the above points in turn.

### **1.01 How Environmental Considerations have been Integrated into the Core Strategy**

The sustainability appraisal for the Havant Core Strategy has been an iterative process carried out for each key stage of the document, including issues and options, preferred options and submission stages. The appraisal methodology has incorporated the European Directive 2001/42/EC on the Environmental Assessment of Plans and Programmes (Strategic Environmental Assessment) and in addition, Havant Borough has conducted Habitats Regulations Assessments due to the presence of European and other international habitat designations.

**Figure 1: The Five Stage Approach to SA (ODPM, 2005)**

<b>DPD Stage 1: Pre Production – Evidence Gathering</b>		
<b>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope</b>		
<b>A1</b>	Identify other relevant policies, plans and programmes and sustainability objectives	Scoping report
<b>A2</b>	Collecting baseline information	
<b>A3</b>	Identifying sustainability issues and problems	
<b>A4</b>	Developing the SA framework	
<b>A5</b>	Consulting on the scope of the SA	
<b>DPD Stage 2: Production</b>		
<b>Stage A: Developing and refining the options and assessing the effects</b>		
<b>B1</b>	Testing the DPD objectives, policies and sites against the SA framework	Interim SA
<b>B2</b>	Developing the options	
<b>B3</b>	Predicting the effects	
<b>B4</b>	Evaluating the effects of the DPD	
<b>B5</b>	Considering ways of mitigating adverse effects and maximising beneficial effects	
<b>B6</b>	Proposing new measures to monitor the significant effects of implementing the DPD	
<b>C</b>	<b>Stage 3: Documenting the appraisal process</b>	SA Report
<b>D</b>	<b>Stage 4: Consulting on the plan and SA report</b>	Examination
<b>E</b>	<b>Stage 5: Monitoring implementation of the plan</b>	Adoption and monitoring

## 1.02 The Appraisal Framework

The performance of the policies was scored according to the criteria set out in Table 1. When determining the likely significance of effects, consideration was given to the characteristics of the effects, the sensitivity of the receptors involved, the magnitude of the effect, and the duration and frequency of the effect.

**Table 1: Assessment Scoring**

<b>Alignment</b>	<b>Description</b>	<b>Symbol</b>
Major Positive Impact	The proposed use of the policy contributes significantly to the achievement of the objective	<b>++</b>
Minor Positive Impact	The proposed use of the policy contributes to the achievement of the objective but not significantly	<b>+</b>
Neutral	The proposed use of the policy has both some negative and some positive contributions towards the achievement of this objective	<b>+ / -</b>
Minor Negative Impact	The proposed use of the policy detracts from the achievement of the objective but not significantly	<b>-</b>
Major Negative Impact	The proposed use of the policy detracts significantly from the achievement of the objective	<b>--</b>
No Relationship	There is no clear relationship between the proposed use of the policy and the achievement of the objective or the relationship is negligible	<b>0</b>

In order to comply with the provisions of the SEA Directive, the assessment took account of:

- Cumulative and/or combined/synergistic effects such as the consequences of incremental development on air quality in prime transport corridors, or the combined impacts of housing and open spaces on internationally designated habitats
- The likely significance and timeframe of any impacts; and
- Mitigation measures or changes needed in the Strategy to overcome or minimise adverse impacts.

### **1.03 Identifying Environmental, Social and Economic considerations: scoping report**

The judgment as to the nature and degree of impact is based upon the scoping and baseline information that was gathered for the entire Local Development Framework and recorded in the self-contained scoping report prepared by Entec in 2007. Where necessary, the key sustainability issues were updated at each stage of the Sustainability Appraisal (SA) report production.

Table 2 overleaf identifies the key sustainability issues and challenges that have been identified through the scoping work.

**Table 2: Key Sustainability Issues and Challenges for the Core Strategy**  
(Entec Scoping Report 2007)

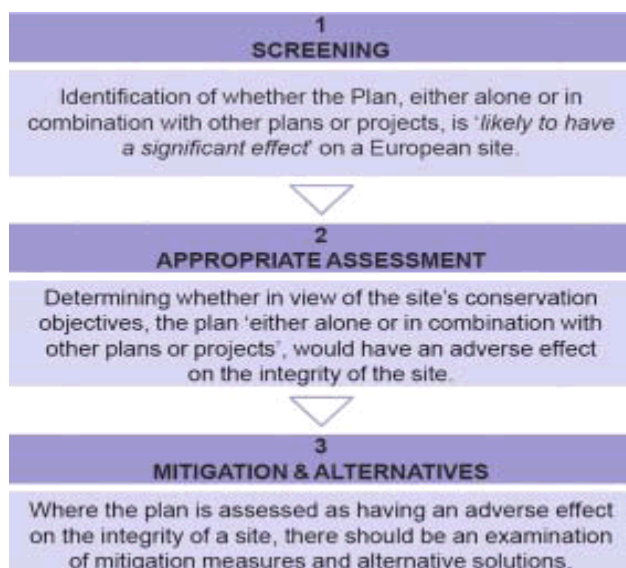
<b>Key Sustainability Issues for Havant Borough</b>	
A.	<b>Climate Change:</b> The impact of climate change on the borough's population, natural environment, material assets and flood risk. The effects of climate change will not be consistent across the borough and will impact communities and habitats differently. For example the coastal area of Hayling Island and the associated harbours are more at risk from rising sea levels than the mainland. Although the contribution of Havant Borough to climate change is small its coastal location and the fragility of its habitats means that the borough is at substantial risk in the long term through rising sea levels.
B.	<b>Biodiversity:</b> Havant has two harbours which are internationally renowned for their wildlife interest as well as a number of other national and locally designated sites of conservation interest. There are also a large number of non-designated sites which are of conservation value and are at the highest risk from habitat reduction factors such as coastal squeeze and development pressure.
C.	<b>Landscape and Townscape:</b> There is a need to protect and enhance areas of important landscape character in the borough. This includes areas of green and open space as well as how built settlements relate with each other.
D.	<b>Countryside:</b> There is a need to protect and enhance the unique natural environment in Havant, including the coast, rivers and countryside.
E.	<b>Regeneration:</b> The need to regenerate and revive areas of the borough, especially the town centres in Havant and Waterlooville and address areas of multiple deprivation including Leigh Park, Stakes and Wecock. However, it should be recognised that the nature, type and scale of regeneration required will differ according to the specific needs of the community/environment (for example 'environmental regeneration' and 'social regeneration').
F.	<b>Housing:</b> House prices are generally lower than in other local authorities in Hampshire and the South East and housing conditions are better than the UK average. However, housing affordability is still an important issue due to relatively lower incomes. The effect that the South East Plan, PUSH (Partnership for Urban South Hampshire) Strategy and the Major Development Area will have on increasing housing supply and the implications of this for existing infrastructure and services (e.g. schools, dentists, doctors) is also an issue for the borough.
G.	<b>Employment:</b> The need to address the long term loss of employment opportunities in mechanical, electrical and instrument engineering and high technology skills which have declined over a number of years.
H.	<b>Skills/Education:</b> The borough's population suffers from a shortage of skills and low educational attainment compared to the rest of Hampshire. Havant has a significant percentage of residents with poor literacy and numeracy skills. The need to fill the gap in demand for vocational skills is also an issue.
I.	<b>Resource Efficiency:</b> The increasing demand for energy and water resulting from economic development and social change is putting pressure on existing resources in the borough. There is also a need to encourage renewable energy and energy efficiency measures in the borough.
J.	<b>Waste:</b> The borough's recycling rates are below the Hampshire and South East regional average and there is the need reduce the amount of waste going to landfill and to provide appropriate recycling facilities.

K. <b>Health and Wellbeing:</b> There are wide variations in physical and mental health within the borough which relate to the demographic and socio-economic profile of the population.
L. <b>Sport, Recreation, Arts and Culture:</b> The importance of providing a range of facilities for sport, recreation, arts and culture in the borough for all.
M. <b>Community Safety, Crime and the Fear of Crime:</b> Whilst domestic burglary and vehicle crime rates have declined in the past few years in the borough, criminal damage and antisocial behaviour levels remain high. Community safety (including traffic safety) is regarded as a high priority by many of the borough's residents. There is a need to focus on designing out crime and Secured by Design initiatives.
N. <b>Transport/Accessibility:</b> There is a need to improve accessibility to key services and facilities. There is also the need to maintain and improve key public transport infrastructure and services and widen travel choices. Some areas of the borough also suffer from peak hour traffic congestion, This is in part due to out-commuting.
O. <b>Anti-Poverty:</b> There is the need to tackle the disadvantages which limit people's ability to take part effectively in economic, social, or cultural activities.
P. <b>Equality:</b> There is a need to encourage and support different groups such as the young, old, disabled and people from ethnic minorities to contribute to developing a diverse and strong community.

#### 1.04 Habitats Regulations Assessment (HRA)

Following the incorporation into UK law of the requirements of Article 6(3) and (4) of Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Flora and Fauna - the 'Habitats Directive', and Regulation 102 of the Conservation of Habitats and Species Regulations 2010, it has become a requirement that a Habitats Regulations Assessment (HRA) be undertaken to determine whether the effects of spatial plans would be likely to have any significant adverse impacts on the conservation objectives of a designated European Site.

Department of Communities and Local Government (DCLG) guidance (2006), on Planning for the Protection of European Sites: Appropriate Assessment (consultation document), recommends a three stage process, referred to cumulatively as 'Habitat Regulations Assessment', to clearly distinguish the whole process from the step within it referred to as Appropriate Assessment.



Prior to adoption of the Core Strategy, Havant Borough Council as the relevant 'competent authority', is responsible for ensuring that the strategies and policies contained in the plan will not result in any adverse impacts on the conservation objectives of a European Site. As the overarching spatial planning strategy document, the Core Strategy sets out the spatial vision and strategic objectives that will guide the development of Havant over the next fifteen years. The Core Strategy is therefore subject to Habitats Regulations Assessment to determine whether its implementation will result in any adverse impacts on European Sites either within, or in proximity to Havant.

The sites potentially affected by the spatial strategy proposed in the Core Strategy, and therefore considered in the assessment, are:-

- Butser Hill Special Area of Conservation (SAC).
- Kingsley Vale Special Area of Conservation (SAC).
- Solent Isle of Wight Lagoons (SAC)
- Solent Maritime (SAC)
- South Wight Maritime
- Chichester and Langstone Harbours Special Protection Area (SPA)
- New Forest SPA
- Pagham Harbour (SPA)
- Portsmouth Harbour (SPA)
- Solent and Southampton Water (SPA)
- Chichester and Langstone Harbours (Ramsar)
- New Forest (Ramsar)
- Pagham Harbour (Ramsar)
- Portsmouth Harbour (Ramsar); and
- Solent and Southampton Water (Ramsar)

Tesseract Environmental Consultants prepared a Habitats Regulations Assessment Screening Statement for the Havant Core Strategy Preferred Options Development Plan Document in December 2007. It concluded that there was uncertainty about the Core Strategy's impacts in terms of air quality, recreation disturbance, light pollution, noise pollution, water resource and quality, and habitat loss effects on the European sites. Therefore in accordance with the precautionary principle the Core Strategy would require full appropriate assessment under the Habitats Regulations in order to ascertain whether or not it would lead to significant adverse effects on site integrity of the protected sites included in the study, either alone or in combination with other plans or projects.

In May 2009 Havant Borough Council prepared a further Screening Statement on the need for Habitats Regulations Assessment in respect of the Draft Havant Core Strategy. The Statement concluded that in combination the plan might lead to significant effects in relation to air quality, recreational disturbance, water resource and quality, and habitat loss at the European sites in question. Consequently the Draft Core Strategy would require full appropriate assessment under the Habitats Regulations Directive in order to determine whether or not it would lead to significant adverse effects on site integrity at nine of the fifteen sites included in the study, either alone or in combination with other plans or projects.

