

Portsmouth City Centre North (PCCN)

Integrated Impact Assessment
(IIA)

May 2022

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Integrated impact assessment (IIA) form December 2019

www.portsmouth.gov.uk

The integrated impact assessment is a quick and easy screening process. It should:

- Identify those policies, projects, services, functions, or strategies that could impact positively or negatively on the following areas:
 - Communities and safety
 - Regeneration and culture
 - Environment and public space
 - Equality & Diversity - This can be found in Section A5

Directorate:

Regeneration

Service, function:

Major Projects

Title of policy, service, function, project, or strategy (new or old):

Portsmouth City Centre North (PCCN) will include the demolition of the majority of existing structures on site and the construction of a phased mixed-use scheme to enable the regeneration of the area.

Type of policy, service, function, project, or strategy:

- Existing
- New / proposed
- Changed

What is the aim of your policy, service, function, project, or strategy?

PCCN will provide up to 2,300 residential units, up to 10,000spm (GIA) of non-residential uses (Use Class E, F1 and F2) and associated servicing facilities.

Central to the project is the delivery of a new green open space for use by the city-wide community.

Has any consultation been undertaken for this proposal? What were the outcomes of the consultations? Has anything changed because of the consultation? Did this inform your proposal?

Public engagement event held 04/02/2022. The public were asked "Do you think the creation of a large, green park in the city centre north is a good idea?" 91% of those asked gave positive feedback on the green space. Static exhibitions were set up in 4 local community centres throughout the month of April. A city centre website has been created to direct comments and feedback to. The full public consultation will be held in Summer 2022.

A - Communities and Safety

Yes

No

Is your policy / proposal relevant to the following questions?

A1 - Crime - Will it make our city safer?

In thinking about this question:

- How will it reduce crime, disorder, ASB and the fear of crime?
- How will it prevent the misuse of drugs, alcohol, and other substances?
- How will it protect and support young people at risk of harm?
- How will it discourage re-offending?

If you want more information, contact Lisa.Wills@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-spp-plan-2018-20.pdf>

Please expand on the impact our policy / proposal will have, and how you propose to mitigate any negative impacts.

We are working alongside Hampshire Constabulary and security consultants Evolution and have created a security needs assessment outlining elements to be taken into consideration.

It is critical to ensure that our design principals focus on the development being safe for residents and visitors. In addition to that, we believe in the importance of enabling strong, inclusive communities where social and physical activity are encouraged as a way to prevent mental health issues and support people to develop in a healthy environment.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

A - Communities and Safety

Yes

No

Is your policy / proposal relevant to the following questions?

A2 - Housing - Will it provide good quality homes?

In thinking about this question:

- How will it increase good quality affordable housing, including social housing?
- How will it reduce the number of poor-quality homes and accommodation?
- How will it produce well-insulated and sustainable buildings?
- How will it provide a mix of housing for different groups and needs?

If you want more information contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/psh-providing-affordable-housing-in-portsmouth-april-19.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

The plans for PCCN address the city needs for housing, with a large focus on health and well-being for a new sustainable community. We do not just want to build homes. We want to build a community that flourishes, and much thought has gone into how people can live in a more environmentally conscious way. We hope this will set the bar for future developments in Portsmouth.

The development will aim to be planning policy compliant in terms of the provision of mixed tenure housing, with the aspiration to be 70/30 split of affordable & private homes. 5% wheelchair accessible homes across all tenures with EV charging for each wheelchair accessible home. Home Quality Mark of 4 with the aspiration to achieve 5 stars. HEALTHY HOMES: access to daylight, sunlight, overheating mitigation. Please refer to sustainability documents.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

A - Communities and Safety

Yes

No

Is your policy / proposal relevant to the following questions?

A3 - Health - Will this help promote healthy, safe, and independent living?



In thinking about this question:

- How will it improve physical and mental health?
- How will it improve quality of life?
- How will it encourage healthy lifestyle choices?
- How will it create healthy places? (Including workplaces)

If you want more information, contact Dominique.Letouze@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cons-114.86-health-and-wellbeing-strategy-proof-2.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

PCCN will promote health and wellbeing and good quality of life - delivering work, live and play in close proximity to high quality open spaces (green concept). It will include a large green space that will incorporate food growing areas, communal use & play areas. It will also improve cycle & pedestrian routes.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

A - Communities and Safety

Yes

No

Is your policy / proposal relevant to the following questions?

