

Sustainability Appraisal (SA) for the Portsmouth Local Plan

SA Report Update Non-Technical Summary (NTS)
(supporting the Local Plan Addendum 2025)

Portsmouth City Council

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Quality information

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1. Introduction

1.1 Introduction to SA

- 1.1.1 AECOM is commissioned to lead on Sustainability Appraisal (SA) in support of the emerging Portsmouth Local Plan. SA is a mechanism for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to avoiding and mitigating adverse effects and maximising the positives. SA of Local Plans is a legal requirement and is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004.

1.2 Structure of the SA Report Update/ this NTS

- 1.2.1 In-line with the Regulations, a report (known as the SA Report) must be published for consultation alongside the draft plan that essentially “*identifies, describes and evaluates*” the likely significant effects of implementing “*the plan, and reasonable alternatives*”.¹ The report must then be considered, alongside consultation responses, when finalising the plan.
- 1.2.2 This SA Report Update has been prepared to accompany the Portsmouth Pre-Submission Local Plan Addendum 2025 (herein referred to as the Local Plan Addendum). The Addendum has been prepared by Portsmouth City Council (PCC) following their decision to prepare a Local Plan that does not cause adverse impacts on international conservation designations that cannot be mitigated.
- 1.2.3 AECOM has structured the SA Report Update and this NTS specifically in a way that is designed to meet the regulatory requirements and be accessible to readers. Following an introduction, the SA Report Update and this NTS are structured in three parts which aim to answer the following questions in turn:
1. What has plan-making/ SA involved up to this point? (focusing on what reasonable alternatives have been appraised alongside the preferred approach)
 2. What are the SA findings at this stage? (focusing on appraising the full draft plan being presented at consultation)
 3. What happens next? (what comes next in terms of plan-making and SA)

¹ Regulation 12(2) of the Environmental Assessment of Plans and Programmes Regulations 2004

1.4 What is the Local Plan seeking to achieve?

- 1.4.1 Part of the introduction includes providing context in relation to the vision and objectives of the Local Plan. The Portsmouth Local Plan seeks to achieve the Imagine Portsmouth 2040 Vision which was adopted in 2021:

“In 2040 Portsmouth will be an island city with an incredible waterfront, a rich cultural heritage, and a strong maritime history. With a naval base, international port, and strong links across the south, we are the centre of culture and enterprise for our area. In 2040 we are very proud of Portsmouth, how we behave towards each other and how it feels to live here.”

- 1.4.2 Six strategic objectives have been developed from this high-level vision that can be summarised as: a healthy and happy city, a city rich in culture and creativity, a city with a thriving economy, a city of lifelong learning, a green city, and a city with easy travel.

1.5 What is the scope of the SA?

- 1.5.1 Finally, as part of the introduction, it is necessary to introduce the reader to the scope of the SA. The scope of the SA was established in 2017 and has been continuously updated since (including in Appendix C of the SA Report Update). The scope is summarised by a series of ten SA objectives that form the structure for the assessment. Each option and proposal in the plan identified for SA has been assessed against each of these SA objectives. The main report (Chapter 3) includes the SA framework which provides assessment criteria and potential indicators to assist the assessment. The series of SA objectives are:

- **SA-1:** Building a strong, competitive economy in Portsmouth
- **SA-2:** Ensuring the vitality of the city centre and other town centres in Portsmouth
- **SA-3:** Promoting sustainable transport in Portsmouth
- **SA-4:** To tackle climate change, flooding and coastal change in Portsmouth
- **SA-5:** Delivering high quality homes in Portsmouth
- **SA-6:** To promote healthy communities
- **SA-7:** Conserving and enhancing the historic townscape
- **SA-8:** Requiring good urban design in Portsmouth
- **SA-9:** Conserving and enhancing the natural environment in Portsmouth
- **SA-10:** Facilitating the sustainable use of natural resources in Portsmouth