Environmental Planning Consultancy UE Associates undertook the Habitats Regulations Assessment of the Pre-Submission Core Strategy and published their Assessment Report in March 2010. The assessment established the nature and severity of effects on the ecological integrity of the European sites of interest. It recommended a variety of avoidance measures, including a series of mitigation measures, to be built into the Core Strategy to help remove identified effects. As a result of the assessment and recommendations it was considered that all negative effects of the Core Strategy in relation to the conservation objectives of European sites could be effectively removed. The Core Strategy did not require further

assessment in combination with effects of other plans and projects, provided the avoidance and mitigation measures were adopted and implemented successfully.

The HRA was revisited following the Core Strategy's Examination in Public to ensure that the changes approved by the Planning Inspector could also pass the tests of the Habitats Regulations. This assessment found that the new AONB policy and the alterations to Policy CS9 Housing and Policy CS12 Efficient use of Resources would not generate likely significant effects because they did not promote any development. The new Gypsies, Travellers and Travelling Showpeople Policy (CS10) promotes development in that it introduces the criteria for assessing the location of potential pitches, however, the total number of pitches will fall within the 6,300 dwellings that the Core Strategy seeks to achieve and which have already been considered within the Habitats Regulations Appropriate Assessment. Consequently the changes approved by the Planning Inspector have not been screened into the Appropriate Assessment and no further action is required in respect of the Habitats Regulations.

## **2.0 How the Environmental Report has been Taken into Account**

The Sustainability Appraisal is an iterative process and each stage of the plan's preparation has involved an appraisal which in turn has resulted in revisions to the plan. The following tables summarise the key findings of the appraisal at each stage, and considers how these were met in the subsequent documents.

**Table 3: Iteration between the Sustainability Appraisal and the Core Strategy (June 2006 – March 2008)**

(Taken from the Pre-Submission Core Strategy SA Appraisal Appendix P Options Road Map)

Stage of Core Strategy and accompanying SA	Iteration between the Sustainability Appraisal and the Core Strategy
<p><b>JUNE 2006 SA Scoping Report</b></p>	<p>In June 2006 an <b>SA Scoping Report</b> was released for consultation to a range of stakeholders. The Scoping Report presented the initial stages of the SA process, including a review of international, national, regional and local policies and plans, an analysis of baseline data, the establishment of key sustainability issues for the borough, and the development of the SA Framework against which the Core Strategy could be assessed.</p> <p>The Scoping Report presented 16 key sustainability issues for the borough. These were identified through the review of plans and policies, the analysis of baseline data, and a scoping workshop which took place in spring 2006. The key sustainability issues identified through this process were as follows:</p> <ul style="list-style-type: none"> <li>▶ <b>climate change;</b></li> <li>▶ <b>biodiversity;</b></li> <li>▶ <b>landscape and townscape;</b></li> <li>▶ <b>countryside;</b></li> <li>▶ <b>regeneration;</b></li> <li>▶ <b>housing;</b></li> <li>▶ <b>employment;</b></li> <li>▶ <b>skills/education;</b></li> <li>▶ <b>resource efficiency;</b></li> <li>▶ <b>waste;</b></li> <li>▶ <b>health and wellbeing;</b></li> <li>▶ <b>sport, recreation, arts and culture;</b></li> <li>▶ <b>community safety, crime and the fear of crime;</b></li> <li>▶ <b>transport/accessibility;</b></li> <li>▶ <b>anti-poverty; and equality.</b></li> </ul> <p>These key sustainability issues subsequently informed the development of the SA Framework, which comprised 18 SA objectives and a set of accompanying appraisal criteria.</p> <p>The <b>Scoping Report</b> was subsequently updated in February 2007.</p>
<p><b>JULY 2006 First round of Issues and Options</b></p>	<p>In <b>July 2006</b> Havant Borough Council released a first stage Issues and Options Paper for consultation. The purpose of the paper was to present a set of key issues and 'questions' for the borough, on which consultees were asked to respond. The first stage Issues and Options were designed to provide a basis for the development of the Core Strategy, and to establish the most relevant issues it should seek to address.</p> <p>To accompany the first stage Issues and Options, the SA team provided a <b>sustainability commentary</b> to accompany the questions presented in the Issues and Options paper. This was designed to provide an early</p>

	<p>iteration between the Core Strategy's development and the SA process. This exercise highlighted a number of key aspects which it was felt should be addressed through the Core Strategy, including:</p> <ul style="list-style-type: none"> <li>▶ <b>potential impacts on the quality of landscape, townscape and the historic environment;</b></li> <li>▶ <b>loss of greenfield land from new development;</b></li> <li>▶ <b>displacement of local businesses;</b></li> <li>▶ <b>encouragement of car use and traffic growth;</b></li> <li>▶ <b>impacts on nature conservation sites, including European designation nature conservation sites;</b></li> <li>▶ <b>potential implications for the quality and provision of a range of housing from high density development;</b></li> <li>▶ <b>increases in water consumption per capita;</b></li> <li>▶ <b>loss of open space and green infrastructure;</b></li> <li>▶ <b>pressures on the borough's strategic gaps; and,</b></li> <li>▶ <b>flooding issues.</b></li> </ul> <p>This process informed the subsequent development of the more detailed Issues and Options.</p>
<p><b>MARCH 2007 Second round of Issues and Options</b></p>	<p>Following the first stage of the Issues and Options carried out in 2006, the Issues and Options were further refined, and three main development options for the borough were developed. The purpose of these alternative options was to draw on the earlier Issues and Options work and consultation carried out in 2006, to present a number of different spatial scenarios for the borough. The three alternative options were as follows:</p> <ul style="list-style-type: none"> <li>▶ Option 1: Concentration of development on Havant and Waterlooville;</li> <li>▶ Option 2: Focus on Mainland; and,</li> <li>▶ Option 3: Dispersal.</li> </ul> <p><b>SA findings for Option 1:</b> To accompany this second phase of the Issues and Options, the SA process presented an appraisal of the positive and negative aspects of the three options. The appraisal findings for <b>Option 1</b> suggested that it had the potential to deliver knowledge-based employment opportunities, support the use of sustainable modes of transport, locate housing in close proximity to the main services and facilities in the borough, promote the viability and vitality of the town centres and promote tourism around the harbour areas. The option however had the potential to affect the Havant Gap and separation of Havant and Waterlooville, reduce opportunities for affordable housing at a number of locations in the borough, lead to the loss of land currently covered by nature conservation designations and potentially significantly affect the integrity of internationally designated nature conservation sites.</p> <p><b>SA findings for Option 2:</b> Indicated that it would help locate housing in areas served by a range of public transport nodes, provide a wider range of facilities in the town centres and promote tourism development in the harbour areas. However, the appraisal highlighted that this option would have likely effects on the borough's strategic gaps, reduce opportunities for affordable housing on Hayling Island, encourage out-of-centre retail development and undermine the vitality of existing centres, and have</p>

	<p>potentially significant effects on the integrity of internationally designated nature conservation sites.</p> <p><b>SA findings for Option 3:</b> Suggested that it has the potential to reduce impacts on the borough's strategic gaps in the borough, help meet local housing needs, including affordable housing and a range of types and tenures, promote the viability of the borough's town and district centres, improve the proximity of residents to local and community services, and be less likely to impact on sites of nature conservation, including European designated sites. The appraisal suggested that potential negative sustainability effects that may arise as a result of taking forward <b>Option 3:</b> Include an encouragement of car use, a displacement of existing commercial and residential uses and the potential for a reduced viability of providing new public transport linkages to serve new areas of development.</p> <p>This appraisal of the three alternative options was presented in an <b>Initial SA Report</b>, and informed and influenced the subsequent development of the Core Strategy Preferred Options.</p>
<p><b>MARCH 2008 Preferred Options:</b></p>	<p>In March 2008, following the consideration of consultation responses on the Issues and Options document and the accompanying appraisal of the three alternative options presented in the initial SA Report, the Preferred Options for the Core Strategy were released for consultation. Based on the 'Dispersal' option presented in the Issues and Options document, and considering the potential sustainability implications of taking forward this option, this expanded the vision for the Core Strategy and presented a set of objectives and proposed policies. To inform and influence the ongoing development of the Core Strategy, the SA process assessed the objectives and proposed policies. The appraisal findings were presented in the <b>Preferred Options SA Report</b>, which accompanied the Preferred Options Core Strategy for consultation.</p> <p>The Preferred Options SA Report presented a number of recommendations to take forward through next stages of the Core Strategy's development. These recommendations included:</p> <ul style="list-style-type: none"> <li>▶ <b>the inclusion of further detail on how open space and green infrastructure would be incorporated within new development;</b></li> <li>▶ <b>further clarification as to the proposed extent of strategic gaps in the borough;</b></li> <li>▶ <b>a recognition of the value of mature trees to local biodiversity networks;</b></li> <li>▶ <b>a further promotion of on-site renewable energy provision;</b></li> <li>▶ <b>clarification of the relationship between strategic employment land and the protection of strategic gaps;</b></li> <li>▶ <b>further emphasis on providing improved sustainable transport networks to accompany major areas of development;</b></li> <li>▶ <b>consideration of a new park and ride scheme to serve Hayling Island; and,</b></li> <li>▶ <b>a more detailed clarification on affordable housing targets in the borough.</b></li> </ul>

**Table 4: Recommendations and Mitigation from the Preferred Options incorporated into the Draft Core Strategy**

<b>CS Preferred Options Policy</b>	<b>SA Objective</b>	<b>Recommendations for Preferred Options to Reduce, Avoid or Mitigate Conflict</b>	<b>Amendments made to Draft Core Strategy, June 2009</b>
CS1	Health and Wellbeing	Consideration could be given to the inclusion of more detail on the potential location of green infrastructure and new open space within the accompanying text. This could also allow a more comprehensive assessment of the potential effects and may lead to further minor amendments proposed locations.	High level Green Infrastructure (GI) policy added to list of Core Strategy policies. Further considerations made to GI within the strategic sites.
CS1, CS8, CS9 and CS14	Liveability and Sense of Place, Biodiversity, Natural Landscape, Built and Historic Environment, Accessibility/Transport	Clarification that there are no conflicts between Policy CS1 and the placement of additional housing and work space in Policies CS8, CS3 and CS6 is required in order to better assess each policy against the SA Objectives. It may be useful to include a cross reference between these policies. Similarly there are also possible conflicts between Policy CS1 and the transport policy CS14, part 2 of which promotes the improvement of existing highways links between the main towns, this will inevitably impact on the gaps between the settlements. There are apparent conflicts between the Part 3 of Policy CS1 which aims to protect the boroughs strategic gaps and Policy CS8 which identifies new areas for housing, including areas between Havant and Waterlooville and Havant and Emsworth. It might be that a simple clarification of the extent of the Strategic Gaps on the Key Diagram may resolve this issue.	Significant detail has been added to employment, housing and natural environment policies. When read as a whole these policies should work together rather than in conflict to ensure a satisfactory and deliverable outcome

CS1	Biodiversity	Consideration could be given to the inclusion within paragraph 6 of the biodiversity value of important trees. Paragraph 5, 'biodiversity' could be changed to include 'notable habitat and protected and otherwise notable species'. This would strengthen the case for retaining trees on the ecology they support rather than the value of the tree in isolation.	Particular emphasis has been placed on the value of trees as part of the local character and local distinctiveness within Policy CS9, whereby supporting wildlife habitats are to be protected or enhanced. DM7 also seeks to protect trees and recognises their importance for amenity
CS2	Education and Skills	Education is one of the key drivers for changing attitudes to recycling and energy use and some text on the promotion of recycling and simple energy and water saving practices might help to optimise the value of Policy CS2.	The promotion of skills within emerging growth sectors such as sustainable construction methods has been included within Policy CS3, however no amendment has been included regarding knowledge of reuse and recycle. To be recommended for inclusion
CS2	Energy	Consideration could be given to the inclusion of wording which highlights the need to maximise on site generation will help to ensure that where a resource is available developers will be obliged to seek to maximise the on site energy generation capacity. It is understood that this will be brought out in more detail in the SPD that is being developed for development industry.	No amendment made. To be recommended for inclusion.  SPD has been timetabled into the LDS
CS5	Biodiversity	In order to reduce the minor negative effect scored against biodiversity in the long term it is suggested further clarification is given pertaining to the site, the ecological value of it and the priority of strategic employment land over green corridors and strategic gaps.	The point raised regarding the perceived importance of employment land over green infrastructure and open space has been resolved with the inclusion of Policy CS10 which discusses the importance of GI. GI and the provision of