A4 - Income Deprivation and Poverty - Will it consider income deprivation and reduce poverty?



In thinking about this question:

- How will it support those vulnerable to falling into poverty e.g. single working age adults and lone parent households?
- How will it consider low-income communities, households, and individuals?
- How will it support those unable to work?
- How will it support those with no educational qualifications?

If you want more information, contact Mark.Sage@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-homelessness-strategy-2018-to-2023.pdf>

<https://www.portsmouth.gov.uk/ext/health-and-care/health/joint-strategic-needs-assessment>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

The proposal is to regenerate an area of the city to provide additional homes and create commercial space & opportunities for businesses which is anticipated to attract additional investment in the area, creating additional employment opportunities.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

A - Communities and Safety

Yes

No

Is your policy / proposal relevant to the following questions?

A5 - Equality & Diversity - Will it have any positive / negative impacts on the protected characteristics?



In thinking about this question:

- How will it impact on the protected characteristics - Positive or negative impact (Protected characteristics under the Equality Act 2010, age, disability, race/ethnicity, sexual orientation, gender reassignment, sex, religion or belief, pregnancy and maternity, marriage and civil-partnership, socio-economic)
- What mitigation has been put in place to lessen any impacts or barriers removed?
- How will it help to promote equality for a specific protected characteristic?

If you want more information, contact Gina.Perryman@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-equality-strategy-2019-22-final.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

This programme is not envisaged to negatively impact on the equality groups, but we will ensure we obtain people's views, so these groups are not put at a disadvantage and get the opportunity to give feedback. We will be holding a full public consultation in Summer 2022.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

B - Environment and Climate Change

Yes

No

Is your policy / proposal relevant to the following questions?

B1 - Carbon Emissions - Will it reduce carbon emissions?



In thinking about this question:

- How will it reduce greenhouse gas emissions?
- How will it provide renewable sources of energy?
- How will it reduce the need for motorised vehicle travel?
- How will it encourage and support residents to reduce carbon emissions?

If you want more information, contact Tristan.Thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cmu-sustainability-strategy.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

The aspiration is for Portsmouth City Centre North to be a net zero carbon development. The proposal aims to achieve net zero operational carbon and explore routes to achieving net zero construction carbon.

The proposal aims to meet the LETI/RIBA 2030 Climate Change whole life embodied carbon targets and respective construction carbon emissions reduction targets.

Embodied carbon will be reduced by implementing circular design principles. For example, using principles of lean design, design for adaptability, prefer natural materials and follow building in layers principles wherever possible. A pre-demolition audit of the existing buildings and structures has been undertaken for Phase 1 and has identified 15,000 tonnes of materials for reuse, re-purpose and recycling which will be further investigated with the supply chain and contractors as the project progresses.

Design decisions include reduced parking for a car-poor development and limited excavation on site so that the carbon impacts of a basement could be reduced on Phase 1. The potential to use prefabrication and off-site manufacture will be further explored, as will a review of structural options, both will reduce embodied carbon impacts.

Buildings will be designed to reduce energy demand and consumption, with low carbon heat delivered through electrically led solutions. The strategy for Phase 1 proposed an ambient loop system using water and air source heat pumps for heating and domestic water. Overall, Blocks A and B within Phase 1 achieve circa 80% savings in carbon emissions over Part L 2013 and 50% improvement against Part L 2021.

On-site renewable energy generation will be provided by 1,000m² of roof mounted PV panels spread across Block A and B for Phase 1. This will minimise reliance on the electricity grid. Future phases will follow a similar approach.

Portsmouth City Centre North will prioritise low carbon transport modes. The site is served well by public transport, with Portsmouth's rail station within a 10-minute walk or 4-minute cycle. Fratton and Portsmouth

Harbour rail stations are within a 10-minute cycle journey. New pedestrian and cycling routes through the site are proposed and the public realm and landscape design aims to prioritise walking and cycling.