2. Plan-making/ SA up to this point

2.1 Introduction

- 2.1.1 In line with regulatory requirements, there is a need to explain how work was undertaken to develop and then appraise reasonable alternatives to the preferred approach for the Local Plan, and how the Council then considered the appraisal findings when finalising the plan.
- 2.1.2 Part 1 of the SA Report Update is therefore given over to:
1. Presenting the reasons for selecting the alternatives dealt with (summarised under the heading 'establishing reasonable alternatives' below).
 2. Presenting a summary of the appraisal of the alternatives (summarised under the 'appraising reasonable alternatives' heading below); and
 3. Explaining the Council's reasons for selecting the preferred approach (summarised under the 'developing the preferred approach' heading below)
- 2.1.3 Importantly, this work builds upon existing SA work undertaken at the Issues and Options stage (2017), the Regulation 18 'draft plan' stage reported in the Interim SA Report (2021), and the Regulation 19 'pre-submission plan' stage reported in the SA Report (2024). Alternatives at this stage do not repeat any alternatives work already undertaken to date, alternatives are explored considering feedback from consultation to date and the updated plan being submitted for examination.

2.2 Establishing reasonable alternatives

- 2.2.1 In establishing reasonable alternatives the SA Report Update seeks to answer the following questions:
- How much growth needs to be delivered?
 - Where are the key locations to deliver this growth?
 - What are the growth delivery challenges?
 - What alternatives have been explored to date?
 - What alternatives can be identified at this stage?
- 2.2.2 Key points to take from this discussion are summarised as follows:
- The plan period has been revised in the Local Plan Addendum, now running from 2025 to 2040 instead of 2020 to 2040 previously.
 - The updated NPPF standard method sets a local housing need figure of 1,019 dwellings per annum for the City, which equates to 15,285 dwellings over the plan period 2025-2040.
 - The new NPPF published in 2024 has introduced a requirement in paragraph 64 for Councils to consider the particular needs of those who require Social Rent when undertaking needs assessments and setting

policies on affordable housing requirements. The new NPPF has also removed the requirement for First Homes.

- With regards to manufacturing and warehousing, and R&D/industrial land, a significant element of the growth strategy to date had been the creation of a new marine hub at the Tipner West and Horsea Island East development site. However, this is no longer being carried forward, due to the need to avoid adverse effects (that cannot be mitigated) upon the SPA/Ramsar designated sites. The need for 81,605m² of additional industrial land in the period up to 2040 (as established by the HEDNA Update 2025) is therefore being revisited in the Local Plan Addendum. Around half of this need is expected to be met by extant permissions which are likely to be delivered within the first five years of the plan period. However, at this stage, no alternative sites to deliver additional industrial land have been identified, and the Local Plan proposals fall slightly short of meeting the identified need for 81,605m².
- The latest HELAA evidence (2025) demonstrates a forecasted total housing supply of 11,369 new homes over the plan period, which is an annualised figure of around 758 new homes a year (inclusive of a windfall allowance). It demonstrates that Portsmouth cannot identify sufficient land to meet its housing needs (of 1,019 dwellings per annum) as calculated by the Standard Method. All sites assessed as suitable, achievable, and available in the HELAA are either allocated or identified in the Local Plan for housing, employment or mixed-use development as either Strategic Sites, Site Allocations, or Deliverable Sites or Developable Sites.
- As part of Duty to Cooperate, Portsmouth City Council has reached out to neighbouring authorities to request help in meeting its unmet housing needs. Fareham Borough Council has made a commitment in their Local Plan to contribute 800 new homes towards the unmet housing need in Portsmouth. On the other hand, Portsmouth City Council has demonstrated the potential for an over-supply of office space at the Strategic Site allocations which will contribute to meeting some of the unmet needs of Havant Borough Council.
- In SA work to date, the Interim SA Report (2021) sought to test the potential effects of various ways to boost housing supply (recognising the likely shortfall in housing delivery in early plan stages). This included boosting housing supply by increasing densities at strategic and non-strategic sites, by releasing open spaces for housing development, by repurposing strategic employment land, and through accelerated estate regeneration schemes. The Interim SA Report further sought to test variable levels of reliance on strategic development sites (notably at Tipner West and Horsea Island East, Lakeside, and within the City Centre) and on meeting a proportion of housing needs outside the City boundary through Duty to Cooperate negotiations.
- The subsequent SA Report (2024) – recognising this most contentious element raised through consultation was the Tipner West and Horsea Island East proposals – sought to thoroughly investigate plan options that did not rely on this scheme coming forward. Furthermore, with strategic flood risk assessment work (namely sequential and exception testing) developing at that time, the SA recognised the reliance of the

plan on development within Flood Risk Zones 2 or 3. The SA Report (2024) therefore integrated these considerations and tested options ranging from a housing supply entirely within Flood Risk Zone 1 (avoiding development in higher flood risk areas and thus removing the marine hub scheme) to options maximising development in higher flood risk areas. Policy options that relate to housing supply (Houses of Multiple Occupation and First Homes) and development viability (Biodiversity Net Gain) were also tested in the SA Report (2024).