			<p>open space is also considered within the three regeneration sites to the north of Leigh Park (Havant Thicket, Dunsbury Hill Farm and Woodcroft Farm). Appropriate compensatory or mitigation methods along with the enhancement of the Broadmarsh Coastal Park are also considered within the Brockhampton West Strategic Site. Therefore comments raised here have been considered and incorporated into the Draft Core Strategy.</p>
CS6	Accessibility/ Transport	<p>Consideration could be given to the inclusion of reference to CS14 within this policy to emphasise the importance of the provision of public and sustainable transport links to the development. This would help to reduce the potential medium and long term minor negative effects on accessibility and transport.</p>	<p>No reference has been made within Policy CS2 (New numbering for employment) to infrastructure and transport policies. However accessibility is raised within the supporting text for Policy CS3 relating to the location of local employment space in order to prevent in/out commuting. The importance of sustainable infrastructure is considered within the strategic site profiles which should be referred to as part of the application process. Those applications not considered strategic would be referred to Policies CS16 – CS18 which ensure sustainable transport and ease of access is well thought-out</p>
CS7	Accessibility/ Transport	<p>Consideration could be given to the inclusion of a park and</p>	<p>The provision of a Hayling Island Park</p>

		ride scheme for Hayling Island within this policy (or accompanying text) which may help to reduce the effects of an increased demand for access over poor infrastructure.	and Ride scheme is not recognised within this draft version of the Core Strategy. However Policy CS5 continues to recognise that there is no clear solution to transport access to Hayling Island, along with DM28-29 which would be used as part of the application process to ensure new development on Hayling was accessible and sustainable. No alternatives have been put forward at this stage due to the sensitivity of the area and its importance to nature conservation. Further consideration will be recommended within this SA.
CS9	Housing	Consideration could be given to the inclusion of a detailed rationale behind the 40% mix of affordable housing is not clearly made within the policy and this should extend beyond the reference to PPS3 (as detailed in the South Hampshire Housing Market Assessment Part II 2006). Given the caveat that proportion of affordability may drop with viability it might be prudent to set a higher % of houses in order to hit an overall 40%.	Detailed analysis of the percentage of affordable homes has been included within the supporting text for Policy CS8. This percentage has been reduced since the Preferred Options document to 30% as this was considered to be realistic and viable. If market conditions change then this aspect of the policy will be reviewed The council remains flexible in its approach to this and will seek a higher % for certain sites.
CS11	Regeneration and Land Use	Consideration could be given to the inclusion of information in the accompanying text as to how Policy CS11 would be delivered. It may be useful to prepare a vision for regeneration in order to develop good momentum	Significant detail has been added to Policy CS6 (Regeneration and Community Support) with signposting provided to the strategic sites which will provide the location for

		behind this policy. A SPD may also be useful to clarify the planning tools which will be used to achieve the regeneration of the areas identified within Policy CS11.	regeneration and which support the vision. Each site profile then discusses how the vision will be implemented.
CS15	Liveability and Sense of Place	It is suggested that the cultural leaning of the policy is strengthened through identification of specific community facilities which could be promoted and including the capacity for community use in those facilities currently supported by Policy CS15. It is understood that this might be developed through the allocations DPD.	Access to cultural facilities has been included within the supporting text for Policy CS1 (Health and Wellbeing) and within Policy CS9 which aims to improve public understanding of biodiversity and the natural environment. Access to cultural learning has also been incorporated into policy CS17. The Public Service Village Strategic Site also recognises the need for a borough cultural centre. However, further points could be made to Policy CS1 and local references made.

**Table 5: Iteration between the Sustainability Appraisal and the Core Strategy (June 2009 – February 2010)**

(Taken from the Pre-Submission Core Strategy SA Appraisal Appendix P Options Road Map)

<p><b>Stage of Core Strategy and accompanying SA</b></p>	<p>Iteration between the Sustainability Appraisal and the Core Strategy</p>
<p><b>JUNE 2009 Draft Core Strategy</b></p>	<p>In June 2009 the Draft Core Strategy was released for consultation. The Draft Core Strategy drew on previous work carried out at the Preferred Options stage, and presented a detailed spatial approach to development in the borough, accompanied by a series of high level Core Strategy policies and more detailed Development Management policies.</p> <p>To accompany consultation on the Draft Core Strategy, an <b>SA Report</b> was also released. This set out an appraisal of the spatial approach and policies presented in the Draft Core Strategy against the SA Objectives. As acknowledged by the SA Report, the Draft Core Strategy seeks to address a number of the aspects highlighted by the assessment carried out by the SA at the Preferred Options stage. This included:</p> <ul style="list-style-type: none"> <li>▶ <b>the inclusion of a Green Infrastructure policy;</b></li> <li>▶ <b>increased emphasis on the value of trees in the borough;</b></li> <li>▶ <b>a further clarification of the role of the Strategic Gaps in relation to strategic employment land;</b></li> <li>▶ <b>the incorporation of site-specific sustainable transport measures within the proposals for the strategic sites;</b></li> <li>▶ <b>the inclusion of text setting out a detailed analysis of affordable housing needs in the borough; and,</b></li> <li>▶ <b>the incorporation of a Public Service Village Strategic Site.</b></li> </ul> <p>Whilst a number of the aspects highlighted by the Preferred Options stage had been addressed by the Draft Core Strategy, the appraisal of the Draft Core Strategy suggested that the following potential sustainability effects may arise as a result of the Draft Core Strategy:</p> <ul style="list-style-type: none"> <li>▶ <b>the loss of open space and supporting wildlife habitats as a result of development on greenfield locations such as Brockhampton West, Dunsbury Hill Farm and Cabbagefield Row;</b></li> <li>▶ <b>potential effects on landscape, townscape and the existing form of settlements from new development;</b></li> <li>▶ <b>impacts on localised air quality from potential increases in traffic as a result of new employment and housing provision;</b></li> <li>▶ <b>potential flooding issues, including coastal flooding, fluvial flooding, and issues relating to surface water run off; and,</b></li> <li>▶ <b>potential impacts of increased visitor numbers on European designated nature conservation sites.</b></li> </ul> <p>To help address these issues, <b>SA Report</b> proposed a set of mitigation measures and recommendations to take forward to the Pre-Submission stage of the Core Strategy. These included:</p> <ul style="list-style-type: none"> <li>▶ <b>the replacement and compensation of loss of greenfield sites and open space;</b></li> <li>▶ <b>avoidance of areas likely to be at risk from coastal flooding;</b></li> <li>▶ <b>the inclusion of further policy and guidance relating to the issue</b></li> </ul>

	<p>of fluvial flooding (particularly relating to development in and around the Hermitage Stream corridor);</p> <ul style="list-style-type: none"> <li>▶ ensuring that new development takes into account the Havant Townscape, Landscape and Seascape Character Assessment;</li> <li>▶ the inclusion of more detailed standards to regulate greenhouse emissions;</li> <li>▶ the incorporation of measures to reduce the impact of air quality issues on the local populations living in particularly affected areas;</li> <li>▶ visitor management and education to mitigate the impacts of tourism on internationally designated sites of nature conservation importance (European sites);</li> <li>▶ avoidance or compensation of loss to supporting habitats, with further text included within the proposals for the strategic sites; and,</li> <li>▶ the inclusion of additional wording which highlights the need to maximise on-site renewable energy regeneration.</li> </ul>
<p><b>FEBRUARY 2010                  Pre-Submission Core Strategy</b></p>	<p>Following consultation on the Draft Core Strategy, the Core Strategy was further refined to take into account responses received, supporting information and the findings of the SA. More specifically, a number of amendments were made to the policies and strategic sites presented in the Draft Core Strategy.</p>

**Table 6: Recommendations and Mitigation from the Draft Core Strategy document incorporated into the Pre-Submission Core Strategy**

<b>Recommend Changes to Policy/Site*</b>	<b>Relevance to SA Objective</b>	<b>Recommendations for Draft Core Strategy to Reduce, Avoid or Mitigate Conflict</b>	<b>Changes made to the Pre-Submission Core Strategy as a result</b>
<p><b>CS1, CS2, CS6, and CS8</b></p> <p><b>6.Cabbagefield Row</b> <b>7.Dunsbury Hill Farm</b></p>	<p><b>Health and Wellbeing</b> <b>Accessibility/Transport</b> <b>Air Quality</b></p>	<p>Encouraging people to walk and cycle through improvements to cycle and walking routes will provide an alternative to the use of the car and therefore contribute towards the SA objective regarding air quality and reducing emissions. However, this is only effective and sustainable if routes are highly accessible to employment, housing and regeneration sites, lack of connectivity between the two will lead to disuse, and force people back into their cars. Specific reference could be made to the importance of sustainable transport within housing, employment and regeneration policies and cross referencing made to CS16 and CS17 which will aid applicants and help meet the SA objective. Sites 6 and 7 are currently attainable by public transport; however the location in the north of the borough and distance from town centres is likely to result in some reliance on car ownership, which may have a negative impact on air quality. Green travel plans and how the council plans to incorporate walk and cycle ways should be discussed.</p>	<ul style="list-style-type: none"> <li>• This has not been specifically addressed within Policies CS2 (Employment) and CS9 Housing (previously known as CS8) Core Strategy, however the recommendations have been considered and it is thought this finer detail will be discussed with the Development Delivery (Allocations) Plan</li> <li>• Amendments have been made to CS1 (Health and Wellbeing) adding further detail to criteria regarding footpath and cycle design, signage and particular emphasis on linkages in accordance with Havant Borough Council's Walking and Cycling Strategy (currently under review)</li> <li>• Cabbagefield Row removed as a strategic site due to part of the site being designated SINC status</li> </ul>
<p><b>CS1</b> <b>1. Brockhampton West</b></p>	<p><b>Air Quality</b> <b>Climate Change</b> <b>Biodiversity</b> <b>Natural Landscape</b></p>	<p>As part of this policy, standards and mitigation methods should be considered to regulate emissions and resultant effects of climate change in sensitive areas and for those</p>	<ul style="list-style-type: none"> <li>• Brockhampton West removed as a strategic site from the Core Strategy due to potential adverse impacts as identified within the</li> </ul>