Transport infrastructure will be improved. A mobility hub will consolidate services such as car clubs, cycle hire schemes. Residents' homes will have cycle parking spaces (following HQM requirements) Charlotte Street will be widened to improve 2-way bus movement.

Portsmouth City Centre North will be a car-poor development, with the parking provision ratio starting at 1 space per 2 units (0.53), for Phase 1, to 1 space per 7 units (0.16) for private lease by the time the full masterplan is developed. All car parking spaces will be designed to install electric vehicle charging to all spaces. All these interventions will discourage motorised vehicle travel and promote active travel.

Residents will be encouraged to adopt low carbon modes of transportation and adopt the principles of the sharing economy. For example by setting up communal allotments and sharing the land for urban agriculture, by shopping locally as the masterplan will provide local shops and flexible spaces which could be used to support low carbon businesses and initiatives.

Reduction in emissions will be prioritised, however an offsetting strategy will be required to achieve net-zero. High-quality offset will be explored as the design develops.

The current use of site is a large surface car park with around 30% of the land consisting of buildings therefore refurbishing the existing buildings does not provide the housing volume and other significant benefits such as the green space as the development would.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

A whole life carbon analysis and the supporting environmental frameworks, such as BREEAM and HQM will be used to check impact of the development.

B - Environment and Climate Change

Yes

No

Is your policy / proposal relevant to the following questions?

B2 - Energy Use - Will it reduce energy use?



In thinking about this question:

- How will it reduce water consumption?
- How will it reduce electricity consumption?
- How will it reduce gas consumption?
- How will it reduce the production of waste?

If you want more information, contact Tristan.Thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

<https://democracy.portsmouth.gov.uk/documents/s24685/Home%20Energy%20Appendix%201%20-%20Energy%20and%20water%20at%20home%20-%20Strategy%202019-25.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

The energy targets for PCCN Phase 1 for all buildings (residential and non-residential) is proposed as a 31% improvement to Part L 2013. The aspiration for in-operation Net Zero Carbon is a key consideration. Targeting Home Quality Mark 4-star rating on Phase 1 with an aspiration for 5-star rating. All electric strategy. Water Strategy in progress. Water reuse & harvesting to be investigated against whole life carbon impacts.

The Energy Strategy for Phase 2 (Plots 2-11) of the Proposed Development will incorporate energy efficient measures and low carbon and renewables technologies in line with those described within the Energy Strategy report to achieve comparable carbon emission reduction to those predicted for Phase 1 (plot 1).

The Phase 2 Energy Strategy will be based on all-electric heat pumps and will incorporate the use of renewable technologies to achieve predicted carbon emissions reductions against Part L 2021 comparable to Phase 1 of the proposed Development. As reserved matters applications (RMA) for the remaining plots within Phase 2 come forward, appropriate technology will be incorporated. This will allow for greater flexibility for each plot to respond with an energy strategy which will incorporate appropriate technology available at the time of development to take advantage of a decarbonised grid. The minimum improvement targeted for Phase 2 is 31% over the baseline emission rate against Part L 2013 in line with Phase 1.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

B - Environment and Climate Change

Yes

No

Is your policy / proposal relevant to the following questions?

B3 - Climate Change Mitigation and Flooding - Will it proactively mitigate against a changing climate and flooding?



In thinking about this question:

- How will it minimise flood risk from both coastal and surface flooding in the future?
- How will it protect properties and buildings from flooding?
- How will it make local people aware of the risk from flooding?
- How will it mitigate for future changes in temperature and extreme weather events?

If you want more information, contact Tristan.Thorn@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-surface-water-management-plan-2019.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/cou-flood-risk-management-plan.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

We have undertaken a Flood Risk Assessment (FRA) which confirms the risk of flooding from all sources, & the dwelling is not in a flood zone. The site is in a Flood Zone 1 and therefore is a low risk of flooding from all sources. The FRA includes allowances for climate change to be developed. The proposals have demonstrated the ability to achieve a minimum of Home Quality Mark 4 stars and a BREEAM Very Good.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

B - Environment and Climate Change

Yes

No

Is your policy / proposal relevant to the following questions?

B4 - Natural Environment - Will it ensure public spaces are greener, more sustainable, and well-maintained?