- 2.2.3 In trying to identify alternatives at this stage, it is recognised that there are no new strategic sites or development opportunities that have been introduced since the last iteration of the Local Plan and SA in 2024. In early 2025, the Council decided to prepare the Pre-Submission Local Plan Addendum to avoid adverse harm on international nature conservation designations that could not be mitigated. This involves pursuing reduced development at Tipner West and Horsea Island East including abandonment of former marine hub proposals. In addition, the plan period has now been updated, and the updated NPPF 2024 has been taken into account.
- 2.2.4 These changes have resulted in a strategy that now falls slightly short of meeting the forecasted industrial land needs as well as housing land needs. There are no alternative sites to deliver additional industrial floorspace (noting all available and suitable sites have been identified in the plan). Whilst there is an oversupply of new office space being delivered at Lakeside North Harbour, and this area could potentially accommodate some R&D type development, B2/B8 uses on this site would not be appropriate. The site is therefore not appropriate for allocation to deliver against unmet industrial floorspace needs. The Local Plan Addendum is clear that the evidence base and policy framework highlights the possibility of intensifying the employment offer at some of the existing industrial estates in Portsmouth and thus further growth may occur during the plan period at these sites that would contribute towards the unmet industrial floorspace needs. Additionally, the argument exists that with unmet housing needs in the city, the full employment land needs are not necessarily required to meet the growth that is likely to occur over the plan period. With these factors considered, no alternative options for meeting the industrial floorspace needs have been identified at this stage.
- 2.2.5 While no new strategic options/ opportunities have been identified, the NPPF updates have led to new alternatives being identified in relation to meeting affordable housing needs, and new options have been explored for development at Tipner West.

Affordable housing options

- 2.2.6 The new NPPF introduced a requirement in paragraph 64 for Councils to consider the particular needs of those who require social rented accommodation when undertaking needs assessments and setting policies on affordable housing requirements. Prior to this, the emerging Local Plan had not included a specific Social Rent requirement in the affordable housing policy (Policy PLP17).
- 2.2.7 The Council have therefore identified the following two options for SA:
- **Option 1:** Maintain the proposed policy approach that requires 30% affordable housing in new development, with the amount of social rented

housing being determined through the planning process and viability testing.

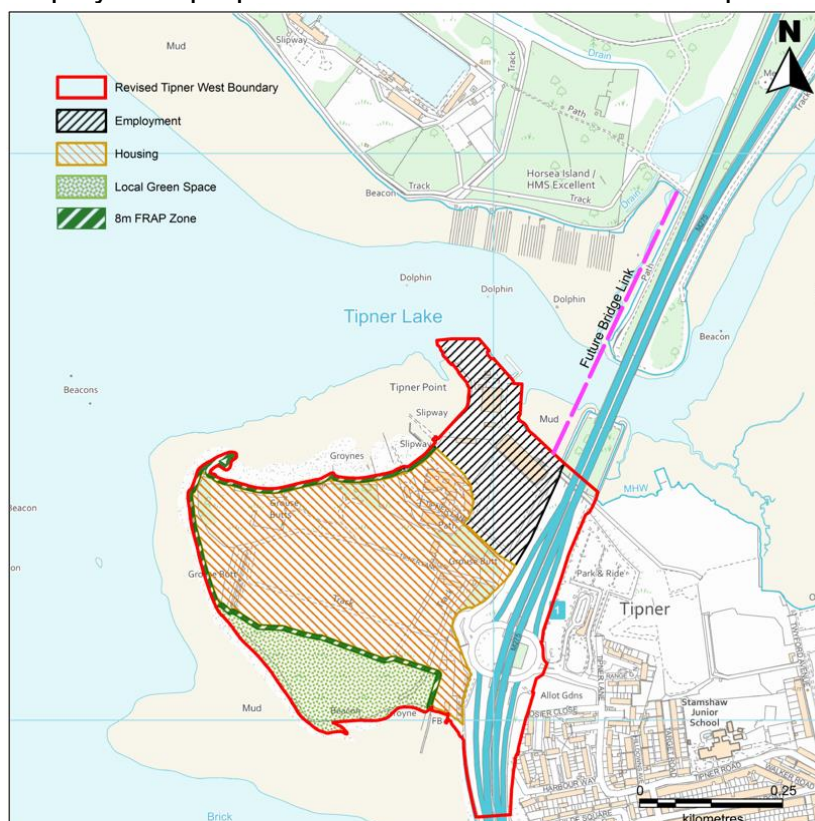
- **Option 2:** Revise the policy approach to a requirement for 25% affordable housing with social renting forming 75% of this.