		<p>who live along existing route networks. The Core Strategy document should be read as a whole to ensure that development proposals are considered against all the relevant social and environmental requirements of the other policies of the plan.</p>	<p>HRA Appropriate Assessment 2009/10. Greater emphasis placed on the attributes of walking and cycling through CS1 (Health and Wellbeing) can have positive impacts for air quality and emissions. Encouraging the use of cycle pathways and walkways within developments can reduce the requirement to make short unnecessary car journeys. This is in line with the council's Walking and Cycling Strategy (currently under review) and will contribute to the governments' target of reducing CO<sub>2</sub> emissions by 80% by 2050</p>
<b>CS1</b>	<b>Biodiversity Natural Landscape</b>	<p>Encouraging residents to utilise their local open space and green infrastructure within CS1 does provide an element of conflict between CS9 (Protecting and enhancing the Special Natural Environment), therefore creating conflict with SA objectives 12 and 13. Possible mitigation methods to prevent disturbance or a loss in wildlife habitats could be referred to in the supporting text. Clarity of plan could be enhanced in terms of the need to read the document as a whole to ensure that development proposals are considered against all the relevant social and</p>	<ul style="list-style-type: none"> <li>• No further information added to CS1. It is considered that the document will be read as a whole. Policies such as CS11 (Green Infrastructure) will be used to ensure that open space, cycle ways and pathways do not damage the natural environment yet still provide linkages of open space</li> </ul>

		environmental requirements of the other policies of the plan. e.g. in referring applicants to consider points raised in CS9.	
<b>CS2, CS3</b>	<b>Economy, opportunity, innovation Education and Skills</b>	<p>Consideration could be made as to how knowledge based industries will be attracted to the borough, and what incentives will be available i.e. appropriately skilled workforce, infrastructure and encourage firms into Havant rather than nearby Portsmouth or Southampton. Reference should be made to the Public services Village site as a centre point for education in conjunction with Havant College and Havant Thicket as a location education surrounding wildlife conservation</p> <p>There is also no mention of education surrounding reuse and recycling during the course of the plan.</p> <p>Consideration could be made to incorporate this into Policies CS3 and CS12.</p>	<ul style="list-style-type: none"> <li>• This will be identified within the Development Delivery (Allocations) Plan, no amendment has been made to CS2 or CS3</li> <li>• Greater detail can be added within the Allocations Plan which can relate to the type of skills, where they are needed and how this can complement development and the locality</li> </ul>
<b>CS2</b>	<b>Economy, opportunity, innovation Education and Skills</b>	<p>This policy relies heavily on partnership working and having the employment sites available to take on higher skilled local employees. Without effective partnership working the ability to deliver both CS2 and CS3 will prove problematic. Policy CS2 could discuss further the importance of education within the borough to prevent in/out commuting and how partnership working can resolve such issues.</p>	<ul style="list-style-type: none"> <li>• The importance of partnership working has been emphasised throughout the Core Strategy. It is recognised as the main vehicle for effective delivery of skills and education. Further feedback has also been incorporated into CS2 from the Business Partnership as a result of the consultation process</li> </ul>
<b>CS4</b>	<b>Regeneration and Land Use Economy, opportunity, innovation</b>	<p>Assumptions made regarding the ability to influence market forces in terms of attracting new retailers, employers and</p>	<ul style="list-style-type: none"> <li>• In response to this comment Policy CS4 was redrafted in its entirety to add significant detail to</li> </ul>

		<p>service providers. However retailers are more likely to be attracted to centres which are thriving and with attractive footfall levels, and are unlikely to take on a centre which is seen to be in decline or suffering from poor patronage. As a result of the hierarchy, smaller centres, and those in need of regeneration may prove difficult to attract investment and generate demand for goods and services within smaller catchments. Consideration could be made as to how the hierarchy will be maintained in order to achieve the SA objectives.</p>	<p>the hierarchy of centres</p> <ul style="list-style-type: none"> <li>• CS2 now seeks to promote and enhance the hierarchy through enhancements to the evening economy, enhancements to local markets and also seeks to support small and independent businesses. This may have the potential to add diversity and identity to centres, encouraging visitors for multi-purpose trips</li> </ul>
<p><b>CS5, CS6</b> <b>1. Brockhampton West</b> <b>3. Hayling Island Seafront</b></p>	<p><b>Flooding Regeneration and Land Use Air Quality Climate Change Biodiversity Natural Landscape Waste and Natural resources Water Quality and Quantity</b></p>	<p>Environmentally, tourism within Havant Borough is a challenge. Sites such as those on Hayling Island and Emsworth are key centres for tourism, but however share their locality with several SPAs, SACs, and Ramsars. As a result this policy does less to support the SA objectives relating to the environment. Increased investment as a result of small scale initiatives could increase visitor numbers to the sites and place increasing pressure on sensitive areas resulting in disturbance and a loss of supporting habitats. It is imperative that such investment incorporates effective visitor management and education to mitigate the impacts. Tourism and regeneration concentrated within this low lying area is also likely to exacerbate the effects of climate change over the course of the plan and force the requirement for coastal defence. Clarity of plan could be enhanced in</p>	<ul style="list-style-type: none"> <li>• Policy CS5 has been updated as a result of the previous SA work and consultation. Previously CS5 (Tourism) made specific reference to tourism based development and enhancement within sensitive areas such as Chichester and Langstone Harbours, this has since been updated to emphasise the importance of the dispersal approach to development, which can reduce pressures on sensitive areas</li> <li>• The phrase 'small scale initiatives' has been replaced with 'sustainable small scale recreational opportunities' incorporating developments such as cycle pathways, boardwalks in a</li> </ul>

		<p>terms of the need to read the document as a whole to ensure that development proposals are considered against all the relevant social and environmental requirements of the other policies of the plan e.g. CS9 – CS14 to ensure applicants consider the natural environment. Rewording of policy to show support for other less damaging sites than Chichester and Langstone Harbour, and mitigation methods including regarding the disposal of waste and increased litter.</p>	<p>sustainable manner</p>
<p><b>CS5, CS6</b> <b>3. Hayling Island Seafront</b></p>	<p><b>Accessibility/ Transport Air Quality</b></p>	<p>Further consideration should be made to access to Hayling Island. CS5 states that tourism initiatives in and around the harbours will be generally supported, therefore ways in which to mitigate against increasing tourist levels to the island should be considered in order to reduce any impact to air quality. The regeneration of South Hayling will also lead to an increase in car travel without a green travel plan, reference to DM28 – DM29 should therefore be included</p>	<ul style="list-style-type: none"> <li>• Policy CS5 has been updated and amended as a result of previous SA work and comments received during the consultation process. It was considered that CS5 placed too much emphasis on development at Chichester and Langston Harbours. Amendments have been made to promote the dispersal approach to tourism. If successful this will encourage opportunities borough wide, reducing potential increases in car borne travel to Hayling Island having a positive impact on previously identified threats to air quality</li> <li>• Hayling Island has also been removed from the Core Strategy as a strategic site</li> </ul>

			<p>primarily due to the nature of development and scale. The public consultation exercise also established that people were confused by the outline of the site proposal in relation to development. It was therefore considered problematic to pinpoint the actual site (a requirement under PPS12)</p>
<p><b>CS6</b> <b>8. Waterloo</b> <b>MDA</b></p>	<p><b>Equality, Poverty and Social Inclusion</b></p>	<p>Clarity of plan could be enhanced in terms of the need to read the document as a whole to ensure that development proposals are considered against all the relevant social and environmental requirements of the other policies of the plan e.g. to CS14 to ensure integration is successful between the existing and new communities. Design principles with regards to density and layout are therefore key to implementation in order to prevent social exclusion. The successful implementation of this site is reliant on high standards of design and spatial planning. Integration of the existing community with the new community is likely to be the most contentious and the most problematic aspect of this site. The ability of the site to support the social objectives of the SA is reliant on the provision of extensive services, these services should be available to all in order to prevent social and economic disparities between the old and the new. The importance of this</p>	<ul style="list-style-type: none"> <li>• It is recognised that successful integration of the existing town centre and residential community with the new is fundamental to supporting the objectives of the SA</li> <li>• Detail as to how this will be implemented is likely to be discussed within a forthcoming MDA Masterplan which will reflect the aspirations of the Core Strategy in promoting integration</li> <li>• If completed successfully this site has the potential to support the Equality, Poverty and Social Inclusion objective of the SA</li> </ul>

		should be outlined in the strategic site profile.	
<p><b>CS2, CS8</b>  <b>1.Brockhampton West</b>  <b>6. Cabbagefield Row</b>  <b>5.Havant Thicket</b>  <b>6.Cabbagefield Row</b>  <b>7. Dunsbury Hill Farm</b>  <b>8.Waterlooville MDA</b></p>	<p><b>Biodiversity Natural Landscape</b></p>	<p>The policy states that previously development land (PDL) should be in proportion to greenfield, however it does not state how this will be achieved, or how greenfield land should be a secondary consideration over PDL when making an application. It should also be stipulated that PDL land should consist of higher density developments in order to make the most effective use of the land within sustainable locations. Mitigation methods should be discussed where housing sites/employment sites are planned for greenfield locations. Loss of supporting habitats should be mitigated or avoided and should be outlined in supporting text and reasoned justification. Clarity of plan could be enhanced in terms of the need to read the document as a whole to ensure that development proposals are considered against all the relevant social and environmental requirements of the other policies of the plan e.g. in Policies CS14 and CS15. Particular care should be added to wording of the Brockhampton West Site and its importance as a Brent Goose overwintering ground.</p>	<ul style="list-style-type: none"> <li>• The comments raised regarding PDL and housing and employment have been discussed at great length during the production of the Pre-Submission Core Strategy</li> <li>• It is considered that this is an important area to elaborate on, however too much detail is required for a strategic document such as the Core Strategy. Instead it is considered that phasing of development with PDL as a priority will be fed into further documents within the LDF portfolio</li> </ul>
<p><b>CS10</b></p>	<p><b>No Conflict</b></p>	<p>The successful implementation of the policy will be through financial contributions, but however, should also look to design principles and sustainable construction methods of surrounding development. Particularly at Havant Thicket, Dunsbury Hill Farm and Cabbagefield Row,</p>	<ul style="list-style-type: none"> <li>• The inclusion of this policy was commended by the stakeholders as part of the HRA Appropriate Assessment process. It was considered that this reflected the aspirations of the</li> </ul>

		outlining how these sites will be interconnected through the use of GI.	PUSH agenda for Green Infrastructure but more locally specific to Havant Borough
<b>CS11</b>	<b>5. Safety and Security 15. Waste and Natural Resources</b>	Consideration should be made to existing design principles so as not to detract from the character of neighbouring development. Density versus demand for services and infrastructure should also be considered so that facilities are not over-stretched and increasing development density does not result in unsustainable social issues and crime. Waste management is referenced in CS17 to ensure waste provision i.e. litter bins etc.	<ul style="list-style-type: none"> <li>The design policy within the Core Strategy has been updated with specific reference to resource efficiencies, water provision and facilities for waste recycling</li> </ul>
<b>CS12</b>	<b>17. Energy</b>	Consideration could be given to the inclusion of wording which highlights the need to maximise on site regeneration which will help to ensure that where resource is available developers seek to maximise the onsite energy generation capacity.	<ul style="list-style-type: none"> <li>Policy CS12 has been significantly extended. The policy now states that planning permission will be given for development which 'maximises opportunities for the generation of renewable energy...for development of 10 dwellings or more or 1000 square metres of floorspace obtaining at least 10% of their energy from these sources</li> </ul>
<b>CS13</b>	<b>14. Built and Historic Environment 8. Flooding</b>	Considerations should still be made to the existing character and sense of place through the successful implementation of design principles which help to mitigate against the impacts of flooding. Success relies heavily on partnership working with neighbouring authorities and key stakeholders to	<ul style="list-style-type: none"> <li>No amendments made to CS13 (Flood and Coastal Erosion Risk)</li> <li>Brockhampton and Hayling Strategic Sites deleted from Pre-Submission Core Strategy</li> </ul>

		implement coastal policy zones in the North Solent Shoreline Management Plan and areas shown to be at risk within the Strategic Flood Risk Assessment. CS13 may conflict with Brockhampton and Hayling Strategic Sites.	
<b>6.Cabbagefield Row</b>	<b>4. Education and Skills</b>	Provision of education relative to anticipated demand would need to be determined as a result of the increase in population to the area. Delivery of this should be outlined within the site profile	<ul style="list-style-type: none"> <li>• Cabbagefield Row has been removed as strategic site – part of the site has been designated a SINC</li> </ul>
<b>1.Brockampton West 3.South Hayling Seafront 7.Dunsbury Hill Farm</b>	<b>8.Flooding</b>	Avoidance of development within the coastal or fluvial flood plain should be considered in order to prevent costly mitigation methods and prolong the life of development. These sites are 'mission critical' which means mitigation is likely to be the only answer. With the onset of the effects of climate change, it must be discussed how and when mitigation methods will be employed.	<ul style="list-style-type: none"> <li>• No further information has been suggested. However, as part of the Development Delivery (Allocations) Plan flood risk and associated mitigation requirements will be discussed in greater detail than of the Core Strategy</li> <li>• Brockhampton and South Hayling Strategic Sites deleted from the Pre-Submission Core Strategy</li> </ul>
<b>4.Leigh Park District Centre 5.Havant Thicket 6.Cabbagefield Row 7.Dunsbury Hill Farm</b>	<b>Uncertainty</b>	Further clarification needed in order to meet SA objectives The deliverability of four sites which are so interconnected is will be critical to maximising their regeneration benefits. Phasing would need to be established in partnership over the course of the plan.  It is unclear how these sites will be interconnected through the use of GI and walkways and cycle ways, ways to include should be discussed	<ul style="list-style-type: none"> <li>• Leigh Park District Centre and Cabbagefield Row have been removed from the Core Strategy as strategic sites</li> <li>• It has been demonstrated within the site profile that green infrastructure linkages are to be utilised through pedestrian connectivity and open space/woodland</li> </ul>