In thinking about this question:

- How will it encourage biodiversity and protect habitats?
- How will it preserve natural sites?
- How will it conserve and enhance natural species?

If you want more information, contact Daniel.Young@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-solent-recreation-mitigation-strategy-dec-17.pdf>

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

The large green space will become part of Portsmouth's wider green corridor contributing to improved biodiversity. We have a biodiversity net gain of up to 45% (aspiration) and Urban Greening Factor (UGF) of 0.4 or better (aspiration).

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

B - Environment and Climate Change

Yes

No

Is your policy / proposal relevant to the following questions?

B5 - Air Quality - Will it improve air quality?



In thinking about this question:

- How will it reduce motor vehicle traffic congestion?
- How will it reduce emissions of key pollutants?
- How will it discourage the idling of motor vehicles?
- How will it reduce reliance on private car use?

If you want more information, contact Hayley.Trower@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/env-aq-air-quality-plan-outline-business-case.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

In line with the council's climate change strategy the proposal for PCCN is to reduce vehicular movements into the city, by creating more city centre homes & local workplaces & creating sustainable traffic links such as footpaths & cycle routes linking neighbourhoods. Air quality will be improved due to reduced traffic on site green spaces proposed & all electric energy strategy.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

Is your policy / proposal relevant to the following questions?

B6 - Transport - Will it improve road safety and transport for the whole community?



In thinking about this question:

- How will it prioritise pedestrians, cyclists, and public transport users over users of private vehicles?
- How will it allocate street space to ensure children and older people can walk and cycle safely in the area?
- How will it increase the proportion of journeys made using sustainable and active transport?
- How will it reduce the risk of traffic collisions and near misses with pedestrians and cyclists?

If you want more information, contact Pam.Turton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/travel/local-transport-plan-3>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

The City Centre Road seeks to enhance and optimise operation of the western corridor, seeking to manage general traffic in the area and through relocation and creation of new road space a comprehensive integrated sustainable travel network. The CCR will also promote one of the city's major regeneration projects by unlocking developable land and integrating sustainable travel into the development. This aim is to improve bus links and journey times and prioritises pedestrians and cyclists.

The CCR will integrate with the Council's wider strategies and policies defined in our LTP4, the City Project and the Local Plan.

The existing highway network in the vicinity of the site may be reconfigured, including road widenings, junction improvements, and dedicated transport lanes. Highway works adjacent to the site are not sought for approval as part of this planning application but are assumed to come forward in parallel with the construction of the Proposed Development. They include works comprising the City Centre Road (CCR) Scheme for which funding is being sought from the Department of Transport (DfT) via a Strategic Outline Business Case (SOBC) document (the 'SOBC works'), together with Portsmouth City Council public transport improvement schemes secured via the Transforming Cities Fund (TCF) (the 'TCF works').

To facilitate the future vehicle access requirements for Phase 1 of the Proposed Development, a primary point of access will be provided along the southern boundary of the Phase 1 site area off Marketway via a left in, left out junction.

Under the full Proposed Development, the site will be supported via two primary vehicle access points which will be facilitated by the wider package of strategic highway works which seek to reconfigure the adjacent road network and promote priority to public transport, walking and cycling. Upon the implementation of the proposed strategic highway works, vehicle access into the site will be taken from the new Hope Street / Marketway signalised junction to the west, and new priority junction access via Commercial Road to the east.

The Phase 1 site area will provide new walking and cycling infrastructure which ties into the existing footpaths and cycling provisions on the adjacent network. Primary points of walking and cycling access into the site will be via Marketway to the south alongside the proposed vehicle access. North of the site, Phase 1 will link into the existing signalised crossing at Hope Street to facilitate future walking and cycling movements from Flathouse Road to link centrally into Phase 1. For Phase 2, walking and cycling access to the site will be provided at multiple points leading to a network of internal routes, as indicated in the Pedestrian and Cycle Access Route Network Parameter Plan.