2.2.8 These options are being tested as it has been identified that setting a requirement for levels of social rented housing in affordable housing delivery has an adverse effect on viability in Portsmouth, to the extent that the overall delivery of affordable housing would need to be reduced to accommodate the requirement.

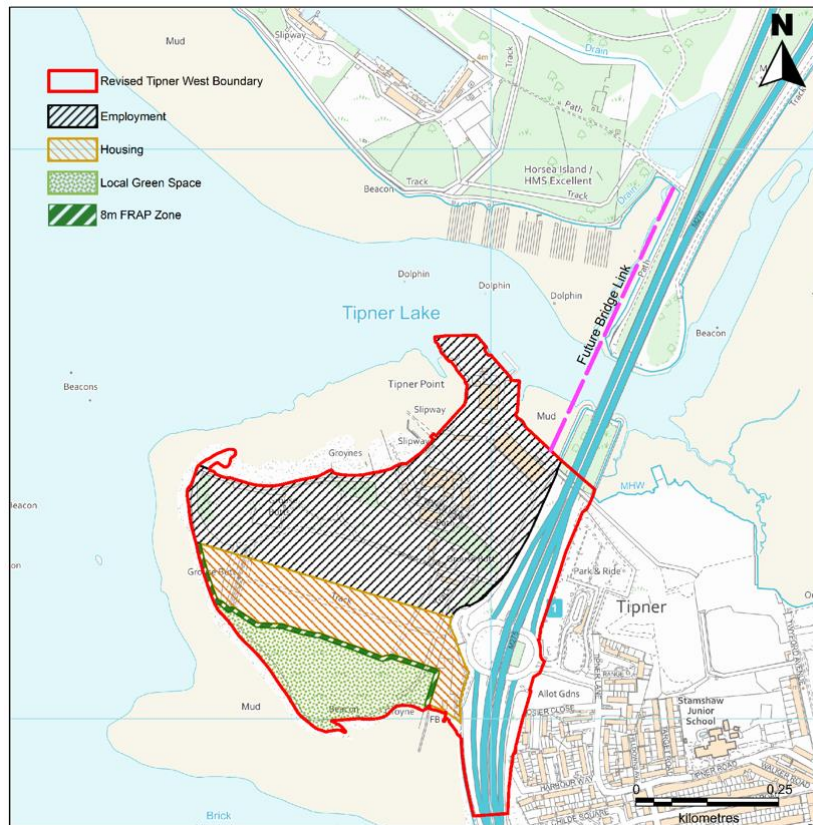
Tipner West strategic site options

2.2.9 The Council have been investigating options for the type of development being promoted at the revised Tipner West site, particularly in terms of the amount of land to be given over for employment and housing development. To support the Council's decision in this matter, options are presented for SA. There are four options for this site (set out below), with the current preferred option of the Council being a hybrid of Options 1 and 3. Whilst a fifth option for an 'all employment' scheme exists, this has been dismissed at this stage as 'unreasonable' for multiple reasons that include development viability, failure to deliver critical infrastructure, and market absorption rates at this scale of development.

- **Option 1:** A housing-led scheme with a small proportion of land for employment purposes in the north of the revised Tipner West site.



- **Option 2:** An employment-led scheme with a small proportion of housing development in the south of the revised Tipner West site.



- **Option 3:** A relatively balanced (even) split of housing and employment land across the revised Tipner West site.



- **Option 4:** Housing only development at the revised Tipner West site.