<p><b>9.Woodcroft Farm</b></p>	<p><b>7. Accessibility/ Transport</b></p>	<p>Further clarification needed in order to meet SA objectives. Provision of sustainable transport, rewording and further consideration of the strategic site profile is required to successfully integrate this site into the existing community.</p>	<ul style="list-style-type: none"> <li>• No further information has been suggested. However, as part of the Development Delivery (Allocations) Plan transport and infrastructure requirements will be discussed in greater detail than afforded to the spatial dimension of the Core Strategy</li> </ul>
<p><b>DM policies</b></p>	<p><b>3.Equality, Poverty and Social Inclusion</b> <b>4.Education and Skills</b> <b>7.Accessibility /Transport</b> <b>15. Waste and Natural Resources</b> <b>16.Water Quality and Quantity</b> <b>17.Energy</b></p>	<p>No overall relationship exists between the DM policies and these SA objectives. This is not necessarily a negative or conflicting attribute of the DM policies as this will have generally been covered at a strategic level through the allocation of employment sites and skills centres.</p> <p>Clarity of plan could be enhanced in terms of the need to read the document as a whole to ensure that development proposals are considered against all the relevant social and environmental requirements of the other policies of the plan e.g. in at this level to reduce waste generated as a result of tourism, employment or retail. For example DM12 must consider waste generated as a result of the change of use.</p>	<ul style="list-style-type: none"> <li>• No further action required</li> </ul>
<p><b>DM8, DM10</b></p>	<p><b>8. Flooding</b></p>	<p>DM policies outline restrictions for development in the coastal plain and DM10 working to provide actual defence. However neither of these policies refers to fluvial flooding. Amendments should be considered to control development which could be directed near or within</p>	<ul style="list-style-type: none"> <li>• Some parts of DM policies amended others removed from policies and replaced with sign posting to national planning policy</li> </ul>

		stream corridors such as the Hermitage Stream.	
<b>DM15, DM22, DM23</b>	<b>12. Biodiversity 13. Natural Landscape</b>	DM15 has been amended as a result of the HRA process to reduce the occupancy duration in order to avoid the overwintering season. Consideration should be in place to review this duration if there are changes to bird migration over the course of the 20 year plan. Policies may disrupt connectivity of GI, mitigation methods should be in place during sensitive times of the year for biodiversity.	<ul style="list-style-type: none"> <li>• Green Infrastructure policy has been updated and enhanced</li> </ul>

### 3.0 How Opinions Expressed Through Public Consultation have been Taken into Account

The key stages of consultation and engagement are set out in Figure 1 in this document. In summary, consultation has involved the following broad approaches:

- Engagement with statutory environmental consultees (Natural England, the Environment Agency and English Heritage) as required under the SEA regulations;
- A stakeholder workshop; and
- General public consultation alongside the Core Strategy consultation milestones

**Table 7 Havant Borough Core Strategy – Formal Stages of Consultation**

	Plan Preparation Stage	Summary
A	Initial Issues and Options 21 July – 31 August 2006	Consultation with stakeholders (also available to the general public) on a range of spatial planning themes affecting the borough, including the distribution of development, and setting out the issues and the realistic options that could be considered. Intended to inform the Preferred Options stage. Alongside this the Core Strategy document was accompanied by a <b>sustainability appraisal report</b> .
B	Second Issues and Options 6 March – 5 April 2007	The initial issues and options consultation was used to inform a stakeholder workshop in January 2007. Three overall development options emerged from the workshop and these formed the basis of the second issues and options public consultation. The Core Strategy document was accompanied by a <b>sustainability appraisal report</b> which iteratively assessed and fed into the next Core Strategy.
C	Preferred Options 5 March – 16 April 2008	The two public consultations, the stakeholder workshop, the growing body of evidence base studies and the sustainability appraisal process provided the basis for the Preferred Options of the Core Strategy. It was envisaged that the results of the public consultation on this document, together with further evidence and the <b>sustainability appraisal</b> would feed into the production of the submission version.
D	Draft 12 June – 24 July 2009	In June 2008 the Government published a revised Planning Policy Statement 12: Local Spatial Planning, which changed key government policies on how Core Strategies should be prepared. This necessitated the council taking a fresh approach to the Core Strategy with more emphasis on strategic development sites and delivery of spatial objectives. The previous work on the Core Strategy was all used to inform the Draft Core Strategy and was subject to extensive public consultation and further iteration of the sustainability appraisal process. The comments received from the consultation, further evidence and the <b>sustainability appraisal</b> all helped inform the drafting of the proposed

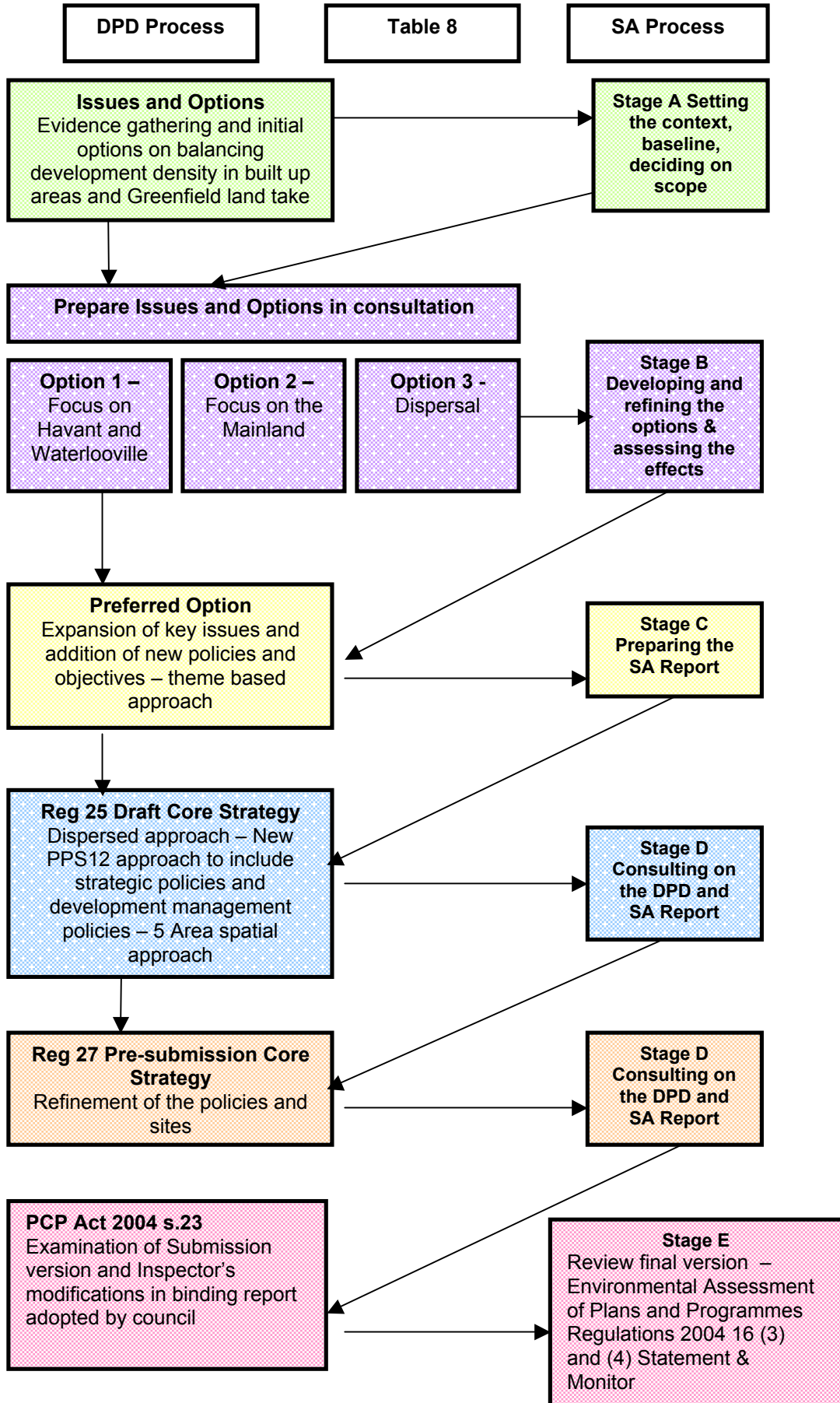
		submission version of the Core Strategy.
	Proposed Submission Publication 31 March – 17 May 2010	The proposed submission Core Strategy and <b>final sustainability appraisal</b> report were published for six weeks in order for representations on the tests of soundness to be made.
	Submission of Documents and Information to Secretary of State June 2010	At the end of the publication period, the Core Strategy, <b>the sustainability appraisal</b> report and all representations were submitted, together with a summary of the main issues raised during the publication period, to the Secretary of State in order for the examination to begin into the soundness of the Core Strategy.
	Examination Hearings September 2010	An Examination was carried out by an independent Planning Inspector. The Inspector assessed the 'soundness' of the Core Strategy, and considered all comments received at Submission document publication stage, and changes proposed during the examination, in order to produce a report with recommendations that are binding on the council.
E	Adoption and Publication March 2011	The council amended the Core Strategy in accordance with the Inspector's Report, and subjected the principal changes to a further Sustainability Appraisal. The Core Strategy was adopted in March 2011 and became part of the LDF and the development plan for Havant Borough.

At each stage of the preparation of the Core Strategy all consultees, including those submitting representations and the public, have been made aware of the publication of new documents and any necessary changes to the SA subsequently made. The representations received on both the DPD and the SA documentation have been analysed and where appropriate have resulted in changes to the documentation in the subsequent iteration.

#### **4.0 The Reasons for Choosing the Plan**

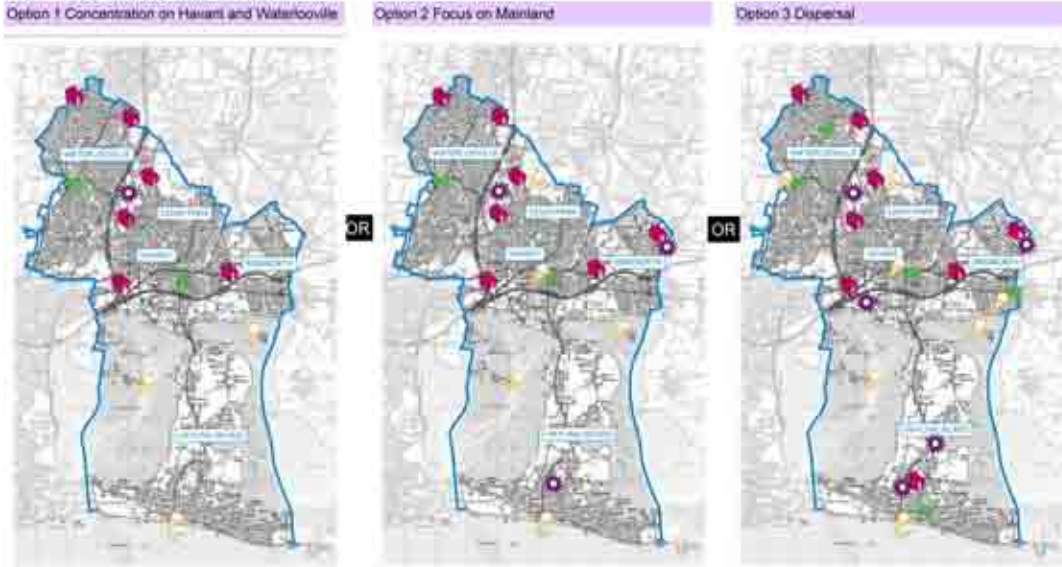
A broad array of options were considered and assessed at the Issues and Options stage in 2006 & 2007. Three key Options were proposed and the Sustainability Appraisal found Option 3 – ‘Dispersal’ to perform better than Options 1 & 2. This informed the approach carried forward into the now adopted Core Strategy. The summary of the assessment of all three options is considered in Map 4.1 overleaf.