As these highway improvement works are assumed to come forward in parallel with the Proposed Development, they have been considered, as appropriate, within the assessment of the Proposed Development presented in the ES. For the purposes of the assessments presented in the ES, the TCF works are assumed to come forward by the time Phase 1 is completed and operational (although Phase 1 is not reliant upon them), and the SOBC works are assumed to commence following the completion of Phase 1, and be completed by the time Phase 2 of the Proposed Development is completed. Phase 1 of the Proposed Development is not reliant upon the wider

strategic (SOBC) highways works being completed, whereas the assessments presented in the ES assume reliance of Phase 2 of the Proposed Development upon these SOBC works.

A programme of highways works is assumed to come forward alongside the construction of the Proposed Development. These do not form part of the Proposed Development but will be implemented in parallel, and as such will result in changes to the highway network in the vicinity of the site as the Proposed Development progresses. The highway works will commence with the implementation of a new bus lane westbound along Lake Road and the opening of an eastbound bus-only link between Charlotte Street and the northern part of Commercial Road (the SOBC bus only works). This will be supported by a new two-way bus only link between Unicorn Road and Charlotte Street, south of St Agatha's Church (the TCF works). These in combination create a new bus routing on the local highway with east-west buses traveling along Marketway and then south down Cascades Approach and onto Unicorn Road. In the west-east direction, buses will use the new Unicorn Road bus link and travel back along Charlotte Street to connect with Commercial Road. This will remain in place until the SOBC works, whereby Charlotte Street is widened to accommodate two-way traffic, on the southern boundary of the site. Works will also be undertaken along Hope Street, which will be widened to create a new two-lane dual carriageway running adjacent to the western Phase 1 site area boundary. These works will enable the subsequent closure of Marketway, which transects the site, and the removal of Cascades Approach and the Marketway roundabout. Finally, Lake Road and Commercial Road (along the eastern boundary of the site) will become a clockwise gyratory with dedicated public transport lanes. The extent to which temporary road, footpath and cycleway closures is currently unknown. Where required, statutory Local Authority (LA) temporary Traffic Regulation Order (TRO) consents will be obtained ahead of the relevant works commencing and the appropriate notice periods provided.

Due to the SOBC works being implemented by the time the Full Scheme is operational in 2041, this will greatly increase the efficiency and flow of traffic in and around the city centre. This is coupled with the fact that there will be a net reduction in trips added onto the network as a result of the development proposals compared to the existing land uses. The removal of trips from the overall network is likely to reduce to potential of accidents involving car drivers. It can be considered that there will be a direct long-term minor beneficial (not significant) effect on car drivers regarding accidents and safety.

The Full Scheme proposals will significantly enhance the baseline conditions regarding pedestrian and cycle permeability and environment. It is anticipated that there will be a direct long-term moderate beneficial (significant) effect regarding accidents and safety on pedestrians and cyclists.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

B - Environment and Climate Change

Yes

No

Is your policy / proposal relevant to the following questions?

B7 - Waste Management - Will it increase recycling and reduce the production of waste?



In thinking about this question:

- How will it reduce household waste and consumption?
- How will it increase recycling?
- How will it reduce industrial and construction waste?

If you want more information, contact Steven.Russell@portsmouthcc.gov.uk or go to:

<https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

We are currently working with colleagues in our waste and energy team to establish a waste management strategy for PCCN which also looks at the agenda of the city as a whole. Communal storage for waste & recycling facilities will be available within the residential areas also with a provision for bulky waste.

Construction waste will be minimised as much as possible in line with the waste hierarchy.

All detail available within the operational & site waste management strategy produced by Waterman.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

C - Regeneration of Our City

Yes

No

Is your policy / proposal relevant to the following questions?

C1 - Culture and Heritage - Will it promote, protect, and enhance our culture and heritage?



In thinking about this question:

- How will it protect areas of cultural value?
- How will it protect listed buildings?
- How will it encourage events and attractions?
- How will it make Portsmouth a city people want to live in?

If you want more information, contact Claire.Looney@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/pln-portsmouth-plan-post-adoption.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

The effect of the Proposed Development on above ground-built heritage assets (HAs) was considered as part of the built heritage chapter of the Environmental Statement (ES) which assessed the likely significant effects on statutorily listed buildings, conservation areas, Registered Parks and Gardens of Special Historic Interest ('RPGSHI') and locally listed buildings. This assessment was undertaken in accordance with the relevant statutory duty of the Planning (Listed Buildings and Conservation Areas) Act 1990, the National Planning Policy Framework (NPPF) and supporting Planning Practice Guidance (PPG).