2.3 Appraising reasonable alternatives

- 2.3.1 In appraising the options, the assessment examines likely significant effects on the baseline, drawing on the sustainability themes and objectives identified through scoping (see Table 1.1) as a methodological framework. Effects are stated in text and to assist a summary table is included where green shading is used to indicate significant positive effects, and red shading indicates significant negative effects. Where appropriate, neutral effects or uncertainty will also be noted. Where there is a need to rely on assumptions to reach a conclusion, this is made explicit in the supporting narrative.
- 2.3.2 Where it is not possible to predict likely significant effects based on reasonable assumptions, efforts are made to comment on the relative merits of the alternatives in more general terms and to indicate a rank of preference (separate to the summary of likely significant effects). This is helpful, as it enables a distinction to be made between the alternatives even where it is not possible to distinguish between them in terms of 'significant effects'. Numbers are used to highlight the site option or options that are preferred from an SA perspective with '1' being the highest ranking. '=' has been used to highlight where options perform relatively equally and cannot be readily differentiated between (for a particular SA Objective).
- 2.3.3 A summary table showing the assessment findings for the two affordable housing options is presented below. More detailed findings are presented in the main SA Report Update.

- **Option 1:** Maintain the proposed policy approach that requires 30% affordable housing in new development, with the amount of social rented housing being determined through the planning process and viability testing.
- **Option 2:** Revise the policy approach to a requirement for 25% affordable housing with social renting forming 75% of this.

SA objective		Option 1	Option 2
1 (Economy)	Significant effect?	Yes – positive	Yes – positive
	Rank	1	2
2 (Town centres)	Significant effect?	Yes – positive	Yes – positive
	Rank	=1	=1
3 (Sustainable transport)	Significant effect?	No	No
	Rank	2	1
4 (Climate change, flooding, and coastal change)	Significant effect?	No	No
	Rank	2	1
5 (Housing)	Significant effect?	Yes – positive	Yes – positive
	Rank	1	2
6 (Healthy communities)	Significant effect?	Yes – positive	Yes – positive
	Rank	1	2
7 (Historic environment)	Significant effect?	No	No
	Rank	=1	=1
8 (Urban design)	Significant effect?	No	No
	Rank	=1	=1
9 (Natural environment)	Significant effect?	No	No
	Rank	=1	=1
10 (Natural resources)	Significant effect?	No	No
	Rank	=1	=1

2.3.4 A summary table showing the assessment findings for the four options for development at the revised Tipner West site is presented below. More detailed findings are presented in the main SA Report Update.

- **Option 1:** A housing-led scheme with a small proportion of land for employment purposes in the north of the revised Tipner West site.
- **Option 2:** An employment-led scheme with a small proportion of housing development in the south of the revised Tipner West site.
- **Option 3:** A relatively balanced (even) split of housing and employment land across the revised Tipner West site.
- **Option 4:** Housing only development at the revised Tipner West site.

SA objective		Option 1	Option 2	Option 3	Option 4
1 (Economy)	Significant effect?	Yes - positive	No	Yes - positive	Yes - negative
	Rank	2	3	1	4
2 (Town centres)	Significant effect?	Yes – positive	No	Yes – positive	Yes – positive
	Rank	2	4	3	1
3 (Sustainable transport)	Significant effect?	Yes - positive	No	Yes - positive	Yes - positive
	Rank	=1	4	3	=1
4 (Climate change, flooding, and coastal change)	Significant effect?	Yes - positive	Yes - positive	Yes - positive	Yes - positive
	Rank	3	1	2	4
5 (Housing)	Significant effect?	Yes - positive	No	Yes - positive	Yes - positive
	Rank	2	4	3	1
6 (Healthy communities)	Significant effect?	Yes - positive	Yes - positive	Yes - positive	Yes - positive
	Rank	1	4	2	3
7 (Historic environment)	Significant effect?	No	No	No	No
	Rank	2	4	1	3
8 (Urban design)	Significant effect?	Yes - positive	No	Yes - positive	No
	Rank	2	4	1	3
9 (Natural environment)	Significant effect?	No	No	No	No
	Rank	3	2	1	4
10 (Natural resources)	Significant effect?	No	No	No	No
	Rank	2	2	1	3