Table 8 overleaf shows the stages of the iterative DPD and SA process and narrowing down of feasible options (taken from the Pre-Submission Core Strategy Sustainability Appraisal).



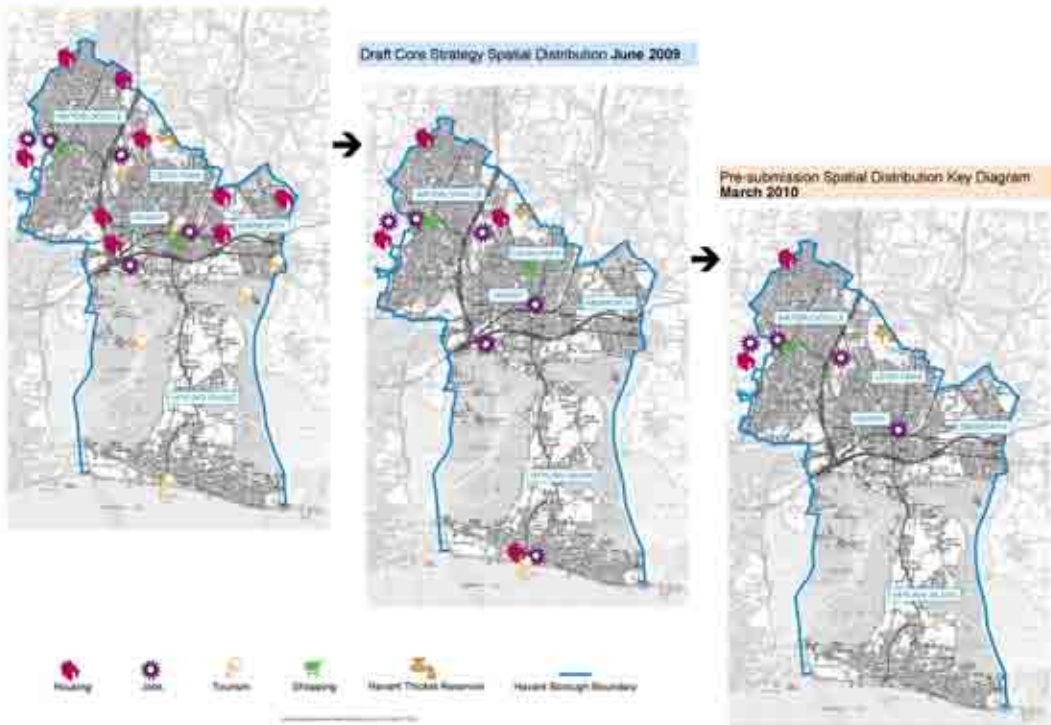
Map 4.1 Stages of the iterative process and narrowing down of feasible options

Core Strategy Issues and Options March 2007  
 Further Consultation Options 1, 2 or 3



Core Strategy 2008-2010  
 Preferred Option, Draft Core Strategy and Pre-submission stages

Preferred Option Key Diagram March 2008



#### **4.01 From Submission to Adoption: Appraising Significant Changes**

The Planning Inspector considered that subject to a number of changes the Core Strategy was 'sound'. The four principal changes relate to the introduction of two new policies: 'Gypsies, Travellers and Travelling Showpeople' and 'Chichester Harbour Area of Outstanding Natural Beauty'; as well as alterations to the wording of Policy CS9 'Housing' and CS12 'Efficient use of Resources'. In his report the Inspector stated that 'none of these changes should materially alter the substance of the plan and its policies, or undermine the sustainability appraisal and participatory processes undertaken'.

The four principal changes have been assessed against the 18 objectives identified in the Sustainability Appraisal and the results are shown in Table 9.

The appraisals for the new 'Gypsies, Travellers and Travelling Showpeople' and 'Chichester Harbour AONB' Policies are broadly positive. The appraisal for the alterations to Policy CS12 'Efficient use of Resources' remains positive overall; however, not as strong as for the version proposed in the Pre-Submission Core Strategy. The appraisal for the alteration to CS9 'Housing' remains as for the Pre-Submission Core Strategy Sustainability Appraisal.

All the major changes recommended by the inspector have been appraised in Table 11 below and this analysis confirms that the changes have either no impact or a positive impact on the sustainability objectives.

Table 9: Principal Policy Changes tested against the 18 Sustainability Objectives

Core Strategy Policies	1. Housing	2. Health and Wellbeing	3. Equality, Poverty and Social Inclusion	4. Education and Skills	5. Safety and Security	6. Liveability and Sense of Place	7. Accessibility/Transport	8. Flooding	9. Regeneration and Land Use	10. Air Quality	11. Climate Change	12. Biodiversity	13. Natural Landscape	14. Built and Historic Environment	15. Waste and Natural Resources	16. Water Quality and Quantity	17. Energy	18. Economy, Opportunity and Innovation
CS10 Gypsies, Travellers and Travelling Showpeople	++	+	+	+	0	+	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	0
CS12 Chichester Harbour AONB	0	+	0	0	0	++	0	++	0	++	++	++	++	++	0	+	0	0
CS9 Housing	++	+	+	0	+	+	+	-	++	-	-	-	-	+/-	+/-	-	+/-	0
CS 14 Efficient use of Resources	+	0	0	0	0	0	0	+	0	+	+	+	+	0	+	+	+	0

The changes made by the Inspector (Appendix C – Inspector’s Report) and the council’s main changes (Appendix A - Inspector’s Report) are listed below in Table 10 and explain why further SA work has not been necessary.

**Table 10: Changes that the Inspector considers are needed to make the plan sound  
(Inspector's Report - Appendix C)**

Inspector Change No	Policy/Paragraph/Page	Change	Impact on the Sustainability Appraisal
IC1	Policy CS12, criterion 4	<p>Amend to read: <i>On completion, unless proven to be financially or technically unviable, meets the following standards: Residential development – Level 3 of the Code for Sustainable Homes;</i> <i>Multi occupation homes and non-residential development over 500sqm - BREEAM standard 'very good'.</i> <i>Improvements to these standards throughout the plan period will be encouraged. Particular attention should be paid to water efficiency measures.</i></p>	<p>The SA remains positive overall, however not as strong as for the version proposed in the Pre-Submission Core Strategy.</p>
IC2	CS10 Gypsy, Travellers and Travelling Showpeople Policy, as set out in CC M6.4	<p>Amend criterion 1 to read:</p> <p>There is no unacceptable adverse effect on the amenities of nearby residential and/or business uses.</p> <p>Delete criteria 5 &amp; 6.</p> <p>Amend criterion 7 to read:</p> <p><i>The site is not located in an area at high risk of flooding, does not damage the historic environment or nature conservation interests and suitable mitigation against any contamination can be carried out prior to occupation.</i></p>	<p>The change provides greater clarity for the location of sites and will have positive effects on the SA objectives relating to the environment.</p>
IC3		Insert table of superseded Local Plan policies	N/A

**Table11: Council Changes approved by the Inspector and showing their impact on the Sustainability Appraisal (Inspector's Report – Appendix A)**

Change No:	Previous change no:	Core Strategy -Page No:	Section/ Paragraph or Schedule of Changes reference	Changed text (deleted text shown as <del>struck through</del> and additional text shown in <b>bold</b> – further changes to additional text is shown as <b><u>bold and underlined</u></b> and the row is shaded grey)	Reason for Change	Impact on Sustainability Appraisal (SA)	Date of change
<b>Chapter 2 Health and Wellbeing</b>							
M2.1	1	33	Policy CS1 Criteria 12	<p><del>Includes the modification of moorings and berths but not new jetties and slipways in Chichester Harbour Langstone Harbour and along the Hayling Waterfront which are identified as sensitive for landscape and/or nature conservation reasons.</del></p> <p><b>In Chichester Harbour Langstone Harbour and along the Hayling Waterfront involves the modification of existing moorings and berths. New additional moorings and berths will not be permitted. New jetties and slipways will only be permitted where it can be demonstrated that they are for essential public use.</b></p>	To improve the clarity of the policy criteria.	The change provides greater clarity. There is no impact on the SA assessment of the policy.	6 Sept 2010
<b>Chapter 3 Promoting Havant Borough's Economy</b>							
M3.1	n/a	41	New policy criterion after CS2.5	<p>Planning permission will be granted for development proposals that:</p> <p><b>Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose</b></p>	New policy criterion to provide greater consistency with PPS4 and further clarity for Policy DM3	The change provides greater clarity. There is no impact on the SA assessment of the policy.	10 Sept 2010

M3.2	n/a	46	New paragraph after paragraph 3.24	<p><b>Once it has been established that an existing employment site is not fit for purpose other types of economic development should be considered. These uses must provide jobs, generate wealth or produce an economic output. Housing is not a type of economic development. In order to address the borough's historically high unemployment rate and the low job density the council will take a pragmatic approach to redevelopment proposals in order to maximise the number of jobs retained and created in the borough. Proposals for town centre uses must comply with Policy CS4 on town, district and local centres and Government policy set out in PPS4. Further details on redevelopment proposals are provided in Policy DM3.</b></p>	Provide greater consistency with PPS4 and further clarity for Policy DM3	The change provides greater clarity. There is no impact on the SA assessment of the policy.	10 Sept 2010
<b>Chapter 6 Housing</b>							
M6.2	52	64	Insert new paragraph before Paragraph 6.07	<p><b>The Development Delivery Allocations Plan DPD will take into account a range of alternative distributions within the borough and will distribute this allocation in a way that avoids adversely affecting the integrity of European sites.</b></p> <p><del>In the event that the level of housing cannot be distributed in such a way that it avoids adversely affecting the integrity of the European sites or those affects cannot be adequately mitigated provision will be made up to the closest level to the 6300 housing target for</del></p>		The change provides greater clarity. There is no impact on the SA assessment of the policy.	6 Sept 2010

				<b>which it can be delivered without adversely affecting the integrity of any European sites.</b>			
M6.3	53	64	Policy CS9 Criteria 9	<del>9. Ensure suitable provision and protection of sites for Gypsies, Travellers and Travelling Showpeople</del>	A new additional policy has been proposed that details the criteria that will be used in the Development Delivery (Allocations) DPD to help allocate appropriate sites. The new policy meets the requirement to have a criterion based policy (refer to Para 6.31) and therefore Criteria 9 is no longer relevant or required.		6 Sept 2010
M6.4	6	70	Add new Gypsy, Travellers and Travelling Showpeople	<b>The council will allocate sufficient sites in the Development Delivery (Allocations) Development Plan Document to accommodate the needs of Gypsies and Travellers and Travelling Showpeople based on the information contained in the Hampshire and Isle of Wight Gypsy and Traveller</b>	To provide a criterion based policy in the absence of allocated sites and in advance of the Development Delivery	The change provides greater clarity for the location of sites and includes a commitment to accommodate	6 Sept 2010