The study area for this assessment, 1km radius from the centre of the site, was agreed during the EIA Scoping process with the LPA and Historic England (HE).

The design of the Proposed Development has been carefully considered to seek to mitigate any harmful effects on HAs. From the outset the massing was arranged to minimise effects on the settings of heritage assets that lie within or close to the site, with the tallest building located towards the centre of the site.

The Proposed Development will transform the site, delivering new homes and a park as well as public realm enhancements, making good post-war interventions and connecting the site back to the city centre in a more effective way to the benefit of the local area. It will return a network of densely developed blocks to the area. Whilst of a greater scale than the existing development on site, the Proposed Development will be similar in height to the post-war tower blocks and more recent commercial and residential towers in the city centre. The massing, as fixed by the Parameter Plans in conjunction with the Outline Design Code, is mindful of the site's heritage context and has been arranged to step down towards the heritage assets on or close to the site including the Church of St Agatha's on site to the south, All Saint Church to the north-east and Mile End Conservation Area and the listed buildings within to the north. The Outline Design Code will ensure the detailed design and materials of the new development coming forward on each plot is appropriate to its context.

Listed buildings

St Agatha's sits on the site and there will be no direct effects on this church which will terminate the long linear park running through the centre of the site. There will be beneficial effects, of varying degrees, to the settings of the listed buildings (statutorily and locally listed) on or close to the site, as set out below (listed grade II unless noted otherwise). There will be no effect on any element of setting that contributes to the significance of any listed buildings beyond.

- Church of St Agatha, Marketway
- Charles Dickens Birthplace Museum, Old Commercial Road (grade I)
- Church of All Saints, Commercial Road
- Dock yard wall
- Horse Trough
- Nos. 379, 381 & 383, Old Commercial Road
- Nos. 387 & 389, Old Commercial Road
- Mile End Chapel Studio and attached wall & pier, Old Commercial Road
- No. 391 Old Commercial Road
- Nos. 395, 397 and 399 Old Commercial Road
- Railings and gates in front of nos. 393 to 399 Old Commercial Road
- Nos 377 and 385 New Commercial Road (locally listed)

Conservation areas

The closest conservation area to the site is the Mile End Conservation Area, a small part of the southern end of which lies within the site. The Proposed Development will on balance enhance this conservation area and its setting connecting it back to the city centre (the current road network and development on site act as a barrier between the two). It will not affect any identified or significant views of or from the conservation area, nor of or from the listed buildings within. There will also be enhancements (but to a lesser degree) to the setting of the Victoria Park Conservation Area. There will be a negligible effect on the setting of St Mary's Church Yard Conservation Area and Portsea Conservation Area and no effect on The Terraces Conservation Area.

Non designated heritage assets identified by the LPA

The two hospital plaques (at the entrance to the Sainsburys store on site) will be relocated on site in one of the later phases (location to be agreed). The loss of the 1894 elevation of the former Portsea Institute, Clarence Street is necessary to deliver the wider scheme. The facade will be recorded prior to its demolition and the photographic survey lodged with the local archives. A plaque will be placed with the repositioned hospital plaques setting out the history of the school and its association with the wider site. This will, however, result in harm in terms of the NPPF due to the loss of this non designated heritage asset. Paragraph 203 of the NPPF requires a balanced judgement in assessing harm to a non-designated heritage asset having regard to the scale of any harm or loss and the heritage significance of the heritage asset. The loss of this façade (of low to negligible sensitivity) would result in harm, but this harm would be outweighed to a very large degree by the significant public benefits, (including heritage benefits), this scheme would deliver including up to 2300 new homes and a new park.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

C - Regeneration of Our City

Yes

No

Is your policy / proposal relevant to the following questions?

C2 - Employment and Opportunities - Will it promote the development of a skilled workforce?



In thinking about this question:

- How will improve qualifications and skills for local people?
- How will it reduce unemployment?
- How will it create high quality jobs?
- How will it improve earnings?