2.5 Developing the preferred approach

- 2.5.1 The Council have provided the following response to the alternatives assessments and preferred approach in the Local Plan Addendum

Affordable housing options

- 2.5.2 The publication of the new NPPF in 2024 introduced a new requirement in paragraph 64 to specify the type of affordable housing required including the minimum proportion of Social Rented homes required. Prior to this, the Council had not included such a specific requirement in the affordable housing policy (PLP17).
- 2.5.3 The Council's preferred approach is not to change the approach taken in PLP17 in the Portsmouth Pre-Submission Local Plan 2024, that is not to specify a specific amount of social rented homes required within the policy. Policy PLP17 already sets an ambitious overall target for affordable housing of 30% despite challenging viability conditions in the City. To add in a specific requirement for a certain amount of this to be social rent would have a negative impact on viability such that the overall percentage of affordable housing provision would need to be lowered. The Council prefers to keep the overall provision of affordable housing higher, rather than lowering it to secure more social rented accommodation. Social rent is still a tenure the Council will seek to secure, but the level of this will be determined on a site-by-site basis and will depend on the nature and viability of the scheme in question.

Revised Tipner West options

- 2.5.4 The Council has considered it necessary to remove all aspects of the allocation that are likely to give rise to adverse impacts on international conservation designations that cannot be mitigated. This has meant removing all previously proposed direct losses to the protected SPA/ Ramsar sites, which had affected approximately 0.5ha of reclamation for a workable marine hub quayside, 2.1ha of intertidal habitat for dredging needed to deliver deep water access to the site, 0.3ha of inter-tidal habitat for bridge piers and 3.6ha of terrestrial habitat for anticipated enabling housing development. The amended policy would therefore need to:
- Avoid any reclamation;
 - Abandon dredging and, hence, the prospect of deep water access for a marine hub;
 - Exclude any development of the terrestrial SPA/Ramsar (ie. on land south of the firing range);
 - Remove the development requirement for a bridge, but continue to safeguard land for the landfall of a bridge.

2.5.5 The Council has needed to ascertain the implications of the above changes for delivery of the site allocation, its viability and ability, inter alia, to meet the expectations of the City Deal, for which the proposed deep-water marine hub remained a fundamental component. In addition, the implications of removing the bridge delivery component from the policy (for example, upon development of Horsea Island East) and the loss of land south of the firing range from development assumptions needed to be evaluated. As such, the LPA, in consultation with the PCC Tipner West Site Promoter team, members of the Tipner West Regulatory Panel including the RSPB and the Hampshire & Isle of Wight Wildlife Trust (guest members), statutory and non-statutory consultees and third party expert consultants, engaged in a series of optioneering and evaluation workshops during April and May 2025.

2.5.6 The parameters and assumptions for this optioneering exercise were provisionally agreed in advance with the Chief Planner alongside senior management of Property and Investment and Finance and Resources, including consultation with the Leader of the Council and the Portfolio Holder for Planning Policy and City Development. Three high level options formed a broad basis for assessment, being variants of a mix of residential and employment land uses:

- Option 1: Maximising residential
- Option 2: Maximising employment
- Option 3: Approximate 50:50 split of residential/employment uses.

A fourth option that was housing only, was disregarded early on as it would not have delivered any new jobs.

2.5.7 These three options were selected cognisant of the City Deal grant provided to Southampton and Portsmouth City Councils in 2014 to unlock sites for redevelopment, in particular to support the growth in the marine and maritime sectors. However, the optioneering process would need to ascertain, inter alia, the implications for the delivery of a regionally-significant marine hub by reason of proposed policy exclusion of deep water dredging and reclamation from the Harbour. The meetings considered in more detail potential land uses, marine hub feasibility, bridge delivery options, sea defences, relocation strategies for existing site leaseholders (including the Harbour School) and the respective financial viability of each option. The sub-group drew in a range of key technical expertise both from within PCC and external consultants and stakeholders familiar with the site and its extensive history of evaluation for re-development.