			<p><b>Accommodation Assessment updated as necessary and current government requirements.</b></p> <p><b>Criteria for the location of such sites that are likely to be a mix of temporary and permanent sites dependant on need must take account of the following issues to ensure that :</b></p> <ol style="list-style-type: none"> <li><b>1 The amenities of nearby residential and/or business uses are not adversely affected.</b></li> <li><b>2 The site has a satisfactory means of access and adequate parking provision and turning space to accommodate the occupants.</b></li> <li><b>3 The traffic from the site is not generated on a scale which is inappropriate to the locality and which is likely to cause a hazard to road safety.</b></li> <li><b>4 The site is capable of accessing utilities; and is located within a reasonable distance from local facilities such as schools, welfare and health services and is capable of being serviced by refuse collection and recycling services.</b></li> <li><b>5 The site is capable of being</b></li> </ol>	<p>(Allocations) Plan following revocation of the South East Plan and the Single Issue Partial Review of the South East Plan which is no longer being progressed</p>	<p>the needs of Gypsies, Travellers and Travelling Showpeople. The SA Assessment of the new Policy is positive.</p> <p>The total number of pitches will fall within the 6,300 dwellings that have been assessed in the Sustainability Appraisal under CS9 'Housing'.</p>	
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				<p>landscaped and screened from surrounding uses and protected from environmental damage.</p> <p><b>6 The site is located in a position that will minimise tension between its occupants and the settled community.</b></p> <p><b>7 The site is not located in an area at high risk of flooding, does not damage nature conservation interests and is not contaminated unless suitable mitigation against contamination can be carried out prior to occupation.</b></p>			
M6.5	7	70	<p>Paragraphs 6.30 and 6.31</p>	<p><del>6.30 The Partial Review of the South East Plan identifies requirements for Gypsy and Traveller sites and sites for Travelling Showpeople. These requirements will be met as part of the council's HBLDF.</del></p> <p><del>6.31 Comprehensive guidance is provided in Circular 01/2006 (Planning for Gypsy and Traveller Sites) and Circular 04/07 (Planning for Travelling Showpeople). Policy CS9 seeks to ensure that Gypsy, Traveller and Travelling Showpeople sites are protected once established. The sites will be formally identified in the Development Delivery (Allocations) Plan.</del></p> <p><b>6.30 The housing needs of all the community including gypsies and</b></p>	<p>Supplementary text to the proposed new policy</p>		<p>6 Sept 2010</p>

				<p>traveller and travelling show people should be provided for with the Housing Act 2004 placing a requirement on local authorities to include gypsies and travellers and travelling showpeople in their accommodation assessments. Whilst the government have indicated that they are likely to revoke Circular 01/2006 it currently clearly establishes a duty on local authorities to make appropriate provision for sites where there is a known need. The South East Plan has been revoked and the Single Issue Partial Review that dealt with the issue of gypsy and traveller and travelling showpeople accommodation is now unlikely to progress any further.</p> <p>6.31 The Isle of Wight and Hampshire Gypsy and Traveller Accommodation Assessment (GTAA) 2006 and the Travelling Showpeople Accommodation Assessment 2008 indicated that there was such a need within the borough. In the absence of allocated sites, and in the light of the known need the council must include a clear criteria based policy against which speculative proposals must be assessed. It is the intention that the Development Delivery (Allocations) DPD will seek to identify and allocate sites for gypsy and traveller and travelling showpeople accommodation.</p>			
<b>Chapter 7 Caring for our Borough</b>							
M7.1	9	71	Policy CS10	Responds to the emerging evidence from	Additional criteria	The change will	6 Sept

			New Criteria	<b>the Solent Disturbance and Mitigation Project, the published recommendations, and future related research</b>	required to give policy prominence to the recommendations from the Solent Disturbance Mitigation Project which is fundamental to meeting the findings of the Habitats Regulations Appropriate Assessment.	have positive effects on the SA objectives relating to the environment, including biodiversity.	2010
M7.2	56	72	New Criteria after criteria 3 of policy CS10.	<b>Has particular regard to the following hierarchy of nature conservation designations within the borough (as identified on the Proposals Map): -</b>  <b>(i) Special Protection Areas (SPA), Special Areas of Conservation (SAC) and RAMSAR (International)</b>  <b>(ii) Sites of Special Scientific Interest (SSSI) and National Nature Reserves (National)</b>  <b>(iii) Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above (Local)</b>	To recognise that there is a hierarchy of nature conservation designations in accordance with paragraph 9 of PPS9: Biodiversity and geological conservation.	The change will have positive effects on the SA objectives relating to the environment.	6 Sept 2010
M7.3	12	74	Paragraph 7.10	Once established, the implementation and effectiveness of this strategic approach will	To clarify the likely implications	The change provides	6 Sept 2010

				be monitored and reviewed concurrently with reviews of the delivery of housing provision. Such measures are likely to require support from developer contributions. <b>The necessary developer contributions may include a wide interpretation of the types of infrastructure set out in Table 9.1, depending on the research findings and the merits of individual proposals.</b>	of the study for developers.	greater clarity. There is no impact on the SA assessment of the policy.	
M7.4	13	75	After paragraph 7.12	<p><b>Policy CS12</b></p> <p><b>Chichester Harbour Area of Outstanding Natural Beauty (AONB)</b></p> <p><b>Development will be permitted where it:</b></p> <ul style="list-style-type: none"> <li>• <b>Carefully assesses the impact of individual proposals, and their cumulative effect, on the Chichester Harbour AONB, and its setting;</b></li> <li>• <b>Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area;</b></li> <li>• <b>Conserves and enhances the special qualities of the Chichester Harbour AONB (as defined in the Chichester Harbour AONB Management Plan); and</b></li> <li>• <b><del>Meets Does not detract from</del> the policy aims of the Chichester Harbour AONB Management Plan.</b></li> </ul>	Following the revocation of the South East Plan there is no local policy position on the Chichester Harbour AONB. It is a critically important national designation to the future stewardship of the boroughs natural beauty and should be given the weight of a DPD policy.	The change will have positive effects on the SA objectives relating to the environment.	8 Sept 2010

				<ul style="list-style-type: none"> <li><u>Provides mitigation of any detrimental effects including where appropriate the improvement of existing damaged landscapes relating to the proposal.</u></li> </ul> <p><del>Opportunities for remediation and improvement of damaged landscapes will be taken as they arise.</del></p> <p><del>Proposals that have an adverse effect will not be permitted unless it can be demonstrated that they cannot be located on alternative sites that would cause less harm and that the benefits of the development clearly outweigh any adverse impacts.</del></p> <p><del>Development proposals that would be significantly detrimental to the special qualities of the Chichester Harbour AONB or and its settings will not be permitted.</del></p>			
M7.5	14	75	After Proposed New AONB Policy	<p><u>National planning policy, as set out in PPS7 'Sustainable Development in Rural Areas' confirms AONBs as having the highest status of protection in relation to landscape and scenic beauty. Particular reference is made to major development proposals affecting AONBs.</u></p> <p>Chichester Harbour AONB is a unique landscape comprising sheltered open</p>	The text to accompany the proposed policy sets the context for the special characteristics of the AONB.	The change will have positive effects on the SA objectives relating to the environment.	8 Sept 2010

			<p>water areas with contrasting narrow channels. The movement of the tide exposes bare mudflat and salt marsh creating a wide, open and remote wilderness. The undeveloped character of the harbour is almost unique on the south coast and is <u>complemented by its status as an internationally important area of nature conservation. its status as a Ramsar wetland, a Special Protection Area, a Candidate Special Area of Conservation and a Site of Special Scientific Interest reflect its European importance to nature conservation.</u> The largely flat hinterland includes highly productive farmland, as well as woodlands and hedgerows that contribute to the rural character of the area. The flatness of the landscape makes the AONB particularly vulnerable to visual intrusion from inappropriate development, both within or adjacent to the boundary, which can often be seen from significant distances across inlets, the main harbour channels, or open countryside. The Borough Council will have particular regard to these characteristics in determining development proposals affecting the AONB.</p> <p>Chichester Harbour Conservancy has produced an AONB Management Plan, which is <u>adopted endorsed</u> by Havant Borough Council, Chichester District</p>			
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				<p><b>Council, West Sussex County Council and Hampshire County Council. The Conservancy has also produced an AONB Landscape Character Assessment and Design Guidelines for New Dwellings and Extensions, both of which have been endorsed by the Borough Council. The AONB Management Plan and its supporting documents identify the distinctive features and characteristics of the landscape and provide the framework for the management and ongoing spatial planning of Chichester Harbour AONB. Proposed development affecting the AONB should be of the highest design quality and applicants are encouraged to seek pre-application advice from Chichester Harbour Conservancy.</b></p>			
M7.6	n/a	78/79	Policy CS12	<p>3 . Maximises opportunities for the generation of renewable, low carbon and de-centralised energy by requiring all developments of more than 10 dwellings or 1,000 square metres of non residential floorspace to provide at least 10% of their energy from these sources unless having regard to the type of development involved and its design, this is not feasible or viable;</p> <p>4 On completion, <b>unless proven to be financially or technically unviable</b>, meets the following minimum Code for Sustainable</p>	<p>It was agreed at the examination that the 10% criteria could conflict with the need to reduce using energy as the priority. Viability is an issue that must be recognised and there are emerging 'acceptable solutions' to</p>	<p>The effect of the change on the SA objectives relating to the environment remains positive.</p>	10 Sept 2010

				<p>Homes threshold level and equivalents for non-residential development, as set out below. Particular emphasis should be given to water efficiency measures.</p> <p><b>5 'Allowable Solutions' may be used to achieve higher levels of carbon reduction where on-site proposals are not feasible or viable.</b></p>	achieving carbon reduction		
<b>Chapter 8 Spatial Distribution and Strategic Sites</b>							
M8.1	1.a.xxiii	98	Delivery and phasing,	<p>Substitute text 'Phasing 2011-2012 early preparatory work.....springs and ancillary amenities).' With:</p> <p><b>'The development of Havant Thicket Reservoir will be phased over a period of approximately ten years after the granting of planning permission to enable appropriate environmental mitigation and preparatory work to take place. An indicative phasing programme for the delivery of Havant Thicket Reservoir starting with the grant of planning permission is as follows:</b></p> <ul style="list-style-type: none"> <li>• <b>Initial environmental mitigation and early preparatory work - 2 years</b></li> <li>• <b>Site preparation – 3 years</b></li> <li>• <b>Main construction phase – 3 years</b></li> <li>• <b>Filling and commissioning – 2 to 3 years</b></li> </ul>	Factual update	This will not alter the findings of the SA Appraisal.	27 May 2010

Chapter 9 Infrastructure, Implementation and Monitoring							
M9.1	55	116	Paragraph 9.21	9.21 <del>Alongside</del> The Stage 2 Mitigation Study <b>provides a starting point from which</b> the council will produce a Sustainable Transport Strategy to identify the <b>specific mitigation</b> opportunities to link new, <b>cumulative</b> and existing development to a range of facilities by means other than the car. The work will identify specific projects that will manage the way we travel and the range of partners needed to implement the schemes and what funds can be invested <b>in accordance with PPS12 paragraphs 4.8 - 4.12. The Sustainable transport Strategy will be developed as part of the Development Delivery (Allocations) Plan. Where mitigation is necessary it must be agreed with the Highways Agency and the local highway authority.</b>	Provides confirmation that the sustainable Transport Strategy will be integrated into the Development Delivery (Allocations) Plan	The effects on the SA objectives relating to the environment remain positive	6 Sept 2010
M9.2	24	117	Paragraph 9.26	The council will prepare a Supplementary Planning Document (SPD) setting out a framework of mechanisms that will be used to ensure that the timing of the contributions effectively provides the necessary infrastructure when it is needed. <b>The infrastructure types and their general descriptions in Table 9.1 and Policy CS19 will be expanded upon in the SPD. The necessary developer contributions may include a wide interpretation of the types of infrastructure in order to respond to the emerging evidence from</b>		The change will have positive effects on the SA objectives relating to the environment.	6 Sept 2010