If you want more information, contact Mark.Pembleton@portsmouthcc.gov.uk or go to:

<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

The proposal would provide a range of flexible use floorspace for commercial occupiers, offering jobs for local residents and new residents on-site.

During the demolition and construction phase the proposal would support an estimated average of 633 jobs on-site. This would include apprenticeships, work placements, and other career development opportunities contributing to the promotion of a skilled workforce. Conversations are currently taking place with PCC's education team to develop measures to enhance the impact of these opportunities for local residents.

Once fully operational, the proposal would generate an estimated 329 full-time equivalent employment positions at flexible commercial floorspace. As identified in the response to Question C3, the regeneration associated with the proposal would improve placemaking and result in additional expenditure and activity in the surrounding area, contributing additional investment and employment opportunities locally as well as much needed additional homes and commercial space for businesses.

The proposal would also be compliant with PCC policy requiring the production of an Employment and Skills Plan. This plan would present the employment and skills measures delivered by the proposal to maximise skills benefits for the local workforce.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

C - Regeneration of Our City

Yes

No

Is your policy / proposal relevant to the following questions?

C3 - Economy - Will it encourage businesses to invest in the city, support sustainable growth and regeneration?



In thinking about this question:

- How will encourage the development of key industries?
- How will it improve the local economy?
- How will it create valuable employment opportunities for local people?
- How will it promote employment and growth in the city?

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<https://www.portsmouth.gov.uk/ext/documents-external/cou-regeneration-strategy.pdf>

Please expand on the impact your policy / proposal will have, and how you propose to mitigate any negative impacts.

The proposal aims to regenerate the area with a view to attracting investment from and providing opportunities for local businesses. Existing commercial floorspace on site would be redeveloped, with up to 10,000sqm of flexible, modernised commercial and community use floorspace provided once operational. On-site, this would enable a wider range of businesses to occupy commercial floorspace and deliver jobs for local residents. The regenerative investment included in the proposal would also contribute to wider placemaking objectives and deliver additional footfall for local businesses to sustainably support occupiers and catalyse further investment from businesses and landholders in the local area.

Once operational, the proposal would generate more job opportunities than are currently supported on-site. Floorspace and facilities provided on-site would be flexible to respond to the changing demands of businesses

and residents locally and across the city. Additional footfall and expenditure by residents on-site in the local area would help provide sustainable investment in the local economy.

In summary the proposal would provide:

- Additional job opportunities directly on-site through the provision of flexible commercial floorspace.
- Additional expenditure in the local area by workers and residents.
- Regenerative investment redeveloping floorspace in an area with very high vacancy rates
- Improved placemaking, including through new routes through the site, the provision of a large quantity of green space on-site, and the redevelopment of existing deteriorating buildings on-site. This would aim to catalyse activity in the surrounding area and encourage business investment.

Demolition and Construction

Phase 1 would support approximately 1,060 new annual jobs on-site. Phase 2 would support approximately 633 new annual jobs on-site.

Job loss on site as a result of demolition and construction would incur 10 job losses in Phase 1, and 218 job losses in Phase 2 over the course of the demolition and construction period.

Complete and Operational

Chapter 14, Paras 14.158 to 14.164 – The Proposed Development would support an estimated 329 Full Time Employment (FTE) rolls, an increase of 101 (FTEs) compared to the baseline of 228 existing FTE's. When accounting for leakage, and displacement, this gross 101 FTE decreases to approximately 76 FTE's, of which 56 would be considered local jobs.

Chapter 14, Para 14.173 – The population arising from the Proposed Development, combined with the employment figures, would generate approximately £23.9 million spend each year in Portsmouth. Workers at the Proposed Development would be estimated to spend an additional £98,000 in Portsmouth each year.

How will you measure / check the impact of your proposal?

We will produce a procurement delivery scorecard which cover of the following KPI's: Solution quality, costs, supply chain, employment & skills, environmental sustainability, health & safety & outcome benefits.

Q8 - Who was involved in the Integrated Impact Assessment?

Sarah Willett, Project Manager

Anna Limburn, Strategic Project Manager

This IIA has been approved by:

Tom Southall, Assistant Director of Regeneration & Property

Contact Number:

07555 012510

Date:

18th May 2022