2.5.8 The conclusions of this process were that Option 1 delivered the lowest relative financial deficit of each of the options, alongside other beneficial considerations such as optimal place-making, market absorption of new employment floorspace, use of heritage assets and enabling development cross subsidy. It was clear that without deep water dredging, it would no longer be possible to pursue a viable 'marine hub' of regional significance as immediate deep water access was fundamental to this. Yet with a deficit figure of approximately £107m it was clear that significant external funding would still be required and the sub-group recommended that, in order to reduce this deficit a 4th wholly residential-led Option be explored. This was not taken forward as it would not deliver any employment. This was contrary

to the parameters set down at the beginning of the optioneering process and in particular with regard to the funding aspirations underpinning the City Deal grant and the potential of an employment site to nevertheless attract marine and maritime, general employment and/or port-related or defence businesses seeking waterside bases with excellent motorway access.

3. SA findings at this stage

3.1 Introduction

- 3.1.1 Part 2 of the SA Report Update presents an appraisal of the submission version of the plan. A series of narratives are presented under each of the ten SA objectives, providing a commentary on the spatial strategy, city-wide policy provisions, cumulative effects, and overall conclusions (relevant to each SA theme – i.e., there is no systematic consideration of each individual policy, instead policies are drawn upon as relevant to the SA objective in question). This NTS provides the summary of this appraisal.

3.2 Methodology

- 3.2.1 The appraisal identifies and evaluates ‘likely significant effects’ of the plan on the baseline, drawing on the ten SA objectives identified through scoping as a methodological framework.
- 3.2.2 Every effort is made to predict effects accurately; however, this is inherently challenging given the high-level nature of the policies under consideration and understanding of the baseline (now and in the future under a ‘no plan’ scenario) that is inevitably limited. Given uncertainties there is a need to make assumptions, e.g., in relation to plan implementation and aspects of the baseline that might be impacted. Assumptions are made cautiously and explained within the text (with the aim to strike a balance between comprehensiveness and conciseness/ accessibility). In many instances, given reasonable assumptions, it is not possible to predict ‘significant effects’, but it is nonetheless possible and helpful to comment on merits (or otherwise) of the Local Plan in more general terms.
- 3.2.3 Finally, it is important to note that effects are predicted taking account of the effect characteristics and ‘significance criteria’ presented within Schedules 1 and 2 of the SEA Regulations². So, for example, account is taken of the probability, duration, frequency, and reversibility of effects as far as possible. Cumulative effects are also considered, i.e., the potential for the Plan to impact an aspect of the baseline when implemented alongside other plans, programmes, and projects.

² Environmental Assessment of Plans and Programmes Regulations 2004

3.3 Summary appraisal findings

3.3.1 Overall, the following conclusions are reached for each of the SA objectives:

SA objective	Plan appraisal conclusion
SA-1: Building a strong, competitive economy in Portsmouth	The spatial strategy and policy provisions of the draft Plan are considered for their potential to support the strategic objectives of the Plan to enable a strong and diverse economy that raises the quality of life and access to education and training opportunities for all. Overall significant positive effects are considered likely as a result.
SA-2: Ensuring the vitality of the City Centre and other town centres in Portsmouth	The detailed guidance and support provided for Portsmouth's centres, including growth at key locations, are considered to provide significant support for long-term vitality. As a result, significant positive effects are anticipated overall.
SA-3: Promoting sustainable transport in Portsmouth	Overall, the Plan seeks to deliver new infrastructure improvements and prioritises sustainable transport access, particularly active travel, in direct support of the strategy objectives for a healthy and happy city, a green city and a city with easy travel. The Plan also requires development to mitigate its impact on the strategic and local road network. As a relatively compact and accessible city, long-term minor positive effects are considered likely overall.
SA-4: To tackle climate change, flooding, and coastal change in Portsmouth	The strategic growth locations can support a good mix of uses within the city and lead to economies of scale to the benefit of climate resilience. Particularly by enabling the delivery of new or upgraded transport infrastructure, low carbon heat and power, flood resilience measures, and community infrastructure and open spaces, and positive effects are anticipated in this respect. Flood risk is a key constraint to growth in the city, and flood resilience in line with the proposed policy provisions will be key to ensuring that long-term adverse effects are avoided. However, as the plan strategy includes housing within high flood risk zones, minor negative effects are concluded.
SA-5: Delivering high-quality homes in Portsmouth	Overall, significant positive effects are concluded in relation to this objective, recognising that the Plan has put forward a viable housing strategy at this stage, though this will require continued monitoring and partnership working to ensure longer-term housing needs can be planned for.
SA-6: Promoting healthy communities	On balance, it is appropriate to conclude that the draft Plan could lead to significant long-term positive effects in terms of promoting healthy communities within