				<p><b>the Solent Disturbance and Mitigation Project, the published recommendations, and future related research.</b> The opportunities for multi-functional use of existing and proposed infrastructure must always be considered at the start of any development. The council will take a leading role in working with developers and infrastructure providers to deliver what is needed.</p>			
M9.3		117	Policy CS19	<p>Development will be permitted if on-site and/or off-site infrastructure requirements are met.</p> <p>Where new or improved infrastructure is essential for planning permission to be granted the council will require the on-site or off site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. <del>These contributions should be sufficient to support the development, including the mitigation of the impact of cumulative developments on existing community interests and make a positive contribution to creating a sustainable borough.</del> The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on all the infrastructure types.....</p>	<p>To remove any uncertainty regarding compliance with Circular 05/2005. The deletion of the sentence is not considered to undermine the policy principle in any way.</p>	<p>This will not alter the findings of the SA Appraisal.</p>	<p>16 September 2010</p>
<b>Chapter 10 Development Management Policies</b>							
M10.1	27	126	Policy DM1 – new	<p><b>3. If the land has been identified within the South East Hampshire Coast and Isle</b></p>	<p>To address the local need to</p>	<p>The change will have positive</p>	<p>6 Sept 2010</p>

			criteria 3	<b>of Wight Brent Goose Strategy (2002) as providing habitat for Brent Geese then it must be demonstrated that any impact on this habitat can be fully mitigated.</b>	protect the Brent Geese issue and provide the correct reference.	effects on the SA objectives relating to the environment.	
M10.2	28	136	Policy DM7 criteria 6	<del>6. In the case of sheltered housing, facilities for the active elderly and accommodation for people with disabilities, development should be provided where it falls: (i) within 400m of a town or district centre; or (ii) within 400m of a railway station or a bus route with a minimum service of four buses per hour at peak times.</del>	Criteria 6 contradict criteria 5 of the policy which should take precedence. Therefore delete criteria 6.		6 Sept 2010
M10.3	54	130-131	Policy DM3 and Submission Schedule of Changes 1.a.xxxxv	1. The change of use or development of land or premises currently or last used for B use class employment purposes to non - B use class employment will only be permitted where it has been demonstrated that the land or premises are <b>not fit for purpose and financially unviable</b> for B use class purposes. Where it is clearly demonstrated that the site is no longer suitable for B use class employment, other <del>commercial</del> <b>uses types of economic development</b> should be considered in the first instance. These uses will be expected to provide employment opportunities of similar quality and quantity as those which previously	Policy DM3 and its supporting text has been revised to provide consistency with national policy set out in PPS4, provide further clarity and avoid repetition.	This will not alter the findings of the SA Appraisal.	6 Sept 2010

				<p>existed.</p> <p>Only if another <del>commercial use</del> <b>type of economic development</b> cannot be found which provides similar quality and quantity of employment opportunity, will other uses then be considered.</p> <p>2. The change of use or development of land or premises currently or last used for tourism purposes to non - tourism uses will only be permitted where it has been demonstrated that the land or premises are <b>not fit for purpose and</b> financially unviable for any tourism use.</p> <p><del>In either case,</del> <b>For both employment and tourism sites</b> this shall be demonstrated through an active and exhaustive marketing process covering at least 18 months for a major site and 12 months for all other sites. In all cases the marketing process requires as a minimum:</p> <ul style="list-style-type: none"> <li>i) Confirmation by the marketing agent on headed company paper that the premises were appropriately and extensively marketed for the required length of time as set out by the council.</li> <li>ii) Dated photographs of marketing board/s of an appropriate quality, size, scale, location and number, during this time, on the premises</li> <li>iii) An enquiry log, how it was followed up and why it was unsuccessful.</li> <li>iv) A copy of all advertisements in the</li> </ul>			
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				<p>local press and trade journals (should be at least four weeks' worth of advertisements spread across a six month period).</p> <p>Evidence of marketing via the internet.</p>			
M10.4	54	130-131	<p>Paragraph 10.07 and Submission Schedule of Changes 1.a.xxxxv</p>	<p><del>10.07 Policies DM3 and CS2 relate only to B class employment uses, namely offices, manufacturing and warehousing. However, if after a rigorous and exhaustive marketing exercise, it is clearly demonstrated that the site is no longer suitable for B class employment use; other commercial uses will be considered which are qualitatively and quantitatively comparable. Only after consideration of all the above uses has been made, will other uses be considered, with priority given to those uses which enhance the borough's business offer.</del></p> <p><b>10.07 It is important for the economy of Havant Borough to protect existing employment sites that are fit for purpose. Policies CS2.5 and DM3.1 <u>relate only to safeguard</u> B use classes namely offices, manufacturing and warehousing. However, the council does recognise that significant employment opportunities are provided by other forms of economic development. Economic development must provide jobs, generate wealth or produce an economic output. Therefore redevelopment of existing employment sites for other types of economic development will be considered once it has been demonstrated through a</b></p>		<p>The change will have positive effects on the SA objectives relating to the economy.</p>	<p>6 Sept 2010</p>

				<p><b>vigorous and exhaustive marketing exercise that the site is not fit for purpose for B use employment purposes. This flexible approach will prioritise uses which enhance the borough's business offer or reduce barriers to employability such as childcare facilities. The proposed redevelopment should provide new full time equivalent jobs of a similar number and quality as those existing or previously existing on site.</b></p>			
M10.5	54	130-131	<p>Paragraph 10.08 and Submission Schedule of Changes 1.a.xxxxv</p>	<p><b>10.08 Other uses that are not a type of economic development, such as housing, will only be considered once all forms of economic development have been duly considered.</b></p> <p><del>10.08</del> <b>10.09</b> The period of marketing must have ended on a date within the six months prior to the date the planning application was submitted. In some instances, where the proposal includes the loss of significant employment or tourism floorspace, the marketing process may need to be extended. The advice of the council should be sought prior to the commencement of any marketing campaign to ascertain the period and extent of marketing required and to discuss the extent of alternative uses that should be</p>		<p>This will not alter the findings of the SA Appraisal.</p>	<p>6 Sept 2010</p>

				<p>explored.</p> <p>-Any proposal to redevelop an existing employment site for an alternative use must provide robust and credible evidence on viability and marketing that the site is no longer suitable for employment purposes. It is important that the marketing of land or buildings in existing employment usage explores, in the first instance, all alternative employment uses that fall within classes B1, B2 or B8 of the Use Classes Order. If a B1, B2 or B8 use is not found, any other employment generating use should be considered as well. Priority will then be given to uses which support existing employment sites, for example crèches.</p>			
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In conclusion, the approved changes have not identified any significant impacts from a Sustainability Appraisal perspective.

## **5.0 The Measures that are to be Taken to Monitor the Effects of the Plan**

Monitoring measures predicted impacts and enables actions to be taken if the effects have (for example) been under estimated. The monitoring of the plan needed to measure its significant effects is set out in two main documents:

- Chapter 9 of the Core Strategy
- Chapter 8 of the Pre-Submission Core Strategy Sustainability Appraisal February 2010, which includes a list of indicators that have been developed from the scoping report (See Table 12).

Monitoring will be through the Annual Monitoring Report which will need to be reviewed to ensure that the indicators are adequately integrated.

**Table 12: Proposed SA Monitoring programme for the Havant Core Strategy**  
(Pre-Submission Sustainability Appraisal)

Potential negative effect or uncertainty to be monitored	Indicator	Data Source	Frequency of monitoring and scale (AMR)	Target/Trigger	Links to Baseline
<b>Pressures on biodiversity from new development</b>	Percentage of new development and redevelopment on previously developed land undertaking full habitat surveys	HBC	Annually, borough wide-	When percentage reduces year on year	SA Scoping Report and SA Report, biodiversity
	Loss of BAP priority habitats (ha)	HBC	Annually, borough wide	When percentage increases year on year	SA Scoping Report and SA Report, biodiversity
	Area (ha) of green space administered by Havant Borough Council incorporating biodiversity considerations into management regimes	HBC	Annually, borough wide	When area reduces year on year	SA Scoping Report and SA Report, biodiversity
	Area (ha) of new green space created	HBC	Annually, borough wide	When area reduces year on year	SA Scoping Report and SA Report, biodiversity
<b>Impacts on air and noise quality and a growth in greenhouse gas emissions from transport, resulting from potential increases in traffic stimulated by new development</b>	Traffic flows on key routes	HCC	Annually, on key routes	When traffic flows increase over an established time-period	SA Scoping Report and SA Report, air quality, accessibility and transport, climate change, equality, poverty and social inclusion

<b>development areas</b>	Air quality	HBC	Ongoing, at key monitoring points	When air quality declines over an established time-period	SA Scoping Report and SA Report, air quality, accessibility and transport, climate change, equality, poverty and social inclusion
	Noise quality	HBC	Ongoing, at key monitoring points	When noise quality declines over an established time-period	SA Scoping Report and SA Report, air quality, accessibility and transport, climate change, equality, poverty and social inclusion
<b>Effects of new development on the historic environment, historic landscape quality and local distinctiveness</b>	Percentage of new developments which are informed by detailed characterisation studies	HBC	Annually, borough wide	When percentage reduces year on year	SA Scoping Report and SA Report, built and historic environment and natural landscape
<b>Effects on landscape quality from new areas of development</b>	Number of trees lost to development	HBC	Annually, borough wide	When percentage reduces year on year	SA Scoping Report and SA Report, natural landscape
	Loss of greenfield land Area (ha)	HBC	Annually, borough wide	When percentage reduces year on year	SA Scoping Report and SA Report, natural landscape
	Length of hedgerows	HBC	Annually, borough wide	When percentage reduces year on year	SA Scoping Report and SA Report, natural landscape

<b>Uncertainties as to the degree of increase in flood risk in the borough resulting from climate change</b>	Area of new development located in areas at risk from 1 in 100 year flood events (Flood Zone 3)	Environment Agency	Annually, borough wide	When percentage increases year on year	SA Scoping Report and SA Report, flooding and climate change
	Number of planning applications approved in borough where Environment Agency has sustained an objection on flood risk grounds.	Environment Agency	Annually, borough wide	When planning application approved	SA Scoping Report and SA Report, flooding and climate change
	No. of planning permissions incorporating SUDS	HBC	Annually, borough wide	When percentage reduces year on year	SA Scoping Report and SA Report, flooding and climate change

## 5.01 Recommended Measures

Chapter 7 of the Pre-Submission Core Strategy Sustainability Appraisal provides recommendations for taking forward identified sustainability issues that were raised through the SA process. This will help enable the sustainability performance of the Core Strategy to be maximised through its implementation. Where appropriate the recommendations were incorporated within the Pre-submission Core Strategy and some of the recommendations will need to be addressed through other documents within the LDF.

The recommendations include:

1. Highway improvements should focus on improving public transport linkages, such as bus priority measures. They should also seek to ensure that the development proposals incorporate cycle and walk ways into plans;
2. Road schemes which accompany new development in the borough should include measures to reduce impacts from air and noise pollution, such as low noise surfacing and appropriate planting;
3. Development, if for the purpose of employment, should aim to incorporate local people and skills training wherever possible;
4. Diversity within the local economy should be encouraged within development proposals to promote opportunity for all;
5. Development should always seek a 'win, win, win' solution by putting environmental assets at the heart to make development more economically and socially attractive;
6. Development should seek to protect and, where possible, enhance landscape quality through appropriate design, layout and screening;

7. Development should take place with due regard to the aims of PPS9 and the biodiversity duty placed on local authorities by the Natural Environment and Rural Communities Act;
8. Full habitat surveys should take place in areas of biodiversity value that are likely to be affected by development;
9. Development should seek to mitigate the loss of open space resulting from development proposals through green infrastructure provision acting as both wildlife corridors where open space is now fragmented and for recreational purposes;
10. Water conservation and on site renewable energy provision should be specifically noted within the developer contribution policy and wherever possible incorporated into development proposals;
11. Although the Core Strategy is unable to specifically address these issues it has been noted within the Sustainability Appraisal process that the forthcoming Development Delivery (Allocations) Plan and Housing SPD should review the potential for phasing development and promote PDL as the favoured option and the potential to include walking and cycling routes within specific locations. The planned Sustainable Construction SPD should also make reference to water, waste and energy SA objectives.
12. Monitoring of the impacts of the policies will be required to ensure that the predicted effects of the sustainability appraisal are correct and any deviations identified and policy action taken.