SA objective

Plan appraisal conclusion

	the city boundaries. Policies are coordinated to deliver positive health outcomes within the city, providing new homes, employment and community and transport infrastructure which prioritise healthy lifestyles, increase safety and reduce deprivation.
SA-7: Conserving and enhancing the historic townscape	Overall, the draft Plan policies seek to ensure that development retains and enhances the significance of the historic environment and heritage assets and their settings (including designated and non-designated sites). Encouraging the retention of historic heritage buildings and their reuse is anticipated to lead to minor positive effects, contributing towards meeting objectives not only within heritage protection and accessibility, but also in the related area of urban design and achieving a strong competitive economy. Protection is also provided to ensure that development appropriately considers archaeology as a prominent historic asset within the city. The policies are likely to reduce the extent of the negative effects identified; however, the overall impact remains uncertain at this stage as it is ultimately dependent on-site level schemes demonstrating successful design, layout, and integration.
SA-8: Requiring good urban design in Portsmouth	The Plan seeks to secure good urban design through strategic regeneration of key city locations, delivering enhancements to public realm, accessibility, and the environmental quality of the area. Policy requirements seek to ensure development will support connectivity of active travel, green infrastructure and provide net gains in biodiversity, to deliver high quality urban living, working, and visiting environments. Whilst there remains an element of uncertainty in relation to potential growth outside of the city boundaries, within the city confines minor long-term positive effects are considered likely overall.
SA-9: Conserving and enhancing the natural environment in Portsmouth	The HRA states that with the amendments recommended and now included in the Local Plan, it has been possible to conclude that no elements of Portsmouth Local Plan will have an adverse effect on the integrity of any Habitats sites, either alone or in combination with other plans or projects. The Plan therefore is considered to lead to broadly neutral effects overall, with policy provisions reinforcing HRA findings and securing mitigation interventions to protect sites from adverse effects. More broadly the Plan is merited for its strategy of city-wide greening and climate resilience, taking account of wider issues and opportunities affecting the PfSH sub-region.

SA objective

Plan appraisal conclusion

SA-10: Facilitating the sustainable use of natural resources in Portsmouth

The spatial strategy prioritises significant regeneration opportunities alongside the retention of key natural resources that support the ecosystems and green infrastructure network of the city. The spatial strategy and policy provisions ensure long-term protection for existing open spaces, indirectly protecting the city's mineral resources. The additional policy support for high levels of efficiency in design and construction ensure long-term resource efficiency. As a result, **minor long-term positive effects** are concluded as likely.

- 3.3.2 Broadly **positive effects** are identified overall, with many positive effects considered **significant** in nature. This is reflective of the development strategy's focus on thriving new homes and businesses, resilient and connected places, and protecting and enhancing Portsmouth's historic and natural environment.
- 3.3.3 The only **negative effects** concluded reflect the City's constrained nature in relation to flood risk, although residual effects are not considered to be significant in light of policy provisions. Broadly **neutral effects** are now concluded in relation to the natural environment given the policy for Tipner West can now (as per the updated HRA) be delivered without any adverse effects on international conservation designations that cannot be mitigated. The site will nonetheless require compensatory measures and continued monitoring.
- 3.3.4 The SA has made recommendations at each stage of SA that have been taken into consideration by PCC.

4. Next steps

4.1 Introduction

- 4.1.1 Part 3 of the SA Report Update summarises the next steps plan-making and SA.

4.2 Next steps

- 4.2.1 The SA Report Update and this NTS will be released alongside the Local Plan Addendum for a focused pre-submission consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- 4.2.2 Following consultation, the Local Plan and this SA Report Update will be submitted to the Secretary of State who will appoint an Inspector or Inspectors to carry out an independent examination.

4.3 Monitoring

- 4.3.1 It is anticipated that monitoring will be undertaken as part of the Council's annual monitoring process, as reported through yearly Authority Monitoring Reports. Any additional monitoring requirements, if deemed necessary through the final plan-making stages, will be identified in the SA Adoption Statement (produced at the time of adoption of the plan